



castlepoint

benfleet | canvey | hadleigh | thundersley

**Green Belt  
Boundary Review**

**November 2013**



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## **Introduction**

As part of the New Local Plan process a local review of the borough's Green Belt and its boundaries is required in order to establish whether it still fulfils its purposes, and in order to identify where some development may exceptionally be allowed to meet the future needs of the borough.

This report sets out the policy and borough context, the methodology for the review process, and recommends amendments to the extent of the borough's Green Belt as part of the New Local Plan process.

## Policy Context

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

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. Its 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.

Paragraph 82 indicates that new Green Belts should only be established in exceptional circumstances. If proposing a new Green Belt, local planning authorities should:

- demonstrate why normal planning and development management policies would not be adequate;
- set out whether any major changes in circumstances have made the adoption of this exceptional measure necessary;
- show what the consequences of the proposal would be for sustainable development;
- demonstrate the necessity for the Green Belt and its consistency with Local Plans for adjoining areas; and
- show how the Green Belt would meet the other objectives of the Framework

At paragraph 83 it states that local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan, at which time the Green Belt boundaries should be considered having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.

Paragraph 84 is clear that when drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.

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 their 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; and
- define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

Following on from the publication of the NPPF, the Secretary of State for Communities and Local Government issued a ministerial statement on the 6<sup>th</sup> September 2012 regarding housing and growth, which was very clear that the Government's number one priority is to get the economy growing.

The statement outlined a number of mechanisms for achieving the aim 'get Britain building again', one of which was entitled *Supporting Locally-led Development*. An element of the Governments proposals under this mechanism was the review of Green Belt boundaries at a local level through the plan-making process.

The Secretary of State said that:

*'The Green Belt is an important protection against urban sprawl, providing a 'green lung' around towns and cities, and the Coalition Agreement commits the Government to safeguarding Green Belt and other environmental designations, which they have been in the new National Planning Policy Framework. As has always been the case, councils can review local designations to promote growth. We encourage councils to use the flexibilities set out in the National Planning Policy Framework to tailor the extent of Green Belt land in their areas to reflect local circumstances. Where Green Belt is considered in reviewing or drawing up Local Plans, we will support councils to move quickly through the process by prioritising their Local Plan examinations... There is considerable previously developed land in many Green Belt areas, which could be put to more productive use. We encourage Councils to make best use of this land, whilst protecting the openness of the Green Belt in line with the requirements in the National Planning Policy Framework.'*

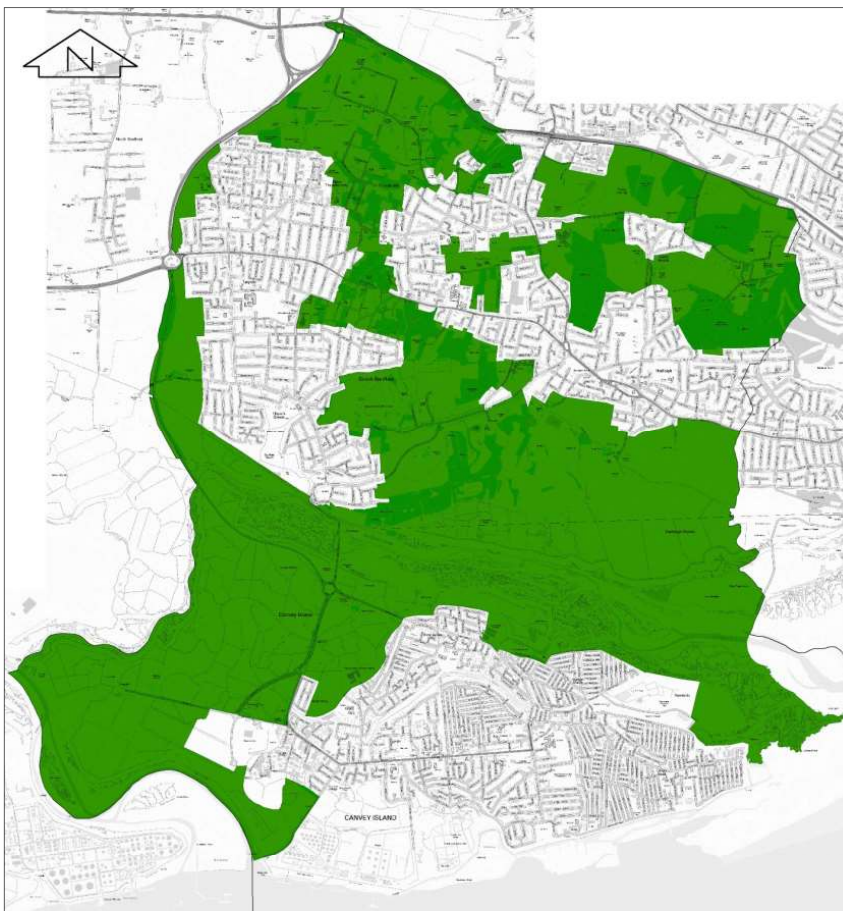
It is clear from this statement that whilst the Government seek to protect the Green Belt, they expect a balance to be struck between protection and delivery of new homes. It is clear that where new homes cannot be accommodated without encroachment into the Green Belt, that local authorities are expected to review their Green Belt boundaries to see whether local amendments can be made without altering the overall role of the Green Belt in providing open space around towns and between settlements. Clearly, the redevelopment of previously developed land in the Green Belt is favoured by the Government.

## Castle Point Green Belt – History, Location, Extent

The general extent of the Green Belt in Essex was first established in South Essex in the draft Review of the Essex County Development Plan in 1964, and was approved by the Secretary of State in May 1976 as the Approved Review Development Plan (ARDP). The ARDP was replaced by the Essex County Structure Plan (ECSP), and by subsequent ECSP reviews, and then replaced by the Essex and Southend on Sea Replacement Structure Plan 1996-2011. Policies defining the general extent and outer boundaries of the Green Belt were carried forward from each of these plans to the next. The inner boundary of the Green Belt was to be determined by the Borough Council's as part of the Local Plan process.

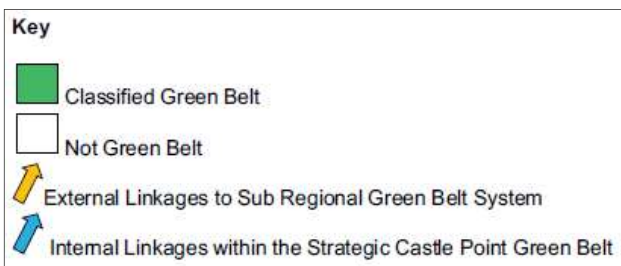
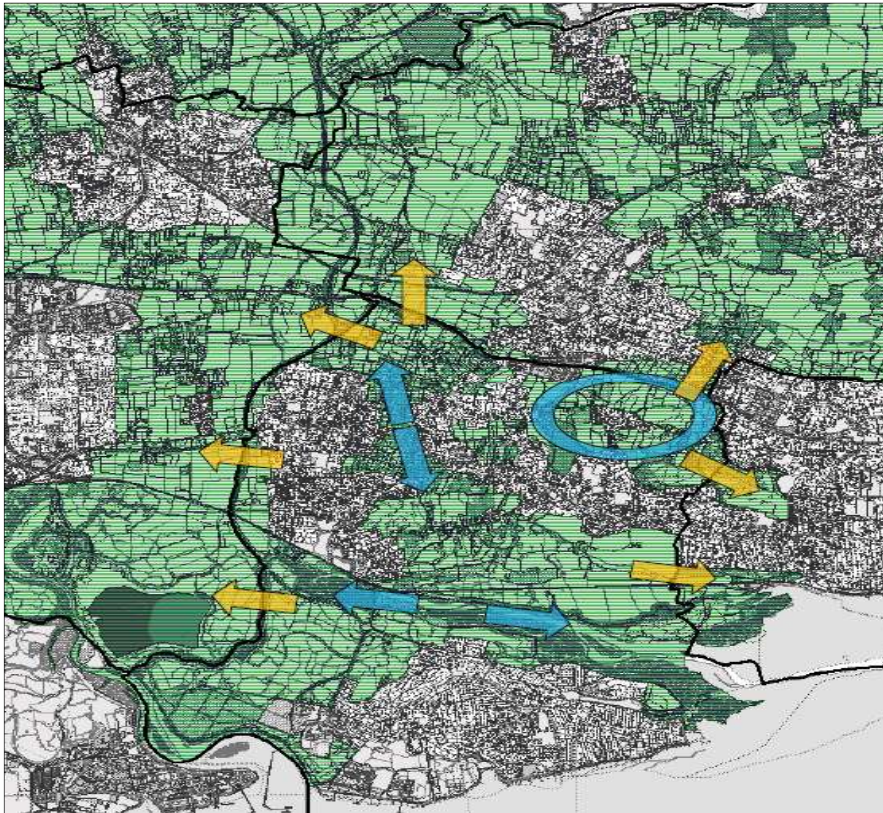
Castle Point Borough Council used the Green Belt boundaries established by the ARDP and subsequent County Structure Plans, until the adoption of the Local Plan in 1998, when the inner boundary was defined on the Proposals Map. As part of the preparation of the Local Plan the Council undertook a comprehensive review of the Green Belt boundaries.

The current extent of the Green Belt in Castle Point is 2,750 hectares, which represents approximately 60% of the borough's area. It is tightly drawn around the existing urban area, incorporating most of the undeveloped land within the borough. The location and extent of the Green Belt in Castle Point is set out below.





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. This is set out below.



The Council has not sought to amend the extent of the Green Belt since 1998. Since the adoption of the Local Plan in 1998, the Council has largely been successful in protecting the Green Belt from inappropriate development. There have however been a few developments allowed at appeal contrary to local Green Belt policy, which require consideration. Furthermore there have been changes in circumstances with regard to the future provision of housing and employment in the borough, which require identification of areas of the Green Belt where such development may exceptionally be allowed.

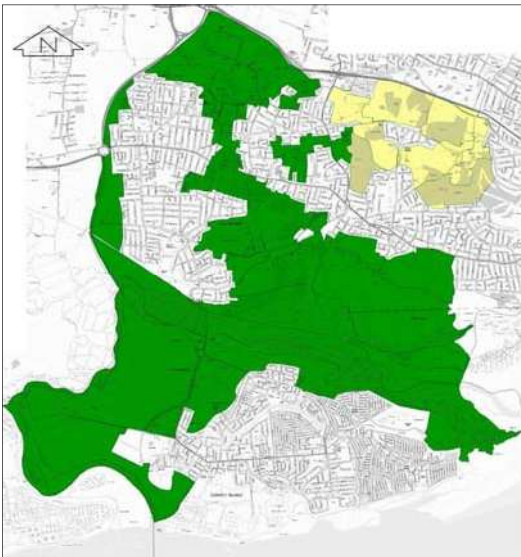
## Castle Point Green Belt – Strategic Functions

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.

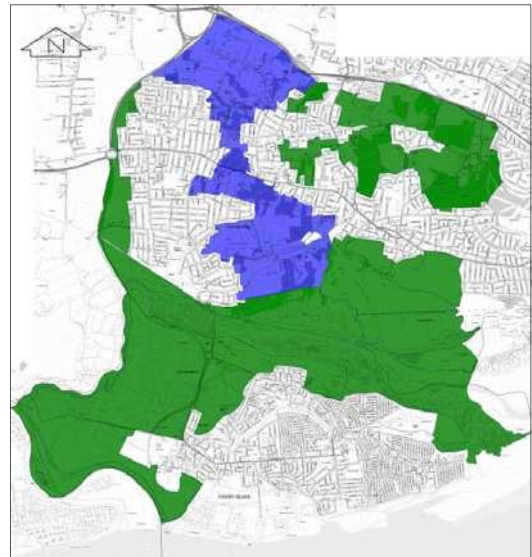
The Assessment identified that each of the Green Belt parcels, when considered individually, contributed towards at least one of the five purposes, with all contributing to restricting urban sprawl and safeguarding the countryside. Given the nature of the borough, no parcels contribute to preserving historic towns.

The Assessment identified four strategic areas of Green Belt in the borough as set out below:

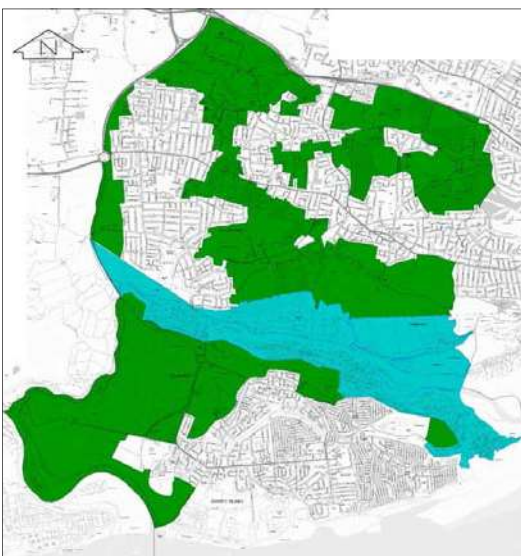
Daws Heath "Ring"



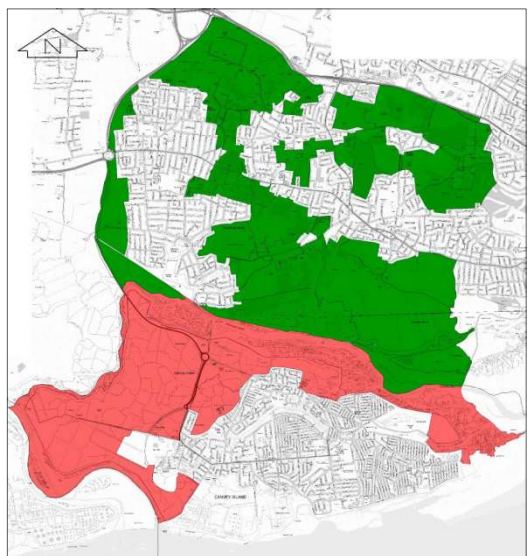
Central Corridor



Lateral Strip



Canvey Island



These were also identified as particularly important at a sub-regional level, with regard to settlements in the borough's of Basildon, Rochford, Southend, and Thurrock.

It is clear that the Green Belt in Castle Point prevents urban sprawl and has prevented coalescence of towns within Castle Point, and with towns beyond Castle Point.

The stretch of Green Belt between South Benfleet and Thundersley is strategically important locally in preventing these two towns from merging. Furthermore the Green Belt to the west of South Benfleet and to the north east of Hadleigh is strategically important at a sub-regional level for preventing coalescence with towns in Basildon, Eastwood in Southend.

The Assessment also highlighted that the Green Belt in the borough has an important role to play in protecting the countryside from encroachment, particularly as the boundaries are tightly drawn around the urban area. Much of the borough's Green Belt is or has developed into important areas for nature conservation, and is also home to a number of agricultural, equine and animal husbandry activities. Furthermore there is an increasing area of Green Belt which is becoming accessible for leisure and recreational activities.

At the same time, a Green Belt Landscape Assessment was prepared by landscape specialists at Essex County Council. This assessed the contribution different parts of the Green Belt in Castle Point make to the quality and aesthetic appeal of the borough. It set out the landscape and visual sensitivity of the Green Belt across the borough, and provided an understanding of the impact of development on the openness of the Green Belt, and also on the landscape as a positive element.

The Green Belt was identified in a series of parcels, which correspond with those set out in the Green Belt Functions Assessment. Landscape sensitivity was divided into four categories – very high, high, medium and low. Visual sensitivity was divided into three categories – high, medium and low. It identified that development would have a greater impact on landscape character and sensitivity on some areas of the borough compared to others.

## Methodology

A review of the borough's Green Belt and its boundaries was undertaken in November 2013.

A series of sites were assessed including 4 previously or partially developed sites from a suite of 9 strategic sites identified to meet the requirement for a five year housing land supply in December 2012, a number of sites previously identified in respect of housing land supply for years 6-15 and beyond, and a number of sites affected by planning appeal decisions since the Adoption of the Local Plan in 1998.

Information relating to each of the sites was collected from the following sources:

- Castle Point Borough Council Green Belt Functions 2010
- Castle Point Borough Council Green Belt Landscape Assessment 2010
- Assessments used to brief elected Members on sites promoted to the Council as potential housing sites at an All Members Conference in 2011
- Details emerging from the development control process

Consideration was given to the following points:

- Would the Green Belt in the location of a proposed development site continue to fulfil its purposes if the site was removed from the Green Belt
- Can the development of the site occur without resulting in significant impact to the visual sensitivity of the landscape
- Could the Green Belt boundary be redefined clearly, using physical features that are readily recognisable and likely to be permanent

A colour coding system was used to provide some direction on the relative impacts of each site in terms of Green Belt, as set out below:

Low Green Belt Impacts (Colour Coded **Green**) – The site could be removed from the Green Belt with minimal impact on the openness or strategic function of the Green Belt. The revised Green Belt boundary/s would be recognisable and most likely permanent.

Medium Green Belt Impacts (Colour Coded **Amber**) – The site could be removed from the Green Belt with limited impact on the strategic function of the Green Belt. However, in order to reduce the impact of development on the character and openness of the wider area, landscaping features need to be retained and as appropriate enhanced to achieve better integration of the development into the existing landscape.

High Green Belt Impacts (Colour Coded **Red**) – The site cannot be removed from the Green Belt without causing harm to the strategic function of the Green Belt, and the impact on the openness and character of the Green Belt would be significant and most likely beyond mitigation.

## **Five Year Housing Land Supply Sites in the Green Belt**

The Council in December 2012 gave consideration to a five year housing land supply portfolio of locations, in order to comply with the requirements of the NPPF. The Council agreed a housing target of 200 homes per annum and a suite of 9 sites to deliver this target.

Four of these sites are located within the Green Belt and consideration is required as to whether these could reasonably be developed without undermining the strategic function of the Green Belt in Castle Point, or reducing the amenity value that the Green Belt offers to local residents.

The four sites identified are as follows:

- Brickfields, Great Burches Road, Thundersley
- 396 to 408 London Road, Benfleet
- Footprint of former Castle View School, Meppel Avenue, Canvey Island
- Land between Felstead Road and Catherine Road, Benfleet

The site locations and their assessments are set out below.

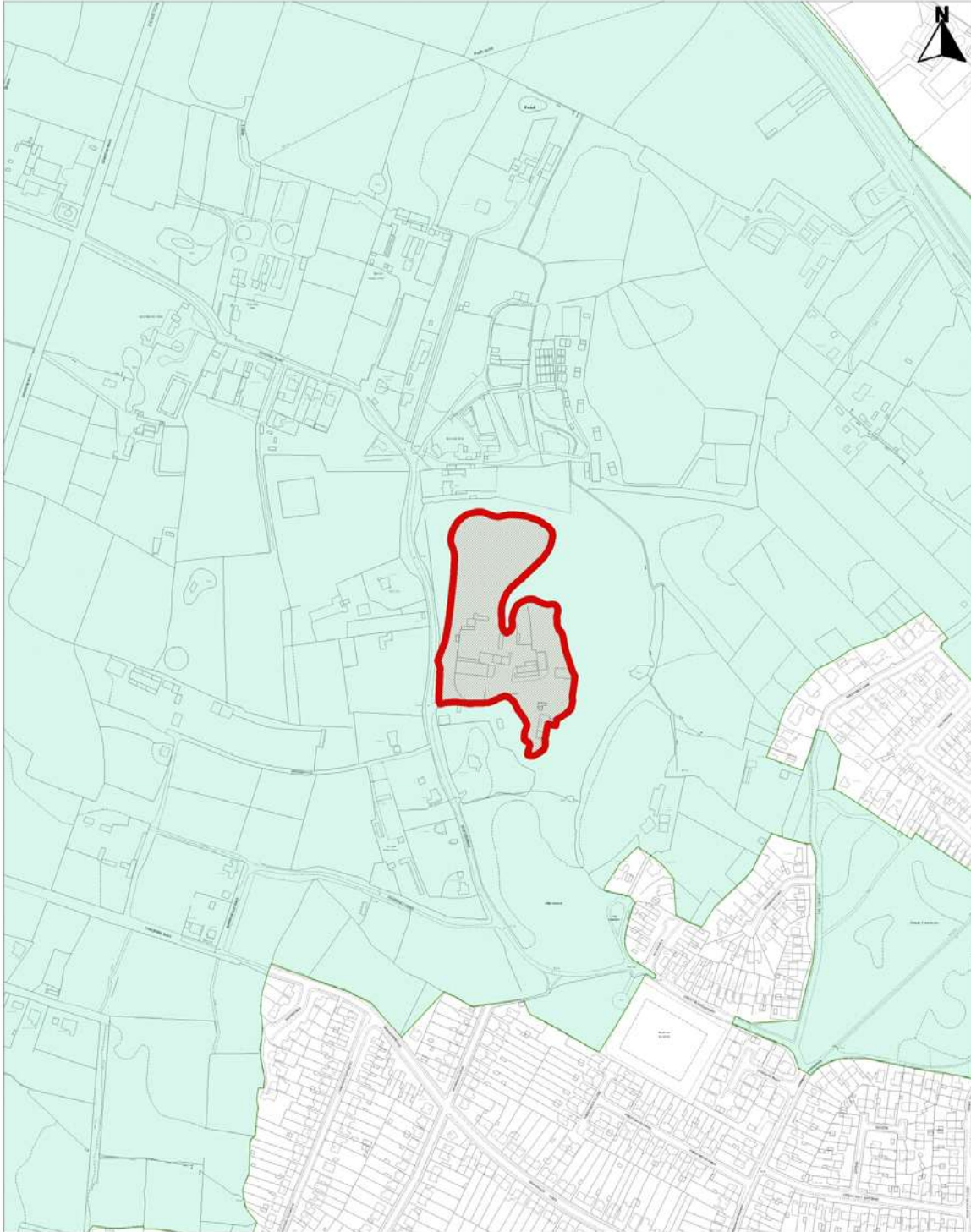
# Brickfields, Great Burches Road, Thundersley

Capacity

13

Green Belt Impact

Red



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Scale @ A4

1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

10

### **Sprawl**

On southern border it prevents urban sprawl from settlements of New Thundersley and Thundersley

### **Merging**

Southern part prevents above two towns merging

### **Encroachment**

Prevents urban encroachment from urban fringe areas

### **Regeneration**

Restricts outward development of employment uses and focuses the recycling of previously developed land on the urban fringe

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Although in the Green Belt, the site is currently developed for industrial uses.

Development for low density housing may potentially be more in keeping with maintaining the openness of the Green Belt. High density development would require this site to be removed from the Green Belt.

This site forms part of the Central Corridor. The high density development of this site would be a significant incursion into the Green Belt and constitute urban sprawl. The location of the site would have an impact on Green Belt boundaries in this location and put more Green Belt at risk of urban sprawl.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium

This is a landscape comprising old plotlands and a mosaic of mature woodlands, pastures and meadows.

The land at Brickfields is partially in industrial use and partially woodland.

Relatively small area views contained within rolling landform and by trees.

Mitigation – emphasis on conserving character, including maintaining hedgerows, field boundary trees & belts of woodland.

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## **Strategic Housing Land Availability Assessment - 2012**

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### **Function**

Site forms part of Central Corridor. High density development would be significant incursion into GB & constitute urban sprawl.

### **Character & Openness**

Site currently developed for industrial uses, development for low density housing may potentially be more in keeping with maintaining openness of GB. High density development would impact on character and openness.

### **Boundaries**

Logical -

Site in middle of GB, not contiguous with existing urban area. Location of site would have impact on GB boundaries in this location and put more GB at risk of urban sprawl.

Defensible -

Site in middle of GB, not contiguous with existing urban area. Location of site would have impact on GB boundaries in this location and put more GB at risk of urban sprawl.

### **Wider Integrity**

Yes, site in middle of GB, not contiguous with existing urban area. Location of site would have impact on GB boundaries in this location and put more GB at risk of urban sprawl.

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## **Cabinet & Council Reports - 2012**

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Disused brickfield that has more recently been used for industrial purposes. The industrial units on the site have fallen into a state of disrepair, and the landowners are seeking the redevelopment of the site for 13 homes.

A planning application for this redevelopment has been submitted to the Council, and the applicants are working to ensure that the site is appropriately screened and landscaped in order to minimise its impact on the Green Belt.

Discussions with the landowners have identified a clear intention to deliver the proposed development should planning permission be granted.

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## **Update / Further Information**

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Application approved for 13 dwellings on 8<sup>th</sup> January 2013 subject to S106 Agreement. Discussions with applicants on S106 Agreement continue.

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Committee report indicated that the development was inappropriate development in the Green Belt, but that there was merit in the points advanced by the applicant as very special circumstances, which individually may not have counterbalanced harm, but cumulatively do offer benefits to the local environment and outweigh the harm to the Green Belt.

Limited number of houses on large plots in discrete groupings, minimising excavation and levelling to retain character of site, utilising existing features of site to screen and enclose the dwellings and reduce their visual impact.

Large areas of site to remain undeveloped to maintain existing woodland, slopes and meadow grassland.

Redevelopment could control harmful impacts on the Green Belt and provide positive environmental enhancements. Management of wider site for passive recreational and ecological conservation.

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## **Concluding Comments**

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The site is located within the middle of the Green Belt, and its removal from the Green Belt would result in a break in this Green Belt, and put pressure on other Green Belt areas.

Given the existing partially developed nature of the site, the provision of low density residential development in a similar location would not result in further harm to the character and openness of the Green Belt.

Furthermore the retention of the site within the Green Belt can ensure that it continues to fulfil its purposes.

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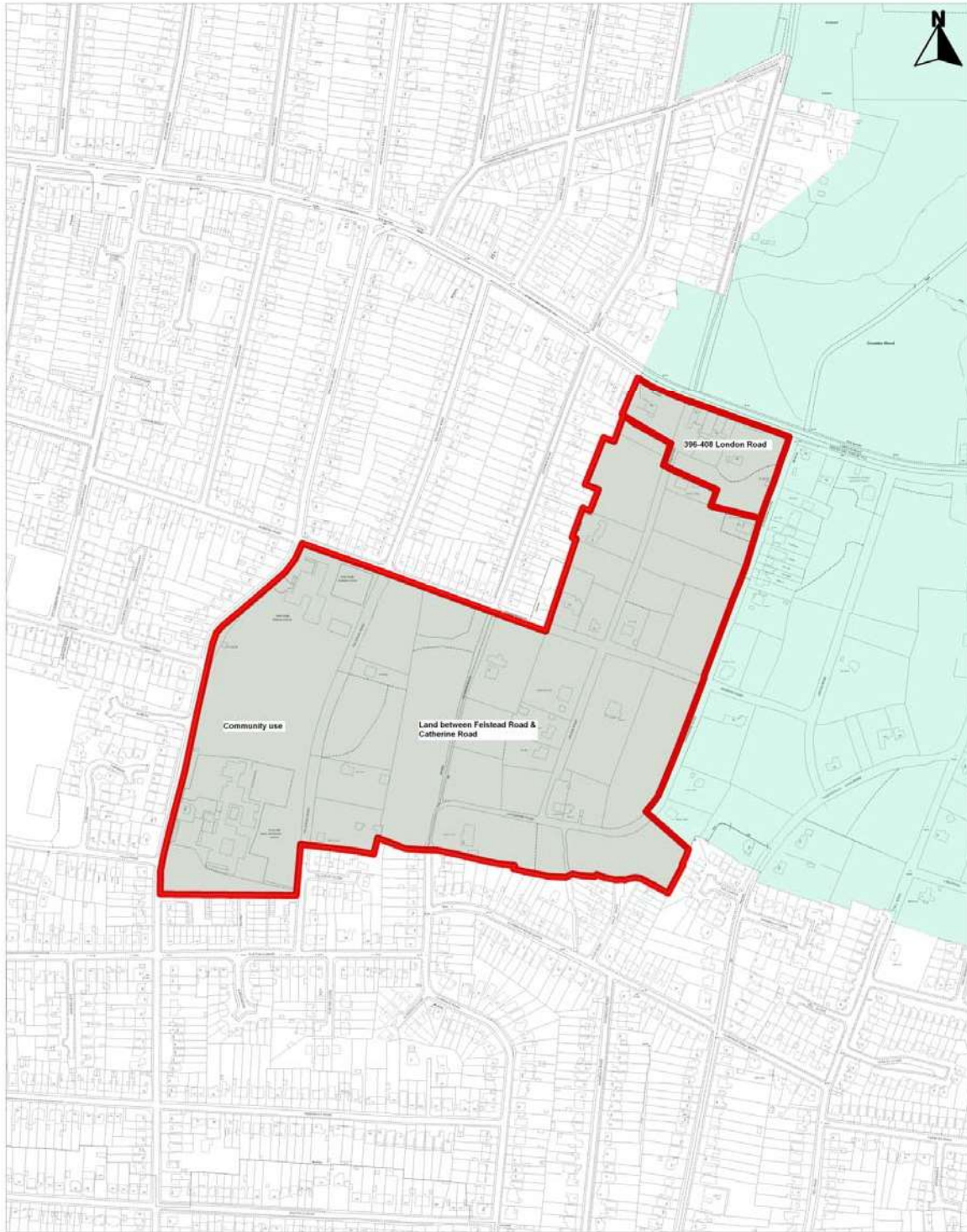
# 396 408 London Road, Benfleet

Capacity

51

Green Belt Impact

Amber



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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

3

### **Sprawl**

Restricts urban sprawl from settlements of Benfleet and Thundersley

### **Merging**

Prevents above town settlements merging

### **Encroachment**

Prevents high risk of urban encroachment from urban fringe of two urban areas

### **Regeneration**

Forces any future development into urban areas, through recycling of land

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of the Central Corridor of Green Belt. The Green Belt in this location fulfils functions 1, 2, 3 and 5.

This site is previously developed land that is currently covered in cars for sale. Whilst the redevelopment of this site would make the Green Belt in this location narrower, there is the potential to provide a more robust Green Belt Boundary at the junction of the A13 with Catherine Road, and to enhance the green qualities on this particular site.

### **Impact on Visual Sensitivity**

Visual Sensitivity – High

The landscape comprises a pattern of plotlands and intimate scale agricultural fields. There is extensive woodland cover, with woodland running north-south, creating strong intimate and rural character.

This site is partially developed.

Area is prominent within landscape due to landform. Hill is key landmark and orientation feature in views, significant and extensive from northern and southern edges of site. Compartmentalised landscape provides privacy intimate landscape.

Mitigation – opportunities to strengthen and conserve landscape character of area.

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## **Strategic Housing Land Availability Assessment - 2012**

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### **Function**

Site forms part of Central Corridor GB. Is previously developed land currently covered by car sales. Would make GB narrower, but potential to provide more robust GB boundary at A13/Catherine Rd junction & to enhance green qualities of site.

### **Character & Openness**

No, see other comments

### **Boundaries**

Logical -

Potential to provide more robust GB boundary at A13/Catherine Rd junction. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

Defensible -

Potential to provide more robust GB boundary at A13/Catherine Rd junction. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

### **Wider Integrity**

No, see other comments

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## **Cabinet & Council Reports - 2012**

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Recently refused planning permission for 60 homes. This was partially a consequence of Green Belt matters, which can be resolved through the plan making process, and also due to the design and layout of the development.

It is believed a better design and layout could be achieved by reducing the number of homes on the site to around 50, comprising a mixture of two bedroomed flats, and 3 and 4 bedroom homes.

The landowners have indicated that they would wish to work with the Council to pursue a more appropriate proposal, and could deliver the site within five years.

In order to facilitate the proposal, it is necessary to realign the Green Belt boundary to follow Catherine Road.

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## **Update / Further Information**

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Application approved on 2<sup>nd</sup> April 2013 for 9 detached dwellings and 42 flats subject to S106 Agreement. S106 being drafted.

Site is partially previously developed, with car sales, hand car wash and residential. Proposed built form is to be located in similar position.

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Committee report indicated that the development was inappropriate development in the Green Belt, but made reference to the fact that the existing development on site had already compromised the strategic function of the Green Belt, that the landscape value of the site had been diminished, and that the existing built form, and the uses on the open parts of the site (car sales and cleaning) seriously undermine the character and appearance of the Green Belt in this area.

Supporting information with the application indicates Ash, Oak, Horse Chestnut, Beech, Lime trees and Hornbeam hedge to be planted along the A13 London Road frontage to provide a soft green edge to the development and to create a relationship with Coombe Wood to the north.

A planning condition is proposed for the submission of additional landscaping information in order to ensure it is suitable for the location and environment.

This site seen in combination with land between Felstead Road and Catherine Road in order to achieve a more robust and defensible Green Belt boundary.

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## **Concluding Comments**

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The A13 London Road and Catherine Road create a readily recognisable and permanent physical feature which would form a clearly defined Green Belt boundary.

This would be further strengthened when this site is combined with the land between Felstead Road and Catherine Road.

The redefined boundary will still enable the remaining Green Belt in this location to fulfil its functions.

Any development must include opportunities to enhance the landscape character of the area.

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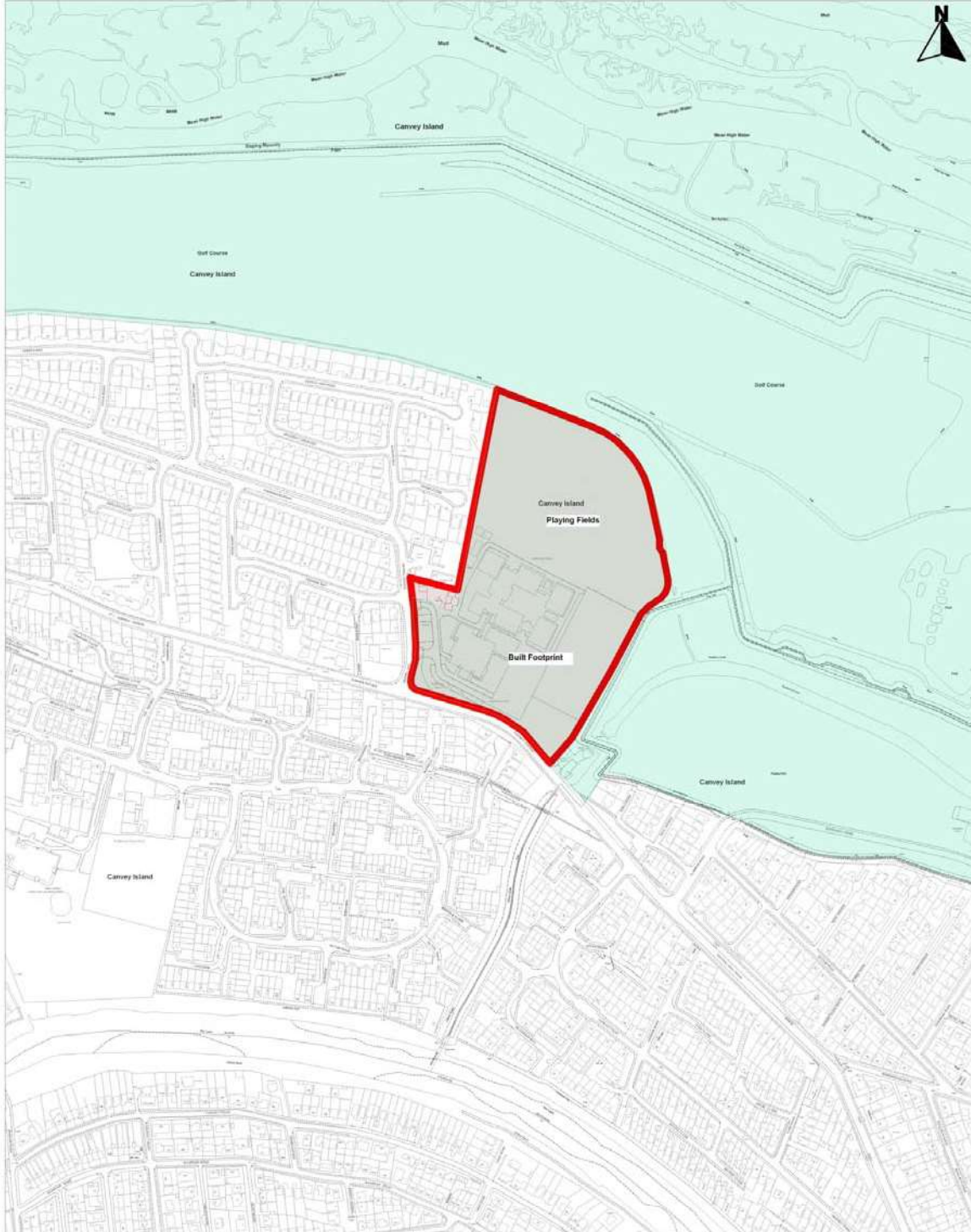
# Footprint of former Castle View School, Meppel Avenue, Canvey Island

Capacity

50

Green Belt Impact

Green



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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

24

### **Sprawl**

Restricts urban sprawl of Canvey further north

### **Merging**

-

### **Encroachment**

Restricts urban encroachment from urban area of Canvey

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed

### **Impact on Visual Sensitivity**

Not discussed

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Site is part of wider GB parcels of land. The GB in this location would continue to fulfil the functions if this site was removed.

### **Character & Openness**

No

### **Boundaries**

Logical -

Site forms part of wider GB for Canvey Island. New boundary would create aligned boundary with residential development to west, following line of existing drainage ditch & be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

Defensible -

Site forms part of wider GB for Canvey Island. New boundary would create aligned boundary with residential development to west, following line of existing drainage ditch & be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

### **Wider Integrity**

No, see other comments

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## **Cabinet & Council Reports - 2012**

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Is a disused school, located within the Green Belt on Canvey Island. It is owned by Essex County Council, who have indicated an intention to pursue the redevelopment of the site alongside the Canvey Skills Campus.

Excluding the school fields, and the sports hall which is to be retained for use by the Canvey Skills Campus, the site is approximately 1ha in size with the capacity to accommodate up to 50 units.

Given the current ownership of the site, its size, and its sustainable location in relation to Canvey Town Centre, the site represents an opportunity to deliver specialist accommodation for older people consistent with the County Council's Older Peoples Accommodation Needs Strategy.

It is considered that this site could reasonably be redeveloped within five years, given that the existing school buildings are currently vacant and incurring unnecessary costs.

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## **Update / Further Information**

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GB Landscape Assessment identifies Parcel 24 as having a visual sensitivity of Medium to High

Views are provided across the area from the higher ground to the north including Hadleigh Downs.

Mitigation – some possible, but some existing views would be lost.

Existing built form of school buildings and new skills campus are currently clearly visible. These are fairly tightly constrained, and viewed against the backdrop of existing residential development.

Development of site would have limited impact on openness and character of Green Belt, given existing structures on site. Current views are of built development, not openness.

The school fields can be reallocated and retained as open space.

Clearly defined boundary could be drawn using the existing physical feature of the open drainage ditch. This incidentally is the boundary used to define the existing Coastal Protection Belt, and the boundary between the residential development and the Green Belt to the west.

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## **Concluding Comments**

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The use of the existing drainage ditch as a redefined Green Belt boundary utilises a physical feature that is readily recognisable and is permanent in nature.

The existing school playing fields can be reallocated as open space.

The redefined boundary will still enable the remaining Green Belt in this location to fulfil its functions.

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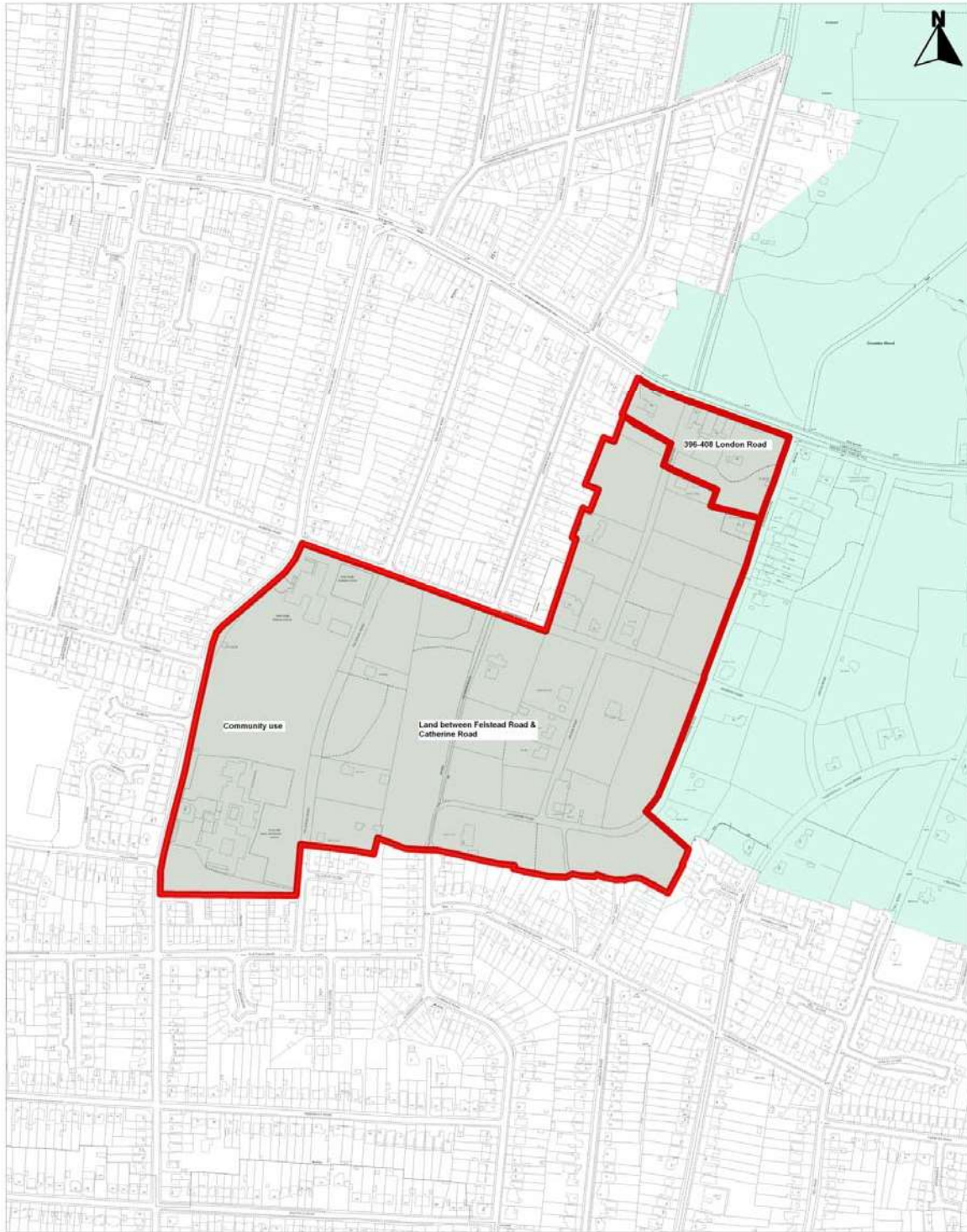
# Land between Felstead Road and Catherine Road, Benfleet

Capacity

149

Green Belt Impact

Amber



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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

3

### **Sprawl**

Restricts urban sprawl from settlements of Benfleet and Thundersley

### **Merging**

Prevents above town settlements merging

### **Encroachment**

Prevents high risk of urban encroachment from urban fringe of two urban areas

### **Regeneration**

Forces any future development into urban areas, through recycling of land

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of the Central Corridor of Green Belt. The Green Belt in this location fulfils functions 1, 2, 3 and 5. The Green Belt in this location would continue to fulfil these functions if this site was removed.

### **Impact on Visual Sensitivity**

Visual Sensitivity – High

The landscape comprises a pattern of plotlands and intimate scale agricultural fields. There is extensive woodland cover, with woodland running north-south, creating strong intimate and rural character.

This area is partially developed.

Compartmentalised landscape provides privacy intimate landscape.

Mitigation – opportunities to strengthen and conserve landscape character of area.

Any development should be designed to minimise impact. Master planning would be essential to incorporate landscape features of particular value.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Site forms part of Central Corridor GB, at the far south western edge. The GB in this location would continue to fulfil the functions if this site was removed.

### **Character & Openness**

No

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**Boundaries**

Logical -

Site is located on far south western edge of GB, and is defined by a number of existing roads, a school and existing residential plot boundaries.

Defensible -

Site is located on far south western edge of GB, and is defined by a number of existing roads, a school and existing residential plot boundaries.

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**Wider Integrity**

No, see other comments

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**Cabinet & Council Reports - 2012**

Is a site comprising several individual parcels of land. The owners of these sites have come together as a consortium and signed a legal agreement to promote the site for redevelopment. A private developer has entered into an agreement with the landowners to pursue the development of the site.

Having regard to the topography and landscape of the site, it is expected that a development of around 149 homes could reasonably be accommodated in the land between Felstead Road and Catherine Road.

A planning application for the site is expected in due course once the site survey work is complete.

It is anticipated that this site could reasonably be delivered within 5 years due to the landowner agreement and developer involvement.

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**Update / Further Information**

Still awaiting planning application.

Pre-application consultations underway April 2013. Application submission expected Summer 2013.

Discrete groupings, retaining character of site, utilising existing features of site to screen and enclose the dwellings, can reduce their visual impact.

Redevelopment could control harmful impacts on the Green Belt and provide positive environmental enhancements.

Redefining boundary would need to include the removal of the Primary Schools from the Green Belt, otherwise they would be left as a small isolated piece of Green Belt which would not fulfil any of the purposes. Such a site can be reallocated as a community use.

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This site seen in combination with 396-308 London Road in order to achieve a more robust and defensible Green Belt boundary.

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## **Concluding Comments**

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The A13 London Road and Catherine Road create a readily recognisable and permanent physical feature which would form a clearly defined Green Belt boundary.

This would be further strengthened when this site is combined with the land 396-408 London Road.

The redefined boundary will still enable the remaining Green Belt in this location to fulfil its functions.

Any development must include opportunities to retain and enhance the landscape character of the area.

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## Potential Housing Sites in the Green Belt for Years 6 to 15

The Strategic Housing Land Availability Assessment (SHLAA) 2013 Update identified 38 Green Belt sites and two partially Green Belt/partial residential sites. Four of these have been included in the five year housing land supply portfolio, and have been discussed above. One further site was identified after the publication of the 2013 SHLAA Update. The strategic sized Green Belt sites identified are as follows:

- Land South of Essex Way, Benfleet
- Land South East of Sadlers Farm, Benfleet
- Land south of Jotmans Lane, Benfleet
- Land north of Jotmans Lane, Benfleet
- East of Canvey Road, Canvey Island
- Land between Canvey Road, Roscommon Way & Northwick Road, Canvey Island
- Land East of Rayleigh Road, Hadleigh
- Nashleas Farm, Poors Lane North, Hadleigh
- Solby Wood Farm, Daws Heath Road, Hadleigh
- Oak Tree Farm (North Field), Sherwood Crescent, Hadleigh
- Southfield Close Extension, Hadleigh
- Brook Farm, Daws Heath Road, Hadleigh
- Land between 112 & 154 Daws Heath Road, Hadleigh
- Land North of Eastwood Old Road, Hadleigh
- Land South of Eastwood Old Road, Eastwood
- Land West of Glebelands, Thundersley
- Land off Kiln Road, Thundersley
- Land West of Keswick Road, Thundersley
- North West Benfleet Urban Extension inc. land south of A130, Thundersley
- Extension to Silverdale, Thundersley
- North of Grasmere Road, Thundersley
- Junction of Grasmere Road and Thirlmere Road, Thundersley

The remaining sites were very small and have the potential to contribute fewer than 10 homes each to the housing land supply. These are not therefore included in the site locations and assessments set out below.

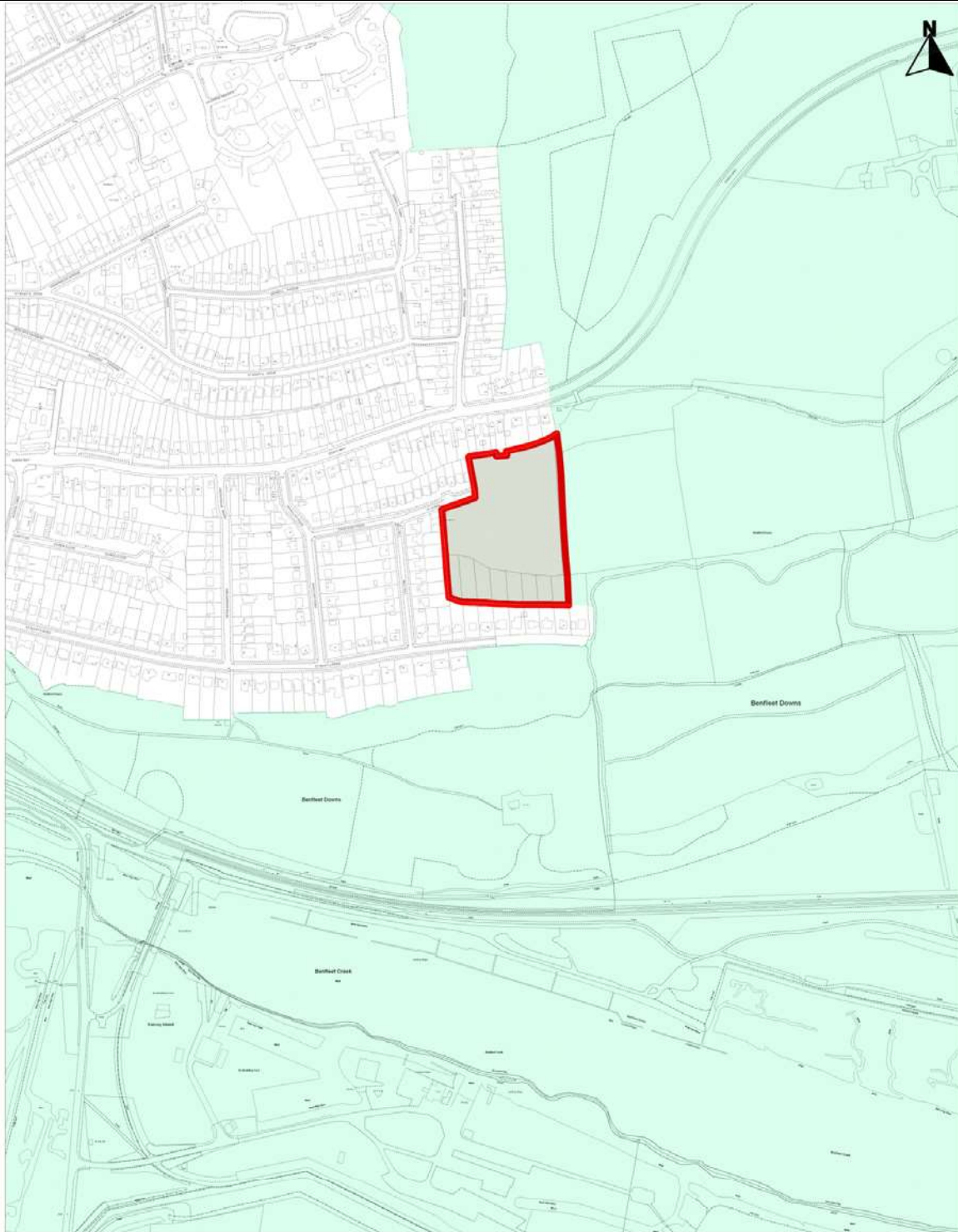
# Land South of Essex Way, Benfleet

Capacity

34

Green Belt Impact

Amber



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Scale @ A4

1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

16

### **Sprawl**

Checks unrestricted sprawl of South Benfleet and ribbon development to the north

### **Merging**

Prevents South Benfleet and Hadleigh merging

### **Encroachment**

Assists in safeguarding of encroachment from urban fringe of Benfleet to the west

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of the Central Corridor of Green Belt. The Green Belt in this location fulfils functions 1, 2 and 3. The Green Belt in this location would continue to fulfil these functions if this site was removed.

### **Impact on Visual Sensitivity**

Visual Sensitivity – High

A landscape area comprising large areas of woodland, pasture and scrub covering a steeply sloped landform.

This site is an open paddock visible to those travelling south west on Essex Way, rising up from behind frontage houses.

Mitigation – not possible to mitigate loss of all views and impact on hillside landscape which extends round Hadleigh Castle.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Site forms part of Central Corridor GB, at far south western edge. It is surrounded by residential development on 3 sides. The GB in this location would continue to fulfil the functions if this site was removed.

### **Character & Openness**

No

### **Boundaries**

Logical –

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Site is located at far south western edge, surrounded by residential development on 3 sides. New boundary would infill gap and create aligned boundary & be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

Defensible -

Site is located at far south western edge, surrounded by residential development on 3 sides. New boundary would infill gap and create aligned boundary & be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

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### **Wider Integrity**

No, see other comments

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## **Update / Further Information**

Bank of hedgerow trees runs north – south through the middle of the site, which forms a clearly visible screen to half of the site and to the residential development behind, when viewed travelling south down Essex Way.

The southern part of the site is located at the top of steeply sloping land, and the south eastern section of the site is very prominent. Any development on this part of the site would be highly visible when viewed from Essex Way and Vicarage Hill. Any development would need to demonstrate how this could be successfully mitigated against.

The site is enclosed on its other three sides by residential development, which would effectively result in an infilling of this area.

Refining the boundary to fully enclose this area would create a clearly defined Green Belt boundary, and would allow the remainder of the Green Belt in this location to continue to fulfil its purposes.

Part of the rear gardens of properties in St Marys Road, immediately to the south of this site are also designated Green Belt and could become disconnected if this site were to be released from the Green Belt. It is considered that these should also be released from the Green Belt in order to ensure a clearly defined and defensible revised GB boundary.

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## **Concluding Comments**

A clearly defined and aligned boundary can be achieved through the infilling of the gap between the existing three sides of residential development. This would create a readily recognisable boundary.

The remaining Central Corridor of Green Belt would continue to fulfil its purposes.

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Any development of the site would however need to demonstrate how the impacts to the openness of the Green Belt, in relation to the elevated position, could be successfully mitigated against.

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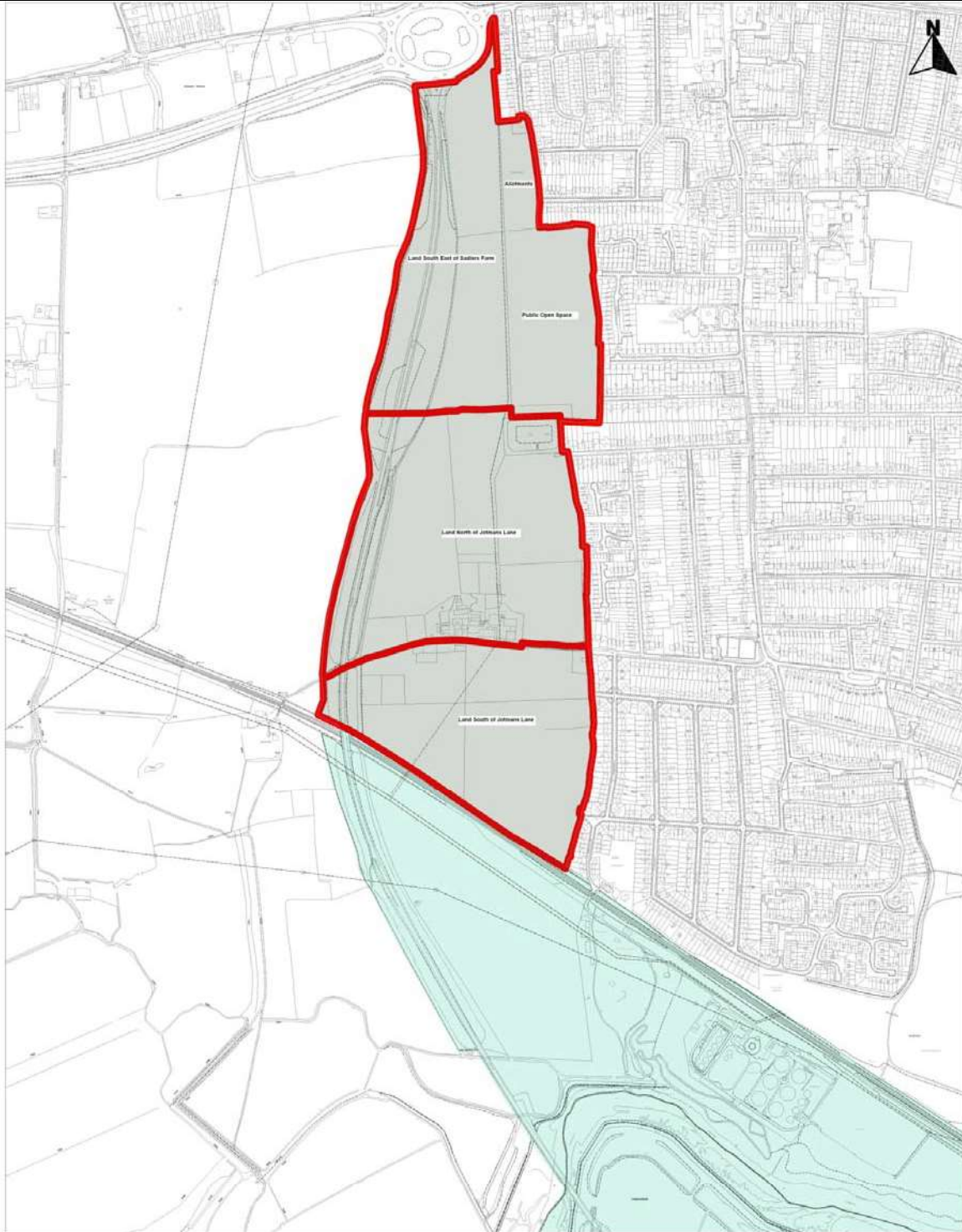
# Land South East of Sadlers Farm, Benfleet

## Capacity

600 (across 3 sites)

## Green Belt Impact

Amber



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Scale @ A4

1:10000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

10

### **Sprawl**

Checks urban sprawl from settlement of Benfleet

### **Merging**

Prevents Benfleet merging with neighbouring urban settlements within adjacent Basildon borough

### **Encroachment**

Prevents encroachment from urban fringe

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Sites on the western boundary of the borough in Green Belt separating Benfleet from Pitsea. Most of the Green Belt fulfilling this function is to the west of the A130. The Green Belt boundary could be realigned to follow the A130 without impacting on the functions of the Green Belt in this location. The A130 would provide a more robust Green Belt boundary.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium to High

Parcel is relatively flat in its northern section, falling towards the south. The southern section is undulating, part of which is elevated and visible for a wide area to the south.

Mitigation – visual impacts hard to mitigate due to landform. Development would require substantial belt of vegetation to be created & retained along A130 to retain rural character of road and approach to Canvey Island.

Opportunities to strengthen existing landscape character.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

No, most of the GB fulfilling the function is located to the west of the A130. The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location. The A130 would provide a more robust GB boundary.

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**Character & Openness**

No

**Boundaries**

Logical -

The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location. The A130 would provide a more robust GB boundary. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

Defensible -

The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location. The A130 would provide a more robust GB boundary. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

**Wider Integrity**

No, see other comments

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**Update / Further Information**

Given site is within GB Parcel 10 the site needs to be considered in light of the Secretary of State's (SoS's) decision on Glebelands site.

Significantly dense vegetation, including trees and hedgerow trees along western boundary of this part of Parcel, in some cases there is more than one row/belt. These are located both on the highway 'verge' and the site itself, and some are located on rising land, which creates the cutting for the A130. As a result you are unable to view into the site when looking directly east or when travelling south along A130. Furthermore the topography of the northern section of this site is such that it is fairly level with the neighbouring residential development to the east.

This is considered the difference between the 2 sites. This site is not open or characterised by open fields as the SoS considered Glebelands to be. Given the screening and the retained rural appearance it is not considered that this site would have an impact on the openness, character or appearance of the GB in the way described by the SoS for the Glebelands site. Furthermore this site is not dominated by the A130 in this location, unlike the SoS's consideration of Glebelands.

The southern section of this site is on higher ground, only sloping down at its southern boundary from a prominent ridgeline, views of which can be achieved when travelling north along the A130. Furthermore given its elevated position any development on the northern section of this site would also likely to be visible to residential development to the east, beyond the remaining public open space.

It should be noted that parts of this section of the site are provided with a degree of screening in the form of trees, hedges and scrub. Such screening would need to be retained and substantially enhanced.

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There are no neighbouring settlements or urban development immediately to the west of this site, unlike Glebelands, just large swathes of open land. It is therefore less likely to result in urban sprawl or a coalescence of settlements.

Part of this site is currently designated public open space, which would be lost as a result of development of this site. Compensation would be required as part of any scheme for the site.

The allotments and remaining public open space to the east are also designated Green Belt and could become disconnected if this site were to be released from the Green Belt. These are currently dual allocated and it is considered that if they were to be released from the Green Belt they would still be afforded protection through their individual allocations as allotments and open space.

This site seen in combination with land to the south and north of Jotmans Lane in order to achieve a more robust and defensible Green Belt boundary.

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## **Concluding Comments**

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The A130 is a readily recognisable and permanent physical feature which could provide a clearly defined boundary. This would need to be achieved in combination with the reallocation of the allotments and open space immediately to the east of this site.

Furthermore consideration should also be given to the assessments of the 2 sites set out below (Land South of Jotmans Lane and Land North of Jotmans Lane).

The visual impact on the wider Green Belt in this location could be mitigated given the extensive tree screening and topography of the northern section of the site.

Concern is raised with regard to the impact of development on the southern section of this site, given its elevated position and potential for views from longer distances.

The wider Green Belt could continue to fulfil its purposes, given the extensive area of Green Belt located to the west of the A130.

Taking a plan-led approach to development in this location there is 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 landscaped 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 any development.

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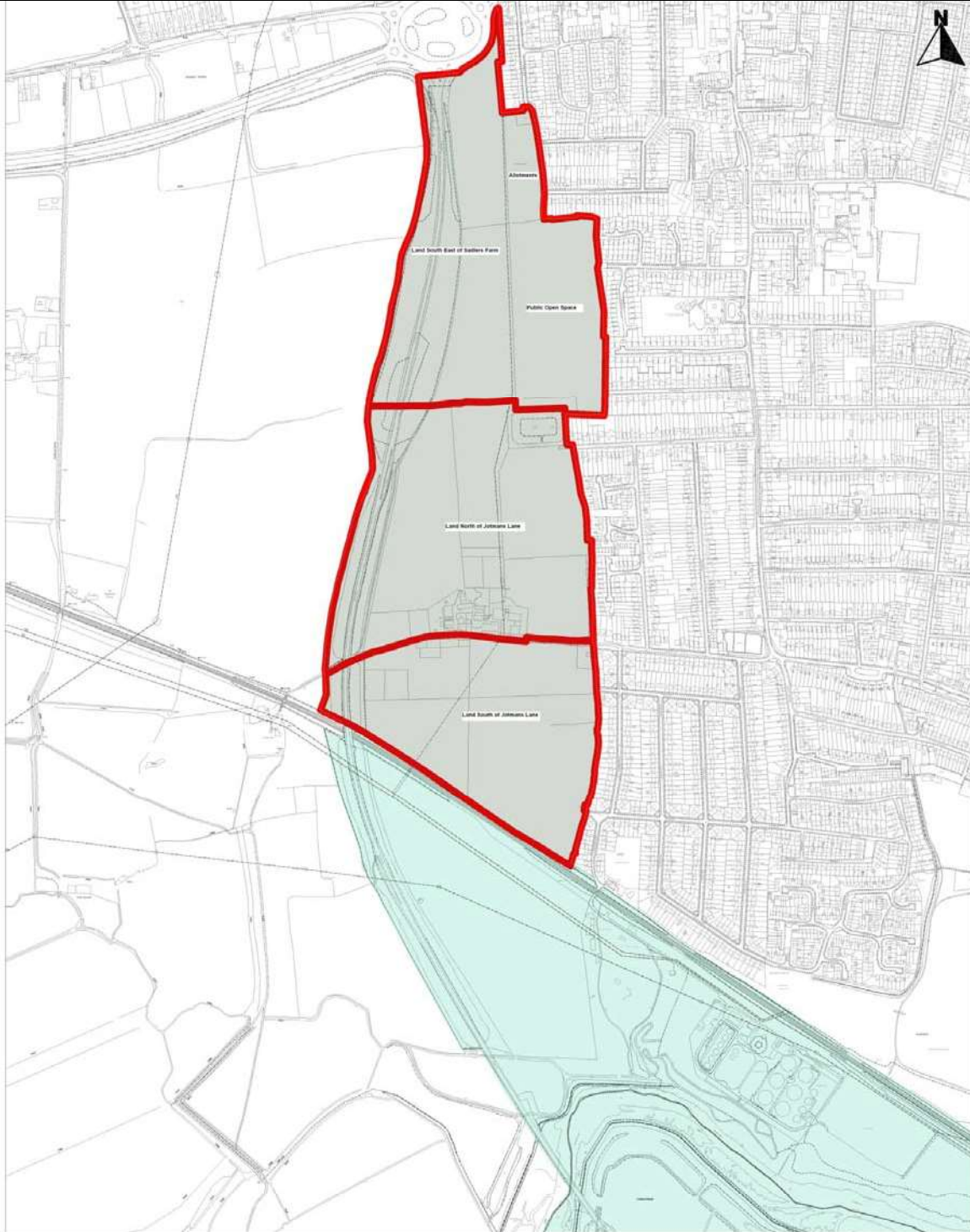
# Land South of Jotmans Lane, Benfleet

## Capacity

600 (across 3 sites)

## Green Belt Impact

Amber



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Scale @ A4

1:10000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

10

### **Sprawl**

Checks urban sprawl from settlement of Benfleet

### **Merging**

Prevents Benfleet merging with neighbouring urban settlements within adjacent Basildon borough

### **Encroachment**

Prevents encroachment from urban fringe

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Sites on the western boundary of the borough in Green Belt separating Benfleet from Pitsea. Most of the Green Belt fulfilling this function is to the west of the A130. The Green Belt boundary could be realigned to follow the A130 without impacting on the functions of the Green Belt in this location. The A130 would provide a more robust Green Belt boundary.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium to High

Parcel is relatively flat in its northern section, falling slightly towards the south. The southern section is undulating, part of which is elevated and visible for a wide area to the south.

This is a flat mainly agricultural landscape with some scrub and vegetation on field boundaries.

This proposal would result in the development of open fields adjacent to the A130 Canvey Way south of the A13.

This open land is very similar to the large swathe of open land to the west of the A13 in Basildon district.

Mitigation – visual impacts hard to mitigate due to landform. Development would require substantial belt of vegetation to be created & retained along A130 to retain rural character of road and approach to Canvey Island.

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## **Strategic Housing Land Availability Assessment - 2012**

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### **Function**

No, most of the GB fulfilling the function is located to the west of the A130. The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location. The A130 would provide a more robust GB boundary.

### **Character & Openness**

No

### **Boundaries**

Logical -

The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location. The A130 would provide a more robust GB boundary. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

Defensible -

The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location. The A130 would provide a more robust GB boundary. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

### **Wider Integrity**

No, see other comments

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## **Update / Further Information**

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Planning application currently under consideration on eastern part of this site.

Agricultural and equine uses still in operation on the site.

Topography clearly rises up from the south to the north of the site. The A130 is raised in this location and provides extensive views over the site from both travel directions. It should be noted that this site can be viewed against the wider area of Green Belt located to the south and west of the site, particularly when travelling south along the A130, as well as against the 'greener' wooded backdrop of the higher ground in the borough including Boyce Hill golf club and Hadleigh Downs.

A130 to the west, railway line to the south and Jotmans Lane to the north form physical barriers to the site.

This site forms part of a wider area, including the land to the north of Jotmans Lane and land south east of Sadlers Farm.

This site should be considered in combination with the land to the north of Jotmans Lane and the land to the south east of Sadlers Farm in order to achieve a more robust and defensible Green Belt boundary.

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Landscape strategy submitted with planning application says:

- Retain western area of land undeveloped and establish a permanent green settlement boundary on western edge of development, creating appropriate transition between South Benfleet and wider landscape to west and maintaining views from A130.
- Establish green corridor along railway line to south, connecting existing green infrastructure (GI) and Benfleet station to east and Canvey Marshes to the west.
- Create series of green streets permeating the built form.

Landscape visual impact assessment submitted with planning application says:

- Looked at viewpoint locations.
- Demonstrates GI designed to minimise landscape effects and provide transition between Benfleet and surrounding countryside to create softer urban edge than at present.
- Will soften short distance visual impact, mid-long distance impact negligible.
- Absence of adverse impact means openness of wider area of Green Belt not harmed.

Given site is within GB Parcel 10 the site needs to be considered in light of the SoS's decision on Glebelands site.

This part of Parcel 10 is much wider than at the Glebelands site, and the planning application submitted indicates that a large green swathe of land would be retained between any development and the A130. This could reduce the impact on the openness and character and appearance of the GB in this location.

There are no neighbouring settlements or urban development immediately to the west of this site, unlike Glebelands, just large swathes of open land. It is therefore less likely to result in urban sprawl or a coalescence of settlements.

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## **Concluding Comments**

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The A130 is a readily recognisable and permanent physical feature which could provide a clearly defined boundary.

Furthermore consideration should also be given to the assessments of the 2 sites set out above and below (Land North of Jotmans Lane and Land to the South East of Sadlers Farm).

The visual impact on the wider Green Belt to the south of the site and to the west of the borough are partially mitigated by the A130, which is raised in this location, and creates a physical barrier to the land and site below.

Some concern is raised with regard to the impact of development on the north eastern section of this site, given its rising topography and potential for views from longer distances.

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Consideration should be given to ensuring built form is integrated into this topography, and to the retention and enhancement of a 'green edge' to this site, similar to that found along more northern parts of this Green Belt parcel.

The wider Green Belt would continue to fulfil its purposes, given the extensive area of Green Belt located to the west of the A130,

Taking a plan-led approach to development in this location there is 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 landscaped 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 any development.

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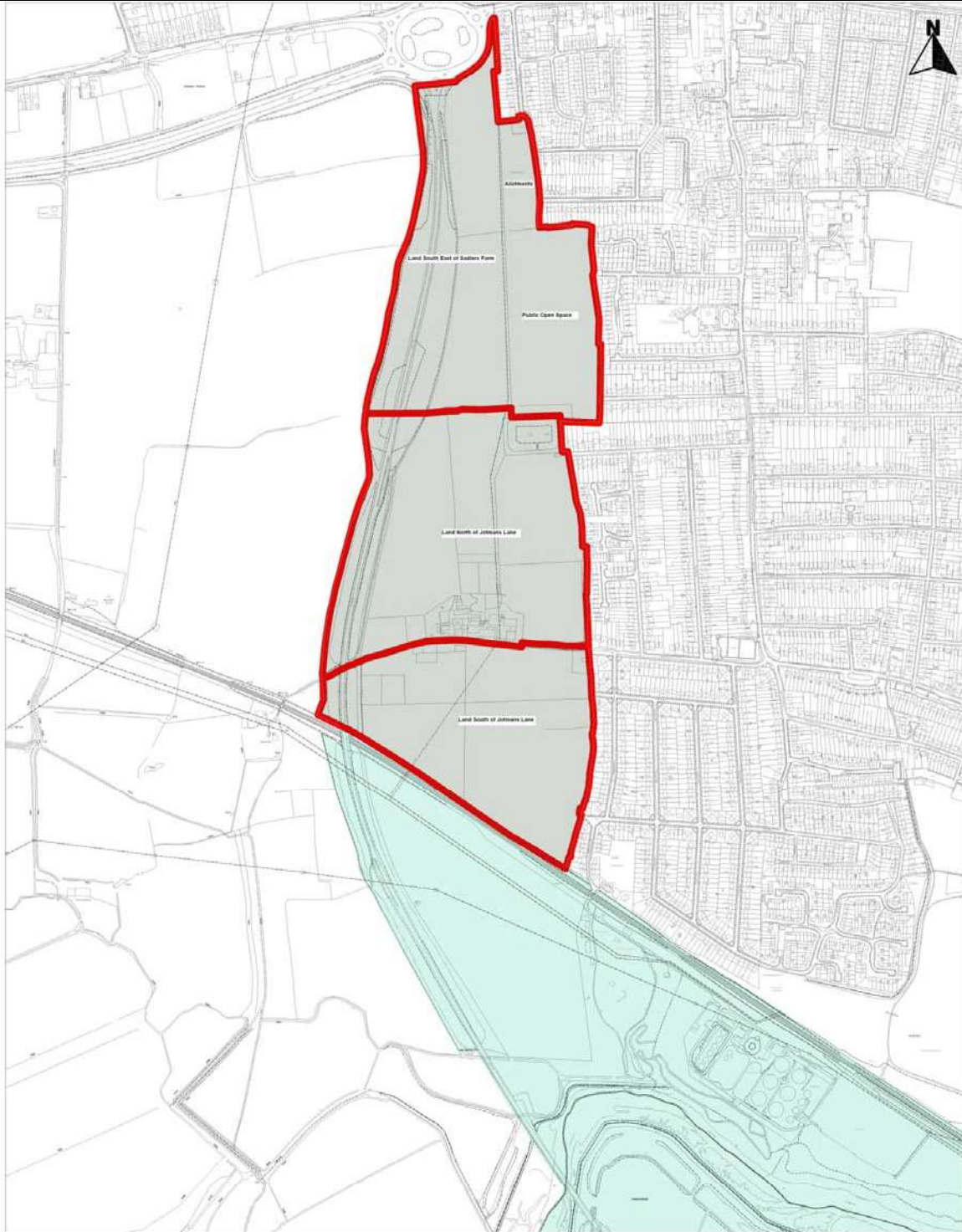
# Land North of Jotmans Lane, Benfleet

## Capacity

600 (across 3 sites)

## Green Belt Impact

Amber



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1:10000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

10

### **Sprawl**

Checks urban sprawl from settlement of Benfleet

### **Merging**

Prevents Benfleet merging with neighbouring urban settlements within adjacent Basildon borough

### **Encroachment**

Prevents encroachment from urban fringe

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Sites on the western boundary of the borough in Green Belt separating Benfleet from Pitsea. Most of the Green Belt fulfilling this function is to the west of the A130. The Green Belt boundary could be realigned to follow the A130 without impacting on the functions of the Green Belt in this location. The A130 would provide a more robust Green Belt boundary.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium to High

Parcel is relatively flat in its northern section, falling slightly towards the south. The southern section is undulating, part of which is elevated and visible for a wide area to the south.

This is a flat mainly agricultural landscape with some scrub and vegetation on field boundaries.

This proposal would result in the development of open fields adjacent to the A130 Canvey Way south of the A13.

This open land is very similar to the large swathe of open land to the west of the A13 in Basildon district.

Mitigation – visual impacts hard to mitigate due to landform. Development would require substantial belt of vegetation to be created & retained along A130 to retain rural character of road and approach to Canvey Island.

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## **Strategic Housing Land Availability Assessment - 2012**

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### **Function**

No, most of the GB fulfilling the function is located to the west of the A130. The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location. The A130 would provide a more robust GB boundary.

### **Character & Openness**

No

### **Boundaries**

Logical -

The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location. The A130 would provide a more robust GB boundary. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

Defensible -

The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location. The A130 would provide a more robust GB boundary. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

### **Wider Integrity**

No, see other comments

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## **Update / Further Information**

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No planning applications for this site.

Agricultural and equine uses still in operation on the site.

The topography clearly rises up from the south to the north of the site, and from the west to east. This gives the whole site an elevated position, particularly the north eastern section.

The A130 provides extensive views over the site from both travel directions. It should be noted that this site can be viewed against the wider area of Green Belt located to the south and west of the site, when travelling south along the A130.

A130 to the west, Jotmans Lane to the south and field boundary to the north adjacent to the existing public open space form physical barriers.

This site should be considered in combination with the land to the south of Jotmans lane and the land to the south east of Sadlers Farm in order to achieve a more robust and defensible Green Belt boundary.

If this site were to be released in isolation, it would sever the Green Belt running north-south in this location.

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Given site is within GB Parcel 10 the site needs to be considered in light of the SoS's decision on Glebelands site.

This part of Parcel 10 is much wider than at the Glebelands site, and could retain a large green swathe of land between any development and the A130, as indicated by the submitted planning application for Land south of Jotmans Lane. This could reduce the impact on the openness and character and appearance of the GB in this location. However concern is still raised in respect of the impact the topography on this site may have.

There are no neighbouring settlements or urban development immediately to the west of this site, unlike Glebelands, just large swathes of open land. It is therefore less likely to result in urban sprawl or a coalescence of settlements.

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## **Concluding Comments**

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The A130 is a readily recognisable and permanent physical feature which could provide a clearly defined boundary.

However if this site were to be released in isolation, it would sever the Green Belt running north-south in this location.

This site should only be considered in combination with the land to the south of Jotmans lane and the land to the south east of Sadlers Farm in order to achieve a more robust and defensible Green Belt boundary.

The visual impact on the wider Green Belt to the south of the site and to the west of the borough are partially mitigated by the A130.

Concern is raised with regard to the impact of development on this site, particularly the north eastern section, given its rising topography and potential for views from longer distances.

If the site were to be realised in combination with the other sites set out above, consideration should be given to ensuring built form is integrated into this topography, and to the creation of a significant 'green edge' to this site, similar to that found along more northern parts of this Green Belt parcel.

The wider Green Belt would only continue to fulfil its purposes, if this site were released in combination with the other sites discussed.

Taking a plan-led approach to development in this location there is 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.

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Such an approach would serve to create a green and attractive character to the entrance into the borough. Furthermore such a landscaped 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 any development.

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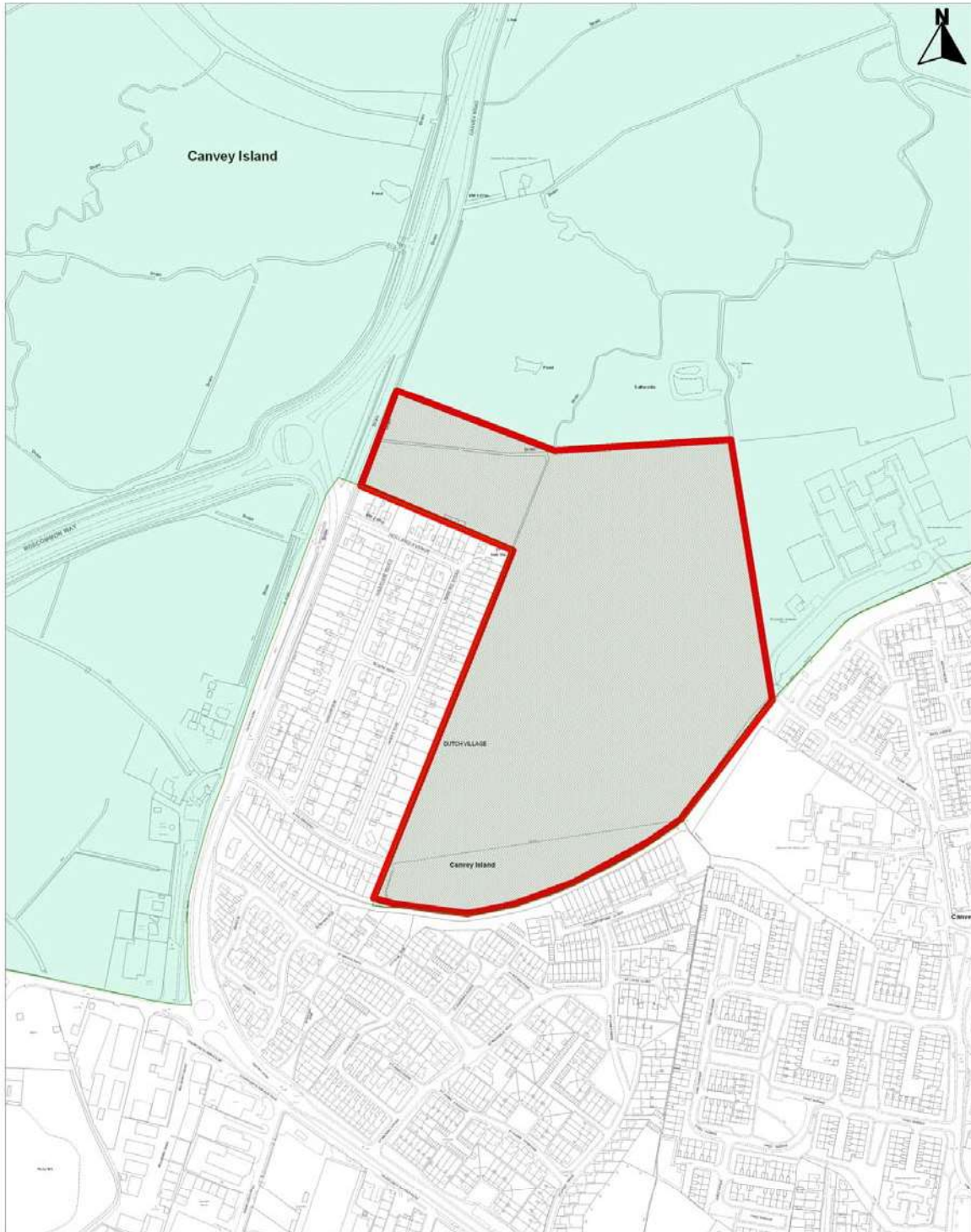
# Land East of Canvey Road, Canvey Island

Capacity

300

Green Belt Impact

Amber



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Scale @ A4

1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

26

### **Sprawl**

Checks unrestricted sprawl of West Canvey

### **Merging**

-

### **Encroachment**

Prevents urban encroachment from urban fringe

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed

### **Impact on Visual Sensitivity**

Not discussed

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Site forms southern part of this parcel of GB, which is flanked by residential to the west, south and part of the east. The GB in this location would continue to fulfil the functions if this site was removed.

### **Character & Openness**

No, see other comments

### **Boundaries**

Logical -

Site defined by residential development to west, south & part of east, with remainder of western boundary formed by Canvey Road & remainder of eastern boundary & northern boundary formed by drainage ditches & field boundaries, in accordance with PPG2

Defensible -

Site defined by residential development to west, south & part of east, with remainder of western boundary formed by Canvey Road & remainder of eastern boundary & northern boundary formed by drainage ditches & field boundaries, in accordance with PPG2

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**Wider Integrity**

No, see other comments

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**Update / Further Information**

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GB Landscape Assessment identifies Parcel 26 as having a visual sensitivity of High.

This parcel is divided into fields, each field is fairly open, but quite visually enclosed by boundary vegetation and trees.

The southern part of this parcel is overlooked by residential development.

Mitigation – some might be possible, but existing view would be lost.

The site is enclosed on three sides by built development, in the form of residential development and a school, which would effectively result in an infilling of this area.

A drainage ditch also runs along the southern and part of the eastern boundary of this site.

The north boundary is defined by strong field boundaries, which create an element of screening when viewed from the north from Canvey Road.

Refining the boundary to fully enclose this area would create a clearly defined Green Belt boundary, and would allow the remainder of the Green Belt in this location to continue to fulfil its purposes.

Developers (Persimmon Homes) own the land and have carried out pre-application consultations in 2011/2012. A planning application is awaited.

In combination with the built form of the Cornelius Vermuyden School to the east of this site a further clearly defined Green Belt boundary could also be achieved.

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**Concluding Comments**

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A clearly defined and aligned boundary can be achieved through the infilling of the gap between the existing three sides of built development. This would create a readily recognisable boundary.

The remaining Green Belt would continue to fulfil its purposes.

Any development of the site would need to demonstrate how the landscape of the northern boundary can be strengthened, to protect views from the north.

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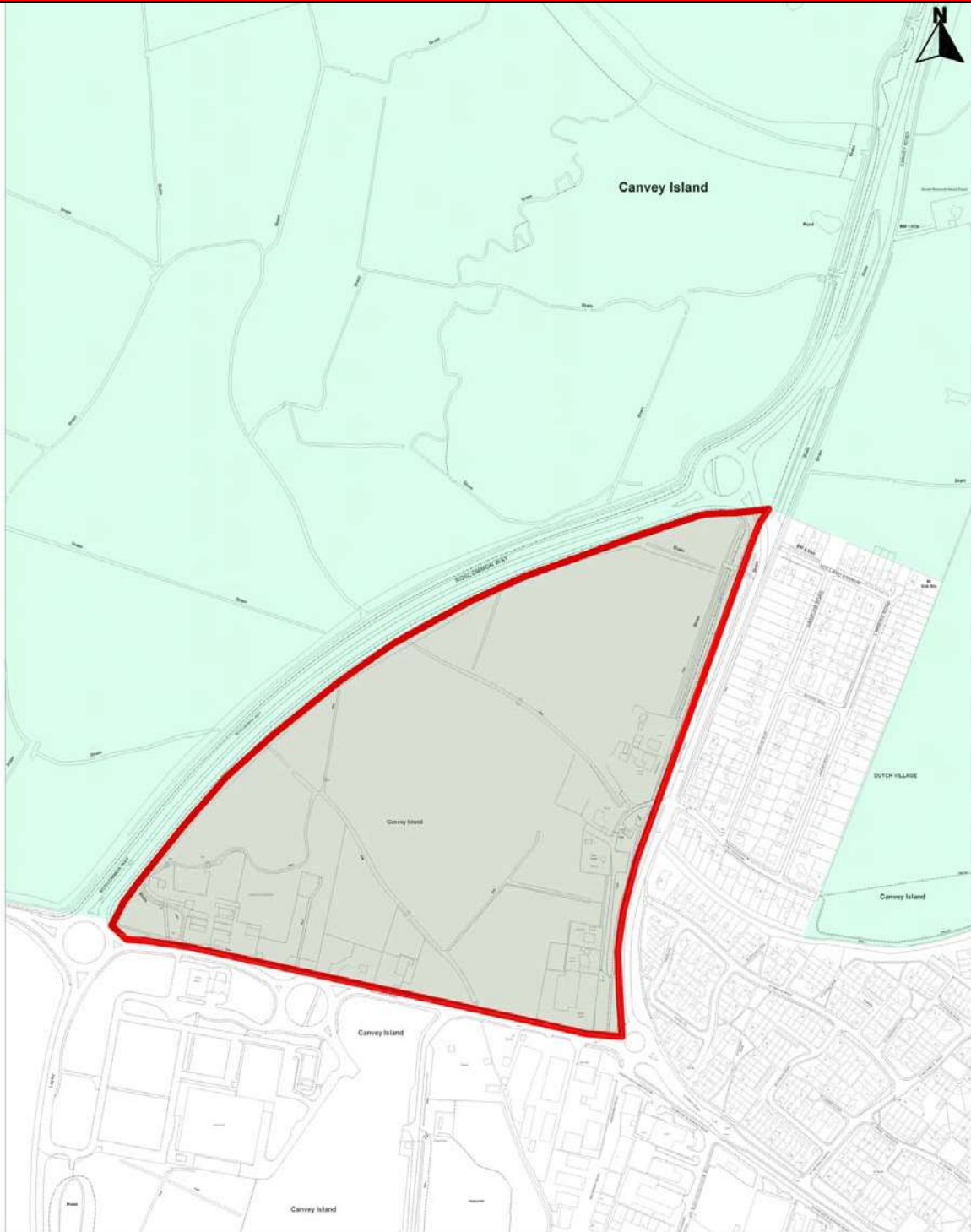
# Land between Canvey Road, Roscommon Way & Northwick Road, Canvey Island

Capacity

385

Green Belt Impact

Red



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1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

23

### **Sprawl**

Checks unrestricted sprawl of West Canvey

### **Merging**

-

### **Encroachment**

Prevents urban encroachment from urban fringe

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed

### **Impact on Visual Sensitivity**

Not discussed

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

No, site forms part of wider GB demarking Canvey's urban area. GB boundary could be realigned to follow Roscommon Way to west without impacting on the functions of the GB in this location. This road would provide a more robust GB boundary.

### **Character & Openness**

No, see other comments

### **Boundaries**

Logical -

GB boundary could be realigned to follow Roscommon Way without impacting on the functions of the GB in this location. This would provide more robust GB boundary in accordance with National Guidance.

Defensible -

GB boundary could be realigned to follow Roscommon Way without impacting on the functions of the GB in this location. This would provide more robust GB boundary in accordance with National Guidance.

### **Wider Integrity**

No, see other comments

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## Update / Further Information

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GB Landscape Assessment identifies Parcel 26 as having a visual sensitivity of High.

This parcel is a large area characterised by its low-lying topography, and sparse grassland and marshland vegetation. Numerous dykes and drains cross the area and form part of the surface water drainage network for the island. It is allocated as an ancient landscape area.

The parcel is open land and is afforded long views across it, particularly from the north and west. The flat, open character means that higher features are noticeable.

Mitigation – not possible for whole parcel, as very open and sensitive site.

The triangular part of the parcel, which forms the site under consideration, is separated from the rest of this Green Belt parcel by the dual carriageway of Roscommon Way. Although it maintains much of the character of the wider parcel, this part, which is grazed by horses, is degraded to some extent by cluttered unsightly development on its margins, which gives this part of the wider parcel less landscape sensitivity.

However, development here would be likely to have an impact on the wider parcel of Green Belt.

Given the low-lying nature of the site and its surroundings the realignment of the Green Belt boundary, to include this site, whilst being clearly defined, would result in significant urban sprawl and encroachment into the countryside, undermining the purposes of the Green Belt.

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## Concluding Comments

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A clearly defined and aligned boundary can be achieved utilising the readily recognisable, permanent physical feature of Roscommon Way.

However given the low-lying nature of the site and its surroundings the realignment of the Green Belt boundary, to include this site, would result in significant urban sprawl and encroachment into the countryside, undermining the purposes of the Green Belt.

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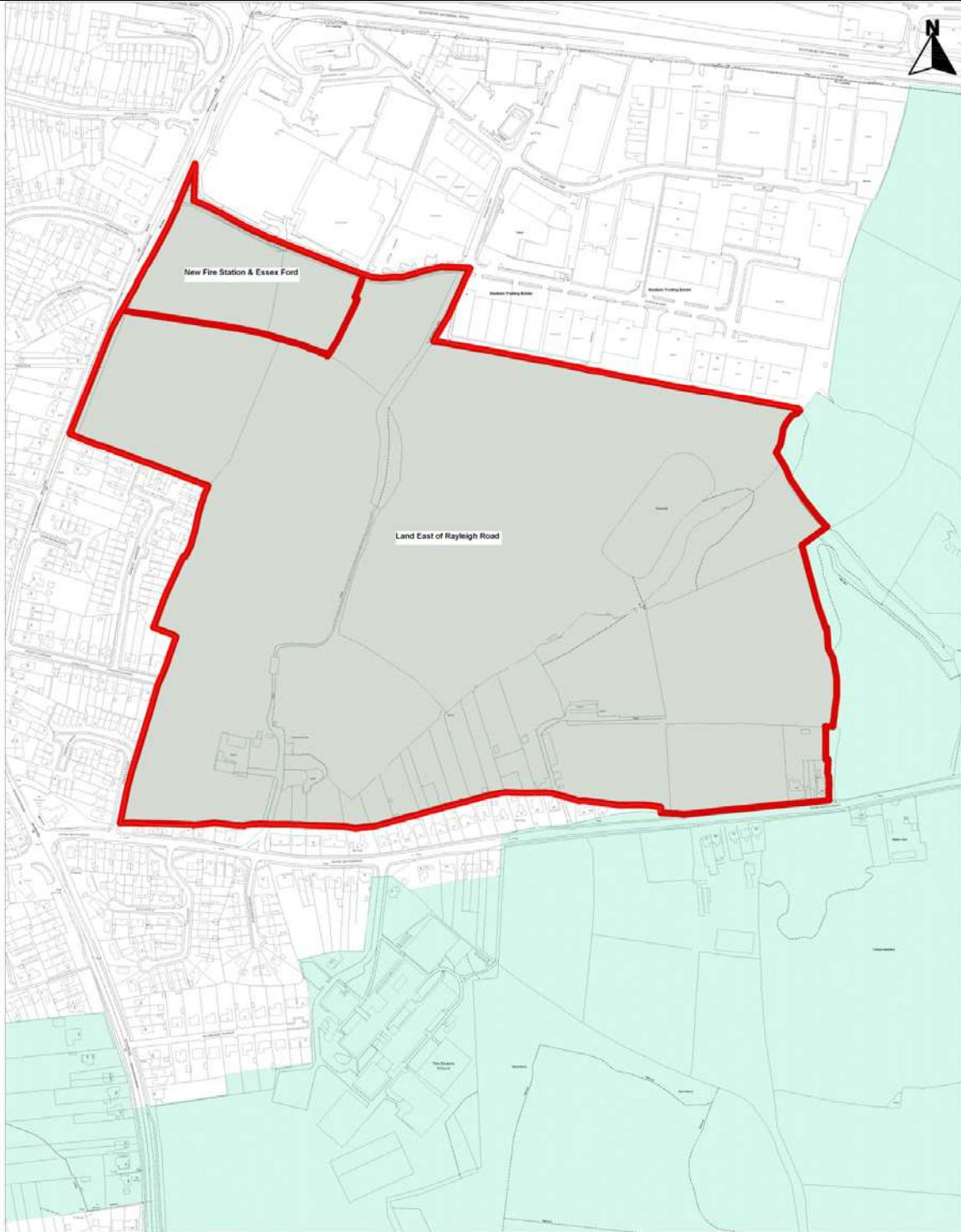
# Land East of Rayleigh Road, Hadleigh

Capacity

450

Green Belt Impact

Amber



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Scale @ A4

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

4 & 5

### **Sprawl**

Checks unrestricted sprawl of Thundersley to the west, Daws Heath to the east and Hadleigh to the south

### **Merging**

Restricts the 3 settlements merging, and Rayleigh (parcel 5)

### **Encroachment**

Prevents encroachment from urban fringe

### **Regeneration**

North is area of employment, restricts encroachment in favour of recycling land within urban areas

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Parcel 4 forms part of the Daws Heath Ring. The Green Belt in this location fulfils functions 1, 2, 3 and 5. The Green Belt in this location would continue to fulfil these functions if this site was removed.

Parcel 5 forms part of the Daws Heath Ring. The Green Belt in this location fulfils functions 1, 2, 3 and 5. The removal of the entire site identified by this landowner would result in the Green Belt being narrowed to a point where its function in separating towns would be questionable. An alternative boundary running adjacent to the reservoir may overcome some of this issue.

### **Impact on Visual Sensitivity**

Visual Sensitivity – High  
(for both parcels)

Parcel 4 has an attractive rolling topography and small scale pasture. The northern part is more steeply sloping with views east. The central part is densely wooded and enclosed. The area is visible to residential properties in immediate vicinity.

Mitigation – scope to mitigate impacts of development through additional planting. Opportunities to enhance the existing landscape, and to add planting to the north of the site to more clearly define the Green Belt boundary with the trading estate.

Parcel 5 comprises a mosaic of woodland and pasture. Long established views are from the more open western end of the area. Views from adjoining residential properties.

Mitigation – limited scope due to largely intimate scale of landscape.

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The proposed site encroaches into the far western edge of the Ancient Landscape Area. This part comprise of a pasture enclosed by belts of trees and hedges. A sensitively designed development could ensure that the character of this landscape is preserved

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## **Strategic Housing Land Availability Assessment - 2012**

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### **Function**

The site forms part of the Daws Heath Ring & is on the far western edge of this Ring. The GB in this location would continue to fulfil the functions if this site was removed from the GB.

### **Character & Openness**

No

### **Boundaries**

Logical -

Site is located on far western side of GB, and is defined by banks of trees along field boundaries on its eastern edge. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

Defensible -

Site is located on far western side of GB, and is defined by banks of trees along field boundaries on its eastern edge. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

### **Wider Integrity**

No, see other comments

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## **Update / Further Information**

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Developers have undertaken pre-application consultations in early 2013. No planning application to date.

Given the diversity of the land within this site, there is significant scope for integration with the existing landscape, particularly to the south east of the site, where it encroaches slightly into the Ancient Landscape Area and the narrow section of Daws Heath Ring Green Belt.

The existing tree belts forming the field boundaries should be retained and enhanced. This can limit visual impact and the character of the area, particularly as viewed from outside, is retained.

Revised boundary should be sought in combination with New fire station & Essex Ford sites on corner of Rayleigh Road and Stadium Way (see Other Potential Changes to the Green Belt) in order to achieve a logical GB boundary.

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## **Concluding Comments**

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The Green Belt boundary can be formed through physical and readily recognisable features, including residential development to the west and south, commercial development to the north, and drainage ditches and the established tree belts along the edge of the Ancient Landscape Area.

A redefined boundary would still allow for this part of the Green Belt to fulfil its purposes.

There is some concern over the potential narrowing of the western edge of the Daws Heath Ring part of the Green Belt, however this relates to a small section of the proposed site, and it is considered that a low density form of development could be achieved in this location, which integrates into the existing landscape and pattern of development in this area.

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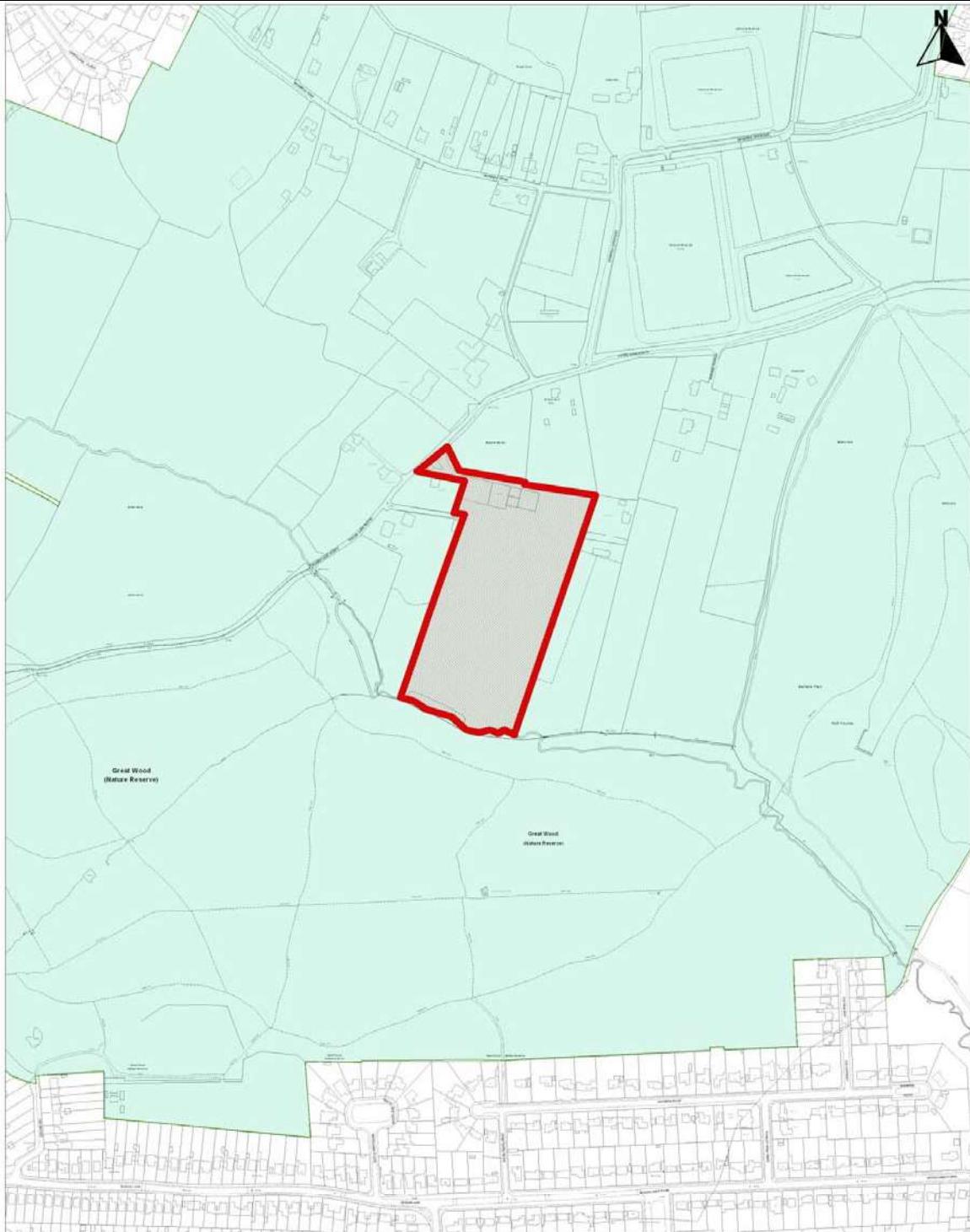
# Nashlea Farm, Poors Lane North, Hadleigh

Capacity

15

Green Belt Impact

Red



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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

8

### **Sprawl**

Checks unrestricted sprawl of Daws Heath to west, Hadleigh from the south west and Eastwood from the east

### **Merging**

Ensuring above towns do not merge

### **Encroachment**

Restricts encroachment

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of the Daws Heath Ring of Green Belt. The Green Belt in this location fulfils functions 1, 2 and 3. Development of this site would result in break in the Green Belt separating Daws Heath from Southend, and to this end have a negative impact on the ability of the Green Belt to fulfil function 2 – prevent neighbouring towns from merging.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium to High

Area comprises long established areas of mixed woodland and pastures with old hedgerows, which generally enclose the area.

Mitigation – should concentrate on protection of woodland and retention of rural character of area.

The site is in the heart of this area.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Yes. Site forms part of Daws Heath Ring GB. Development would result in break in GB separating Daws Heath from Southend, and have negative impact on ability of GB to fulfil function 2, prevent neighbouring towns merging.

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**Character & Openness**

Yes, site in middle of GB, not contiguous with existing urban area. Location of site would have impact on GB boundaries in this location and put more GB at risk in future.

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**Boundaries**

Logical -

No, site is in middle of GB, not contiguous with existing urban area. Location of site would have impact on GB boundaries in this location and put more GB at risk in future.

Defensible -

No, site is in middle of GB, not contiguous with existing urban area. Location of site would have impact on GB boundaries in this location and put more GB at risk in future.

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**Wider Integrity**

Yes, see other comments

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**Update / Further Information**

No planning applications received for the site recently.

Still in use for potato storage by potato merchant and supplier.

Limited built form on the site, confined to the northern part of the site, with remainder of site open in the form of a grassed field

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**Concluding Comments**

The site is located in the middle of the Daws Heath Ring part of the Green Belt and is not connected to the existing urban area. It is not therefore possible to realign / redefine the Green Belt boundary in this location.

Removal of this site from the Green Belt would result in a break in the Green Belt and put other areas of the Green Belt under threat from further urban sprawl and could result in neighbouring settlements merging.

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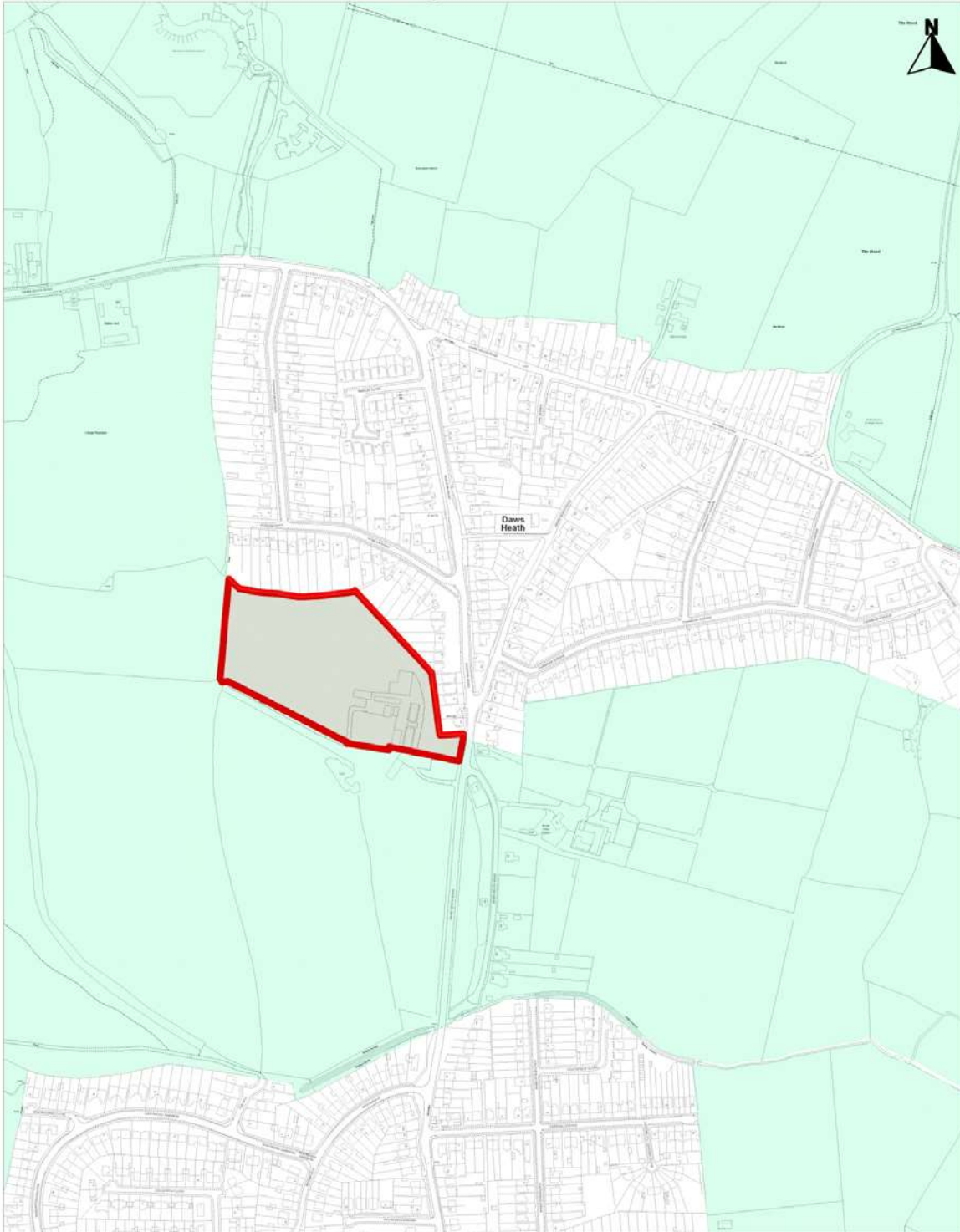
# Solby Wood Farm, Daws Heath Road, Hadleigh

Capacity

30

Green Belt Impact

Amber



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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

4

### **Sprawl**

Checks unrestricted sprawl of Thundersley to the west, Daws Heath to the east and Hadleigh to the south

### **Merging**

Restricts the above 3 settlements merging

### **Encroachment**

Prevents encroachment from urban fringe

### **Regeneration**

North is area of employment, restricts encroachment in favour of recycling land within urban areas

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed

### **Impact on Visual Sensitivity**

Not discussed

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Site forms part of Daws Heath Ring GB. Site is in narrow piece of GB separating Daws Heath from Hadleigh. Would however retain strip of land to south, reducing the impact on GB function.

### **Character & Openness**

No

### **Boundaries**

Logical -

Northern & eastern boundaries of site defined by residential development. Southern boundary is robust defined by surfaced track & trees. Western boundary defined by trees & hedgerows. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

Defensible -

Northern & eastern boundaries of site defined by residential development. Southern boundary is robust defined by surfaced track & trees. Western boundary defined by trees & hedgerows.

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Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

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### **Wider Integrity**

No, see comments above

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## **Update / Further Information**

Visual Sensitivity – High

Rolling topography, pasture, woodland and hedgerows with field boundary trees. Southern part is enclosed and well screened by woodland and mature hedgerows. Scattered houses and farmsteads along Daws Heath Road. Visible to residential properties in immediate area.

Mitigation – scope to mitigate impacts of development in the southern part of the site through additional planting.

The site is partially developed to its eastern part with farm buildings and caravan storage. The remainder of the site is open fields.

The site is bounded to the north by rows of trees screening residential development beyond. To the west is a field boundary defined by trees and hedgerows, and which is level with the western most boundary of residential development to the north. The eastern boundary is narrow and is formed by Daws Heath Road. A surfaced farm track and some trees run along the southern boundary.

The existing built form on the site has reduced part of the openness and character of the Green Belt in this location.

Realigning the boundary would remove the ‘blurred’ edges to this part of the Green Belt and provide opportunities to improve landscaping and planting, and to create a more robust boundary, particularly if in combination with the Brook Farm site to the east of this site.

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## **Concluding Comments**

The proposed boundaries could be formed by readily recognisable and permanent features in the landscape, in combination with the land to the east, Brook Farm.

Realigning the boundary would remove the ‘blurred’ edges to this part of the Green Belt and provide opportunities to improve landscaping and planting, and to create a more robust boundary, particularly if in combination with the Brook Farm site to the east of this site.

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# Oak Tree Farm, Sherwood Crescent, Hadleigh

## Capacity

90 (across 2 sites)

## Green Belt Impact

Amber



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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

8

### **Sprawl**

Checks unrestricted sprawl of Daws Heath to west, Hadleigh from the south west and Eastwood from the east

### **Merging**

Ensuring above towns do not merge

### **Encroachment**

Restricts encroachment

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of the Daws Heath Ring. The Green Belt in this location fulfils functions 1, 2, and 3. The Green Belt in this location would continue to fulfil these functions if this site was removed.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium to High

Area comprises long established areas of mixed woodland and pastures with old hedgerows, which generally enclose the area.

Mitigation – should concentrate on protection of woodland and retention of rural character of area.

Opportunities to reinforce and strengthen existing landscape character.

The site is an open pasture on the edge of this area which contributes towards a rural character in this locality.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Site forms part of Daws Heath Ring. The GB in this location would continue to fulfil the functions if this site was removed.

### **Character & Openness**

No

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**Boundaries**

Logical -

Would be more logical to include parcel of land to south of this site, to create a stronger boundary to the west.

Defensible -

Site is defined by banks of trees along field boundaries on its northern, eastern & southern edge. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

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**Wider Integrity**

No, see comments above

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**Update / Further Information**

The site is an open field, formed by field boundaries comprising trees and hedgerows on all sides. Residential development also forms the boundary of the site to the west, and an open drainage ditch (Prittlebrook) to the north.

The existing Green Belt boundary in this location is particularly strong, taking a linear form defined by existing residential development to the west of this site. The removal of this site, without the inclusion of the land to the south would result in a notable intrusion into the Green Belt, beyond this boundary and would not result in a clearly defined or defensible boundary.

The presence of ancient woodland, public open space and Great Wood & Dodd's Grove SSSI further to the east of the site restricts the threat of further urban sprawl or encroachment.

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**Concluding Comments**

Whilst the site in isolation is fairly well defined by readily recognisable physical features, the existing Green Belt boundary in this location is particularly strong, taking a linear form defined by existing residential development to the west of this site. The removal of this site, without the inclusion of the land to the south would result in a notable intrusion into the Green Belt, beyond this boundary and would not result in a clearly defined or defensible boundary.

Concern in respect of future sprawl or encroachment to the east is unlikely to occur due to the presence of ancient woodland, public open space, and Great Wood & Dodd's Grove SSSI.

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# Southfield Close Extension, Hadleigh

## Capacity

90 (across 2 sites)

## Green Belt Impact

Red



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1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

8

### **Sprawl**

Checks unrestricted sprawl of Daws Heath to west, Hadleigh from the south west and Eastwood from the east

### **Merging**

Ensuring above towns do not merge

### **Encroachment**

Restricts encroachment

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of the Daws Heath Ring. The Green Belt in this location fulfils functions 1, 2, and 3. This site would reduce the separation between Hadleigh and Daws Heath. Furthermore, it would extend beyond the robust boundary provided by the Prittlebrook, and potentially affect the ability of the Council to control urban sprawl in the future.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium to High

Area comprises long established areas of mixed woodland and pastures with old hedgerows, which generally enclose the area.

Mitigation – should concentrate on protection of woodland and retention of rural character of area.

Opportunities to reinforce and strengthen existing landscape character.

The site is an open pasture on the edge of this area which contributes towards a rural character in this locality.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Yes. Site forms part of Daws Heath Ring & fulfils functions 1, 2 & 3. Would reduce the separation between Hadleigh & Daws Heath. Would extend beyond robust boundary provided by the Prittlebrook. Could affect ability to control urban sprawl in future.

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**Character & Openness**

Partially, by narrowing of the gap between Hadleigh & Daws Heath

**Boundaries**

Logical -

No, it would reduce the separation between Hadleigh & Daws Heath. Would extend beyond the existing robust boundary provided by the Prittlebrook. Could affect ability to control urban sprawl in future.

Defensible -

No, it would reduce the separation between Hadleigh & Daws Heath. Would extend beyond the existing robust boundary provided by the Prittlebrook. Could affect ability to control urban sprawl in future.

**Wider Integrity**

Yes, see other comments

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**Update / Further Information**

Awkward shaped site, comprising part of a wider open field and some 'plotland'. The southern part of the field is fenced off with ranch style fencing adjacent to Prittlebrook.

The proposed eastern boundary of this site does not follow the line of a fence, field boundary, or any other readily recognisable physical feature, it merely runs north to south through the middle of a field.

The removal of this site would result in development located beyond the recognisable and permanent physical feature of Prittlebrook, resulting in a reduction in the narrow strip of Green Belt in this location, and the separation between Daws Heath and Hadleigh.

The site could however be utilised as public open space in conjunction with the development of the site immediately to the south, Oak Tree Farm.

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**Concluding Comments**

The realignment of the Green Belt in this location would reduce the separation between Hadleigh and Daws Heath and result in development beyond the permanent physical feature of Prittlebrook. Such development would make it difficult to control further urban sprawl and encroachment in the future.

The site could however be utilised as public open space, remaining in the Green Belt, in conjunction with the development of the site immediately to the south, Oak Tree Farm.

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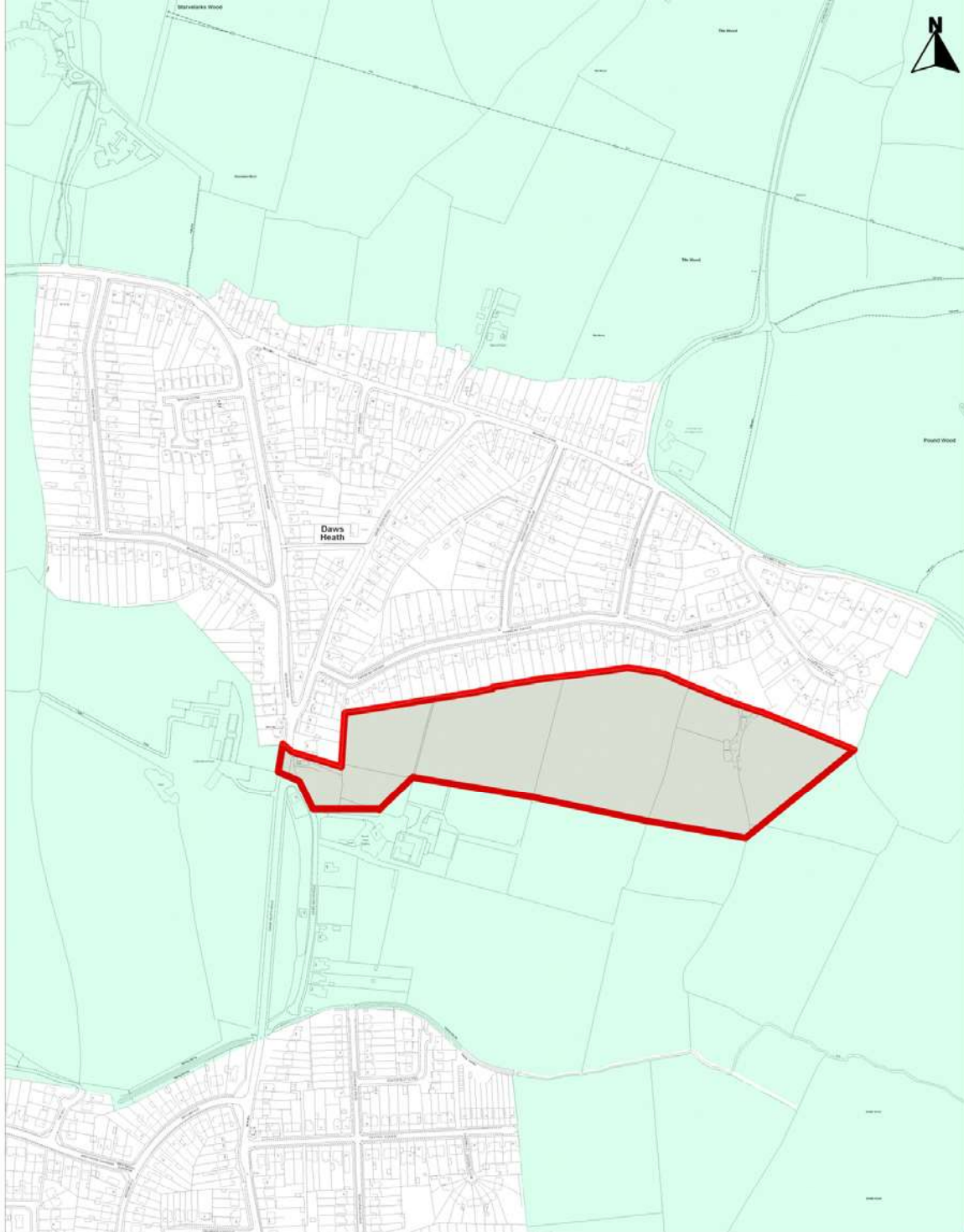
# Brook Farm, Daws Heath Road, Hadleigh

Capacity

110

Green Belt Impact

Amber



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1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

8

### **Sprawl**

Checks unrestricted sprawl of Daws Heath to west, Hadleigh from the south west and Eastwood from the east

### **Merging**

Ensuring above towns do not merge

### **Encroachment**

Restricts encroachment

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of the Daws Heath Ring. The Green Belt in this location fulfils functions 1, 2, 3 and 5. This site sits in a narrow piece of Green Belt separating Daws Heath from Hadleigh. The proposal includes the retention of a strip of land beyond the southern most house on Daws Heath Road in Daws Heath and development in Hadleigh reducing the impact of this proposal on Green Belt function.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium to High

This landscape is compartmentalised comprises long established areas of mixed woodland and pastures with old hedgerows and fences, which enclose the area. Views into the area are from properties in Daws Heath Road.

Mitigation – should concentrate on protection of woodland and retention of rural character of area.

Opportunities to reinforce and strengthen existing landscape character.

The site is open agricultural land between Daws Heath and Hadleigh which contributes towards a rural character in this locality.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Site forms part of Daws Heath Ring GB. Site is in narrow piece of GB separating Daws Heath from Hadleigh. Would however retain strip of land to south, reducing the impact on GB function.

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**Character & Openness**

No

**Boundaries**

Logical -

Northern boundary of site defined by residential development. Southern boundary is robust boundary defined by a surfaced track and hedgerows. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

Defensible -

Northern boundary of site defined by residential development. Southern boundary is robust boundary defined by a surfaced track and hedgerows. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

**Wider Integrity**

No, see other comments

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**Update / Further Information**

The site is agricultural land, which is subdivided by clear field boundaries, defined by trees, hedgerows. There are benefits to retaining such natural features in aiding the integration of any development into the landscape.

The site is bounded to the north by rows of trees screening residential development beyond. To the west the boundary is defined by residential properties. The eastern boundary runs diagonally through a field, and is not therefore clearly defined. A very clearly defined southern boundary is formed by a surfaced farm track and some trees and hedgerows.

Realigning the boundary would provide opportunities to improve landscaping and planting, and to create a more robust defensible boundary, particularly if in combination with the Solby Wood Farm site to the west of this site.

The site would benefit from robust planting and landscaping along the southern boundary.

A few residential properties in Daws Heath Road and the rear garden of Haresland Close would become isolated pockets of GB if this site were to be removed from the GB. These should therefore also be considered to be included in any redefined GB boundary.

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## **Concluding Comments**

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The proposed boundaries could be formed by readily recognisable and permanent features in the landscape, in combination with the land to the west, Solby Wood Farm.

Realigning the boundary would provide opportunities to improve landscaping and planting, and to create a more robust defensible boundary, particularly if in combination with the Solby Wood Farm site to the west of this site.

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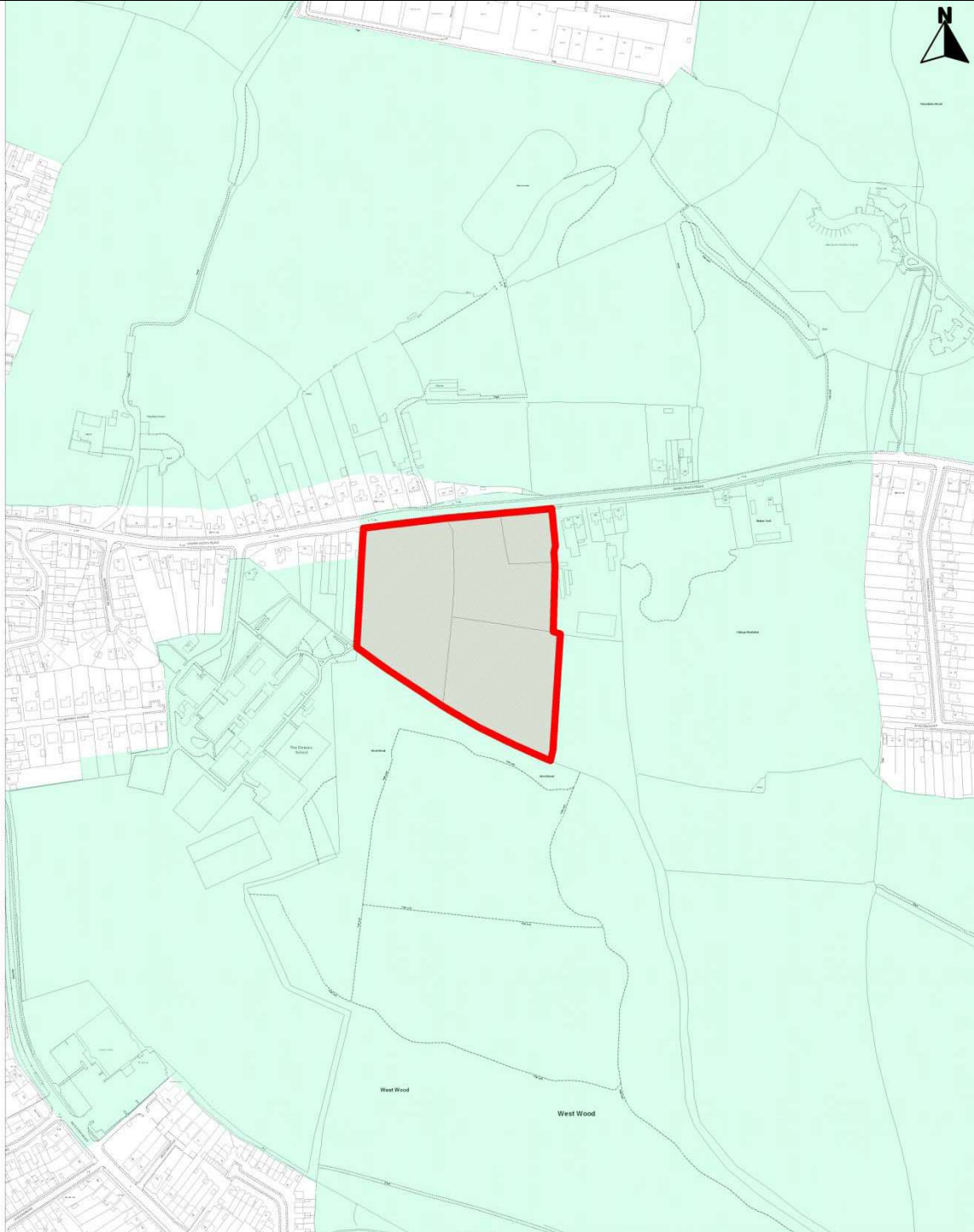
# Land between 112 & 154 Daws Heath Road, Hadleigh

Capacity

90

Green Belt Impact

Amber



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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

4

### **Sprawl**

Checks unrestricted sprawl of Thundersley to west, Daws Heath to east and Hadleigh to south.

### **Merging**

Ensuring above settlements do not merge

### **Encroachment**

Restricts encroachment

### **Regeneration**

North is area of long term employment, restricts encroachment in favour of recycling land within urban areas.

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed.

### **Impact on Visual Sensitivity**

Not discussed.

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## **Strategic Housing Land Availability Assessment – 2012**

### **Function**

Not discussed in 2012 SHLAA.

2013 SHLAA -

Yes. Sites forms part of Daws Heath Ring & prevents neighbouring towns merging  
Potential impact on ring of Green Belt around Daws Heath although landscaping could mitigate impacts.

### **Character & Openness**

Not discussed in 2012 SHLAA.

2013 SHLAA -

Potentially - depends on landscaping used.

### **Boundaries**

Not discussed in 2012 SHLAA.

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2013 SHLAA -

Potentially - land to the north is also proposed for release. Therefore, boundaries likely to align if brought forward together.

School to west, road to north, council owned woodland to south and local wildlife site to east.

### **Wider Integrity**

Not discussed in 2012 SHLAA.

2013 SHLAA -

Potentially - depends on landscaping used.

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## **Update / Further Information**

Visual Sensitivity – High

Rolling topography, pasture, woodland and hedgerows with field boundary trees. Field pattern is generally fairly small scale, and the land is well managed for grazing. Well vegetated field boundaries are key elements of landscape character.

Mitigation – scope to mitigate impacts of development through additional planting.

The site is bounded to the north by a number of trees, hedgerows and chain link fence adjacent to Daws Heath Road, providing intermittent views through to the compartmentalised fields. To the west are hedges and sporadic trees forming the boundary with residential properties. A surfaced track serving riding stables runs along the northern part of the eastern boundary of the site, partially screened by hedgerows and trees. The remainder of the eastern boundary and the southern boundary are defined by ancient woodland.

There is scope for integration with the existing landscape, and the existing tree belts forming the field boundaries should be retained and enhanced. This can limit visual impact and the character of the area, particularly as viewed from outside, is retained. This is particularly important in this narrow section of Daws Heath Ring Green Belt.

There is some concern over the potential narrowing of the western edge of the Daws Heath Ring part of the Green Belt, however it is considered that a form of development could be achieved in this location, which integrates into the existing landscape and pattern of development in this area.

A redefined boundary would still allow for this part of the Green Belt to fulfil its purposes.

The presence of ancient woodland and public open space to the south and ancient woodland to the east of the site restricts the threat of further urban sprawl or encroachment.

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## **Concluding Comments**

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The Green Belt could be redefined in this location using existing field boundaries, tree belts and ancient woodland, and existing residential development, all of which are readily recognisable physical features.

There is some concern over the potential narrowing of the western edge of the Daws Heath Ring part of the Green Belt, however it is considered that a form of development could be achieved in this location, which integrates into the existing landscape and pattern of development in this area.

A redefined boundary would still allow for this part of the Green Belt to fulfil its purposes.

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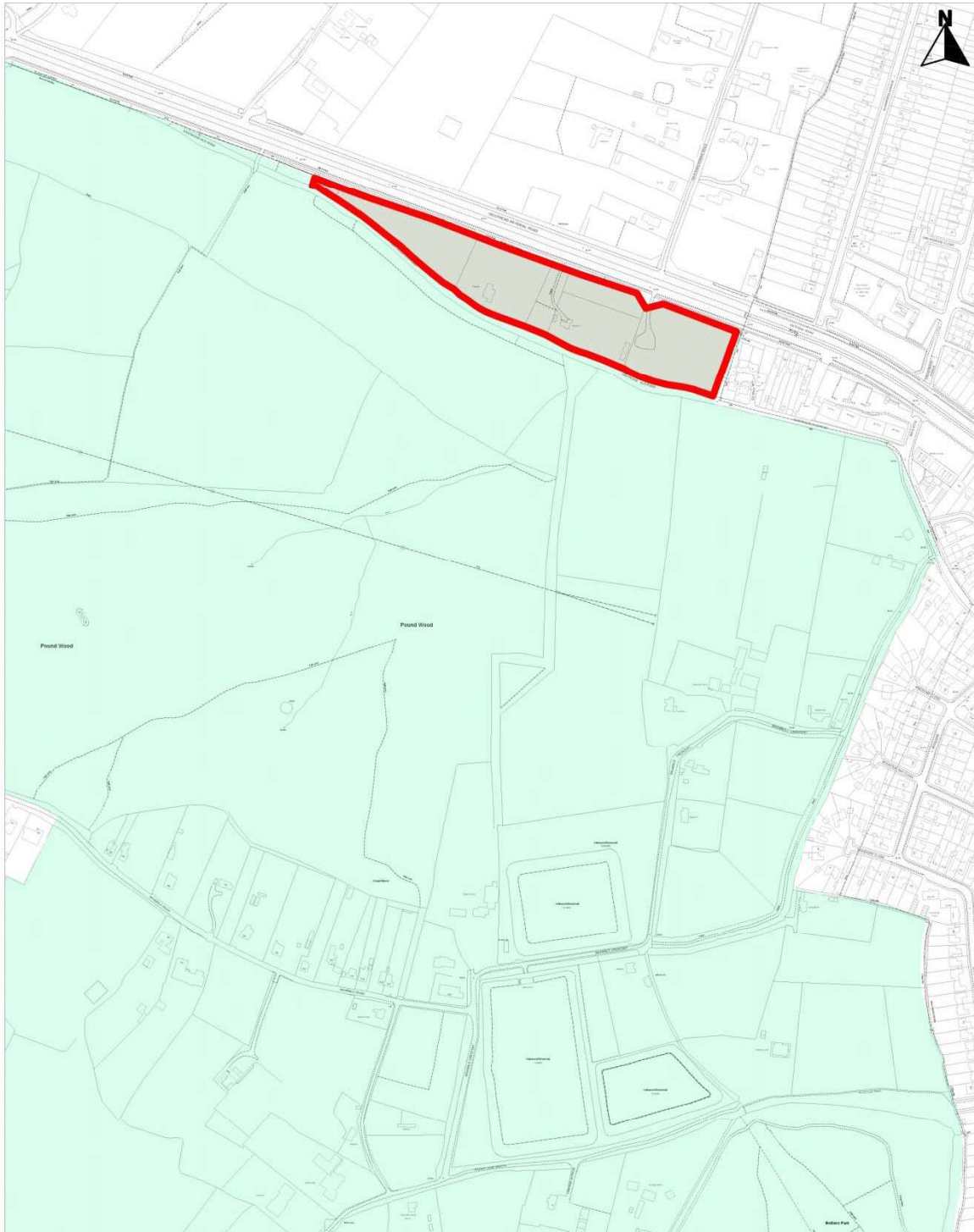
# Land North of Eastwood Old Road, Hadleigh

Capacity

50

Green Belt Impact

Red



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1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

8

### **Sprawl**

Checks unrestricted sprawl of Daws Heath to west, Hadleigh from the south west and Eastwood from the east

### **Merging**

Ensuring above towns do not merge

### **Encroachment**

Restricts encroachment

### **Regeneration**

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed.

### **Impact on Visual Sensitivity**

Not discussed.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Not discussed in 2012 SHLAA.

2013 SHLAA -

The site forms an outer edge to the Daws Heath Ring and sits within an extent of Green Belt crossing authority boundaries. Development of this site could set a precedent for other similar sites to be developed affecting the integrity of the Green Belt at a strategic level.

### **Character & Openness**

Not discussed in 2012 SHLAA.

2013 SHLAA -

Site currently occupied by sporadic development, including some unauthorised forms of development. The site forms an outer edge to the Daws Heath Ring and sits within an extent of Green Belt crossing authority boundaries. Low density development may be more in keeping with maintaining the Green Belt. However high density development would impact on the openness and character.

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**Boundaries**

Not discussed in 2012 SHLAA.

2013 SHLAA –

The site forms a finger extending into the Green Belt and would have an impact on the Green Belt boundaries in this location. The development of this site would set a precedent for other 'enforcement sites' to be developed affecting the integrity of the Green Belt at a strategic level.

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**Wider Integrity**

Not discussed in 2012 SHLAA.

2013 SHLAA –

The development of this site would set a precedent in favour of those who have exploited land in the Green Belt illegally. If repeated elsewhere it would result in serious harm to the openness and purpose of including land in the Green Belt.

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**Update / Further Information**

Visual Sensitivity – Medium to High

Area comprises mixture of woodland, pastures, housing and reservoirs. Landscape compartmentalised with hedges and fences, and is generally intimate, rural and attractive in its quality. Development is well screened by trees and hedges and roads are few, narrow and sinuous.

Mitigation – should concentrate on protection of woodland and retention of rural character of area.

Opportunities to reinforce and strengthen existing landscape character.

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**Concluding Comments**

The site forms an outer edge to the Daws Heath Ring and its removal from the Green Belt would affect the integrity of the Green Belt at a strategic level.

Given the current sporadic development on site, low density development, integrated into the existing landscape would not be likely to result in further harm to the character and openness of the Green Belt.

However concern is raised that the development of this site would set a precedent in favour of those who have exploited land in the Green Belt illegally. If repeated elsewhere it would result in serious harm to the openness and purpose of including land in the Green Belt.

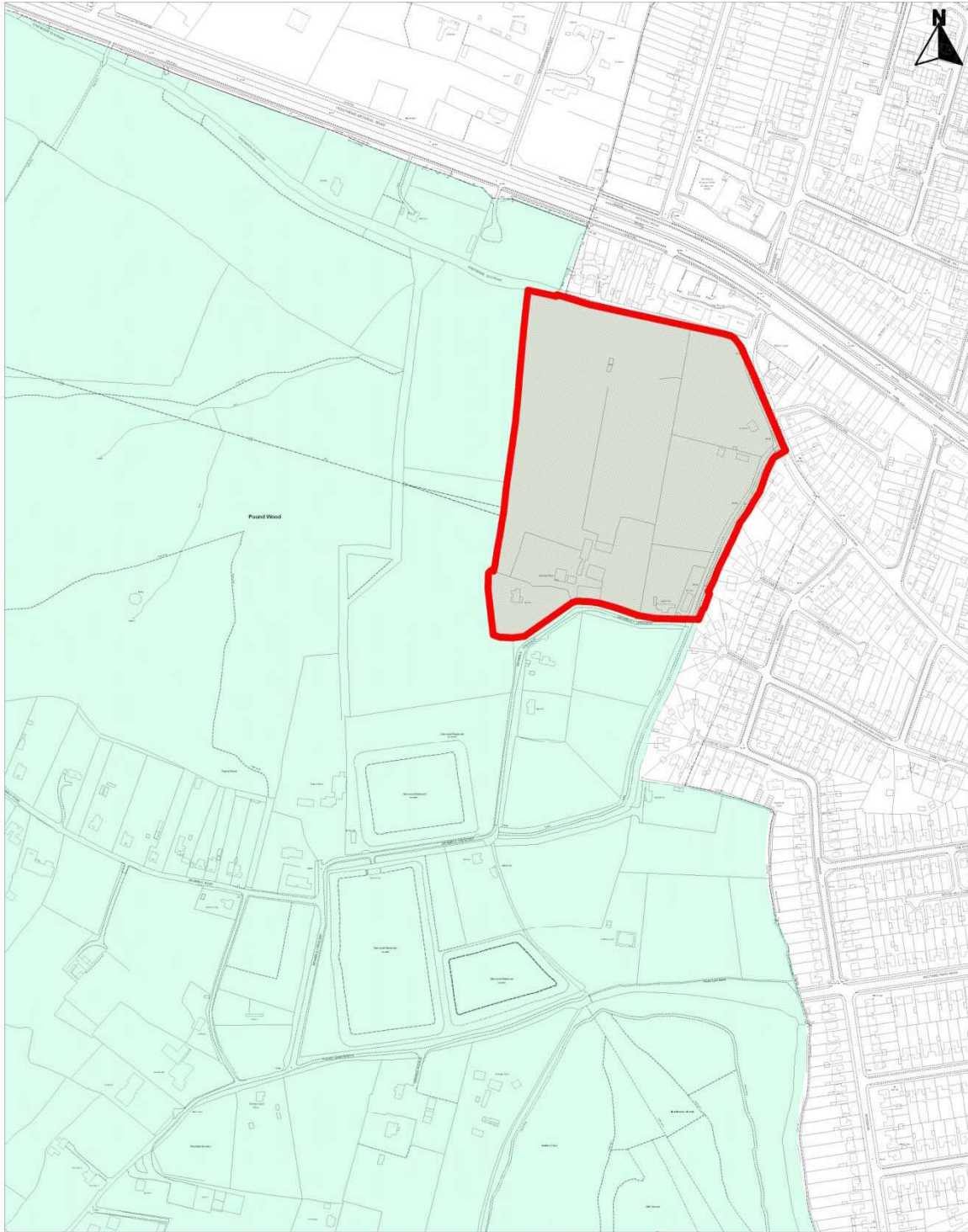
---

**Land South of Eastwood Old Road, Eastwood**  
**Capacity**

50

**Green Belt Impact**

**Amber**



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Scale @ A4

1:5000

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## **Green Belt Functions Assessment – 2010**

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### **Parcel Number**

8

### **Sprawl**

Checks unrestricted sprawl of Daws Heath to west, Hadleigh from the south west and Eastwood from the east

### **Merging**

Ensuring above towns do not merge

### **Encroachment**

Restricts encroachment

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

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### **Impact on Green Belt Function**

Not discussed.

### **Impact on Visual Sensitivity**

Not discussed.

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## **Strategic Housing Land Availability Assessment - 2012**

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### **Function**

Not discussed in 2012 or 2013 SHLAA.

### **Character & Openness**

Not discussed in 2012 or 2013 SHLAA.

### **Boundaries**

Not discussed in 2012 or 2013 SHLAA.

### **Wider Integrity**

Not discussed in 2012 or 2013 SHLAA.

---

---

## **Update / Further Information**

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Visual Sensitivity – Medium to High

Area comprises mixture of woodland, pastures, housing and reservoirs. Landscape compartmentalised with hedges and fences, and is generally intimate, rural and attractive in its quality. Development is well screened by trees and hedges and roads are few, narrow and sinuous.

Mitigation – should concentrate on protection of woodland and retention of rural character of area.

Opportunities to reinforce and strengthen existing landscape character.

The site is bounded to the north and east by residential development, but is also afforded a substantial level of screening by mature trees and hedge planting along the boundary with rear gardens to the north and the unmade road Bramble Crescent to the east and south. There is also a large wooded area to the north eastern corner of the site. To the west and south are further field boundaries formed by similar trees and hedgerows. The southern part of the site is occupied by clusters of farm buildings, as well as some caravan storage.

There is some concern over the potential narrowing of the eastern edge of the Daws Heath Ring part of the Green Belt in this location, however given the presence of residential development along the northern boundary of the site, a redefined boundary would follow the existing built form of development in a north south direction, and still allowing for this part of the Green Belt to fulfil its purposes.

Furthermore the presence of a SSSI to the west restricts the threat of further urban sprawl or encroachment in this direction. The provision of a buffer would also need to be maintained between the SSSI and any development on the site. Such a buffer would also serve to provide suitable protection from visual intrusion into the Green Belt in this location.

It is considered that a form of development could be achieved in this location, and there is scope for integration with the existing landscape, and the existing tree belts forming the field boundaries should be retained and enhanced. This can limit visual impact and the character of the area, particularly as viewed from outside, is retained.

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## **Concluding Comments**

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The Green Belt could be redefined in this location using existing field boundaries, tree belts, and existing residential development, all of which are readily recognisable physical features.

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There is some concern over the potential narrowing of the eastern edge of the Daws Heath Ring part of the Green Belt, however it is considered that a form of development could be achieved in this location, which integrates into the existing landscape and pattern of development in this area.

A redefined boundary would still allow for this part of the Green Belt to fulfil its purposes.

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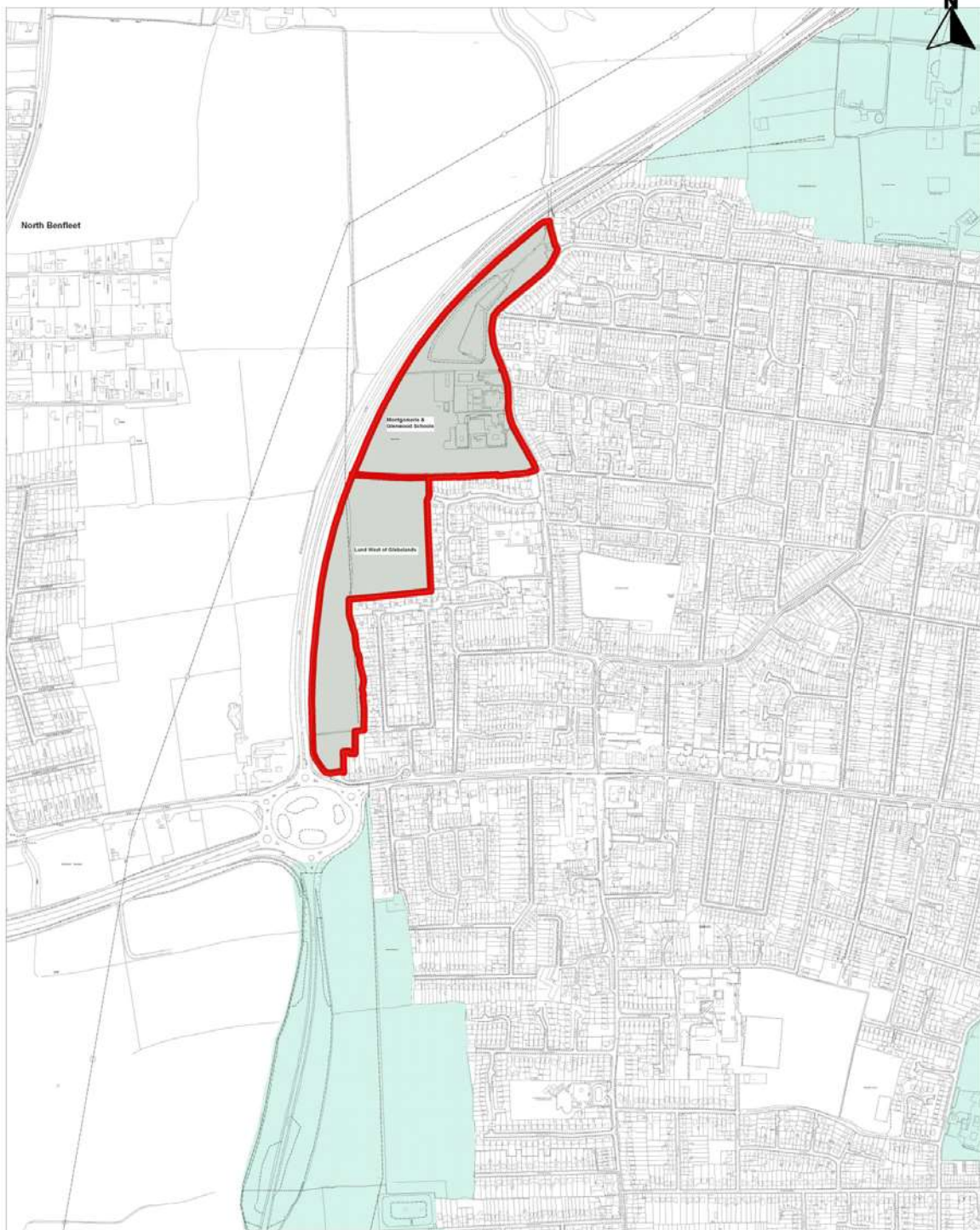
# Land West of Glebelands, Thundersley

Capacity

100

Green Belt Impact

Amber



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Scale @ A4

1:10000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

10

### **Sprawl**

Checks urban sprawl from settlement of Benfleet

### **Merging**

Prevents Benfleet merging with neighbouring urban settlements within adjacent Basildon borough

### **Encroachment**

Prevents encroachment from urban fringe

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Sites on the western boundary of the borough in Green Belt separating New Thundersley from Bowers Gifford. Most of the Green Belt fulfilling this function is to the west of the A130. The Green Belt boundary could be realigned to follow the A130 without impacting on the functions of the Green Belt in this location. The A130 would provide a more robust Green Belt boundary.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium

The area varies considerably between various sections.

The topography in the northern section of this area is relatively flat, falling towards the south.

The landscape in the northern section is a mixture of trees, scrub, school playing fields, and a recently cultivated LoWS area and pasture.

The site is visible from housing along its eastern edge.

The area generally provides a rural edge to the housing areas and rural landscape corridor beside the A130.

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## **Strategic Housing Land Availability Assessment - 2012**

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### **Function**

No, most of the GB fulfilling the function is located to the west of the A130. The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location. The A130 would provide a more robust GB boundary.

### **Character & Openness**

No

### **Boundaries**

Logical -

The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location. The A130 would provide a more robust GB boundary. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

Defensible -

The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location. The A130 would provide a more robust GB boundary. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

### **Wider Integrity**

No, see other comments

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## **Update / Further Information**

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Planning application for up to 165 dwellings refused –

- Inappropriate development in the Green Belt
- No very special circumstances to justify inappropriate development
- Detrimental to openness, character and strategic function of the Green Belt

Council's case –

- Green Belt in this location serves 3 purposes
- Western extent of Castle Point Green Belt provides important linkages to the wider Green Belt systems outside the borough
- Allowing adjacent urban area to sprawl to the edges of the borough would result in encroachment into the countryside and merging
- Landscape value would be diminished
- Western edge of Benfleet would become less open
- The character of the A130 would be changed from a road through the countryside to a 'by-pass' skirting the urban area
- Existing eastern boundary to the Green Belt is defensible
- Location of Green Belt within the borough is not relevant

Appellant's case –

- The site is not open countryside, it is an urban edge
  - Site would provide a logical boundary, which would be strongly defined
-



- 
- This part of the Green Belt has no strategic role from a landscape or visual perspective
  - Site visually contained by the topography, built form and established perimeter screening
  - Very restricted visual envelope

Inspectors case –

Openness -

- Majority of site would become urbanised
- Would cause harm to GB's openness

Urban Sprawl -

- Small, isolated pocket of undeveloped land surrounded by urban structures and uses
- Does not constitute urban sprawl, no significant harm to this GB purpose

Encroachment on countryside -

- Site within countryside, its loss = encroachment
- Site when viewed from A130 or residential area does not appear as part of countryside, but as separate pocket of under-used urban fringe land, severed by visually dominant major highway
- Only limited harm to this GB function

Merging of Settlements -

- Site part of relatively narrow section of GB. Would narrow gap further
- Greater area of GB separating settlements lies west of A130
- Site contributes little to separation
- Narrow gaps between settlements not unusual
- Would not make GB to west any more vulnerable than other similar gaps between settlements in area
- Would not directly bring about any physical or visual coalescence between settlements or materially increase risk of occurrence in future
- No significant harm caused to this function

Character & Appearance –

- Cannot be described as rural, is urban fringe
- Impression is of road skirting urban area
- Site seen against backdrop of houses from A130 and dominant road from residential area
- Site unremarkable in appearance, largely flat and open, little intrinsic visual interest or distinctiveness
- No significant loss of rural character or unacceptable harm to visual appearance of GB
- No significant harm caused to character or appearance of GB

General

- It is right that planning decisions should be plan-led
- Acknowledge that there is a need to take land from the Green Belt to meet housing provision

Secretary of State's case –

Openness -

- Majority of site would become urbanised
-

- 
- Would cause harm to GB's openness

#### Urban Sprawl -

- Would extend built up area of Thundersley beyond existing boundaries
- This part of GB characterised by open fields
- Forms part of Parcel 10 serving this function.
- Would remove this function. Moderate harm would arise by removal of this function

#### Encroachment on countryside -

- Site within countryside, its loss = encroachment. Moderate harm would arise by removal of this function

#### Merging of Settlements -

- Site part of relatively narrow section of GB. Would narrow gap further
- Narrow gaps between settlements not unusual
- Give weight to GB Functions Assessment – Parcel 10 ensures Benfleet does not merge with neighbouring urban settlements in Basildon
- This part of GB particularly vulnerable
- Piecemeal incursions would be especially damaging to function in keeping neighbouring settlements separated
- Moderate harm caused to this function

#### Character & Appearance –

- A130 has appearance of road running through countryside with fields either side
- Would become road skirting urban area
- Give weight to GB Landscape Assessment, Parcel 10 = Medium landscape sensitivity and medium to high visual sensitivity
- Drawing points together, development would cause moderate level of harm to visual appearance of GB

#### General

- Emphasis that national policy is very clear that amendments to the Green Belt boundary should be undertaken as part of the Local Plan process
- Strongly agree with Inspectors views that planning decisions should be plan led
- Work to make amendments to the Green Belt boundary will be taken forward through the Local Plan process
- Acknowledge that there is a need to take land from the Green Belt to meet housing provision

This site is 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.

It considers that working in partnership with Basildon Borough Council to retain the remainder of the Green Belt, would ensure that the wider Green Belt in this location would continue to fulfil its purposes.

Taking a plan-led approach to development in this location there is 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.

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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.

It should be noted that if this site were removed from the GB it would leave a section of GB immediately to the north isolated. These two sites should be seen in combination.

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## **Concluding Comments**

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The A130 is a readily recognisable and permanent physical feature which could provide a clearly defined boundary.

This site is 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.

It considers that working in partnership with Basildon Borough Council to retain the remainder of the Green Belt, would ensure that the wider Green Belt in this location would continue to fulfil its purposes.

Consideration should be given to ensuring the impact of any built form is mitigated through the retention and enhancement of a 'green edge' to this site, similar to that found along other parts of this Green Belt parcel.

Taking a plan-led approach to development in this location there is 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.

In combination with the land to the north (Montgomerie & Glenwood Schools, and Anglian Water pumping station) a clearly defined, defendable Green Belt boundary could be achieved.

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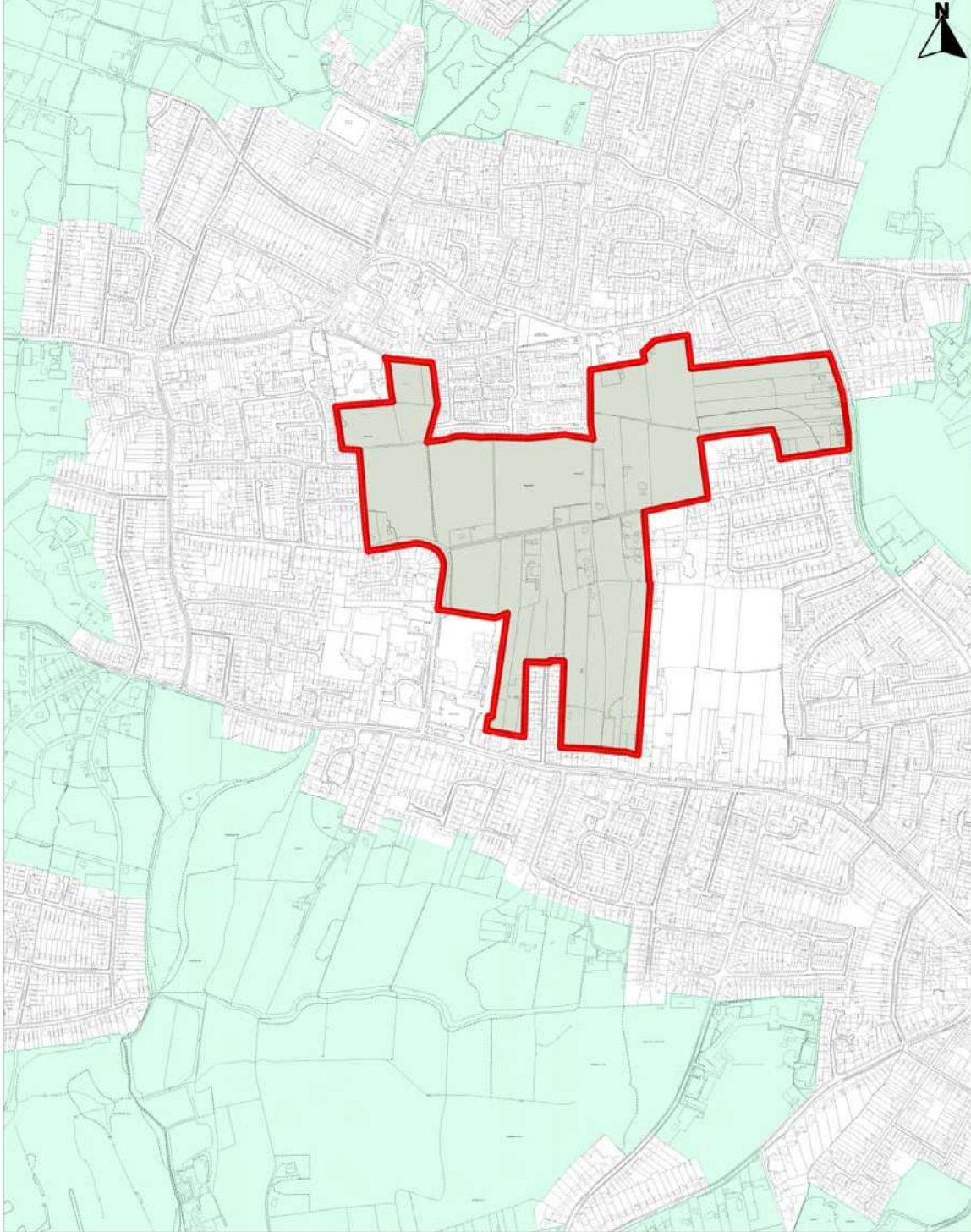
# Land off Kiln Road, Thundersley

**Capacity**

400

**Green Belt Impact**

Green



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Scale @ A4

1:10000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

6

### **Sprawl**

Restricts urban sprawl of Hadleigh and Thundersley

### **Merging**

Ensures the two settlements do not merge

### **Encroachment**

Restricts high risk of encroachment from surrounding urban fringe

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

The land in this location fulfils the functions of preventing urban sprawl, preventing the area around Hart Road in Thundersley and development around the A13 from merging and protecting the countryside from encroachment at a local level. This benefits residents living adjacent to the site. At a strategic level however, this area of Green Belt is not visible. It is concealed behind ribbon development along Kiln Road and Rayleigh Road, and is almost entirely isolated from other parts of the Green Belt. As a result it does not fulfil a strategic Green Belt function. The removal of this site from the Green Belt would have no impact on the ability of the Green Belt in Castle Point to fulfil its functions.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium to High

Core of area well screened by trees and comparatively hidden in wider landscape due to its flat landform. Locally visible from adjacent small scale ribbon development of residential properties. Network of unadopted lanes, tracks and public rights of way and clusters of plotland development. Sense of remoteness and retreat from surrounding urban settlement.

Mitigation – scope for additional planting to the north of the site to mitigate impacts of development.

Opportunities to enhance the existing landscape through improvements in management.

Any development should be designed to minimise impact. Master planning would be essential to incorporate landscape features of particular value.

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## **Strategic Housing Land Availability Assessment - 2012**

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### **Function**

No. Area of GB is not visible. It is concealed behind ribbon development along Kiln Road & Rayleigh Road & almost entirely isolated from other parts of GB. It does not fulfil a strategic function. Removal would have no impact on GB in CP to fulfil functions.

### **Character & Openness**

No. Area of GB is not visible. It is concealed behind ribbon development along Kiln Road & Rayleigh Road & almost entirely isolated from other parts of GB.

### **Boundaries**

Logical -

The site is an irregular shape, with limited logical boundaries, many of which are formed on an ad hoc basis part the way down the back gardens of residential properties.

Defensible -

The site is surrounded on all sides by residential development, and is isolated from the other Green Belt in the borough, effectively forming a small pocket with no strategic function.

### **Wider Integrity**

No, see other comments

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## **Update / Further Information**

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No planning application to date.

Mosaic of landscape and natural features, creating pockets of land enclosed by tree belts, hedgerows and other vegetation, as well as man made features associated with the limited built development located within the area.

Completely surrounded by built development and only viewed as Green Belt when inward facing. This part of the Green Belt is not therefore considered to fulfil a strategic function.

The wider Green Belt within the borough would continue to fulfil its purposes if this site were to be removed from the Green Belt.

This can be defined using the Rayleigh Road which is a permanent physical feature, easily recognisable.

Given the compartmentalised nature of the site, the existing patterns of development and landscape can be used to retain the sense of rural character.

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Part of this site is currently designated public open space, and there are also a number of playing fields. These could become disconnected if this site were to be released from the Green Belt. These are currently dual allocated and it is considered that if they were to be released from the Green Belt they would still be afforded protection through their individual allocations as playing fields and open space.

There are also a number of rear gardens to residential properties in this part of the GB which would be isolated from any other GB if this site were to be removed. These could be reallocated residential.

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## **Concluding Comments**

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This part of the borough's Green Belt is not visible from the wider area and is almost completely isolated from the wider Green Belt. It does not fulfil a strategic function.

The site's removal from the Green Belt would not compromise the wider Green Belt in the locality from fulfilling its purposes.

The redefined boundary could be formed by the A129 Rayleigh Road, which would provide a robust boundary to the wider Green Belt to the east.

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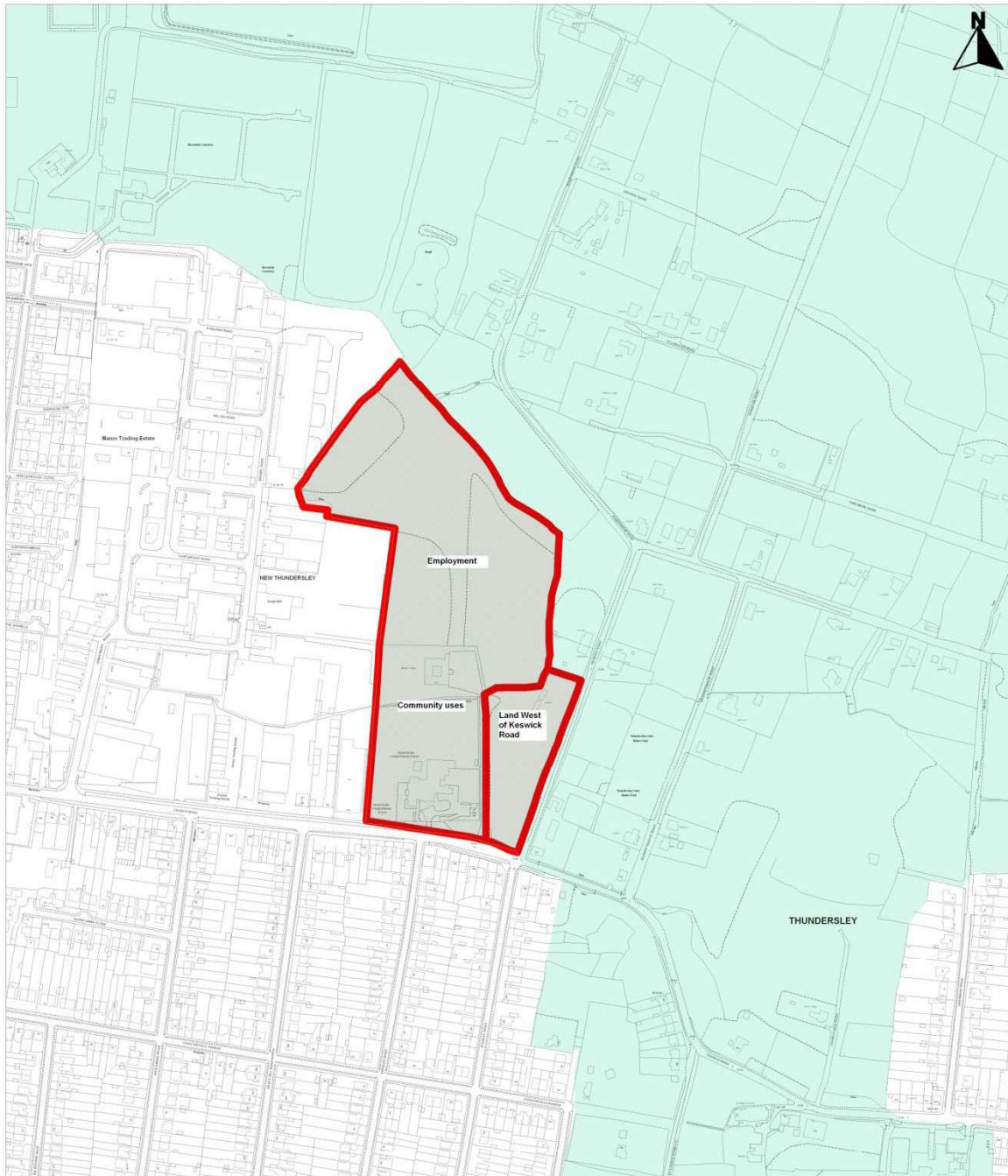
# Land West of Keswick Road, Thundersley

Capacity

26

Green Belt Impact

Red



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Scale @ A4

1:5000



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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

1

### **Sprawl**

On southern border it prevents urban sprawl from settlements of New Thundersley and Thundersley

### **Merging**

Southern part prevents above two towns merging

### **Encroachment**

Prevents urban encroachment from urban fringe areas

### **Regeneration**

Restricts outward development of employment uses and focuses the recycling of previously developed land on the urban fringe

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of the Central Corridor of Green Belt. The Green Belt in this location fulfils functions 1, 2, 3 and 5. The Green Belt in this location is narrow and the development of this site could impact on functions 1 and 2.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium

This is a landscape comprising old plotlands and a mosaic of woodlands, pastures and grassed areas for formal and informal recreation, which is enclosed by a pattern of fields, pastures and small plots.

There is visual sensitivity where the area acts as a green edge to adjacent areas.

Mitigation – emphasis on conserving character of area, including maintaining hedgerows, field boundary trees and belts and belts of woodland.

Opportunities to reinforce and strengthen existing landscape features through landscape management.

This site is on the immediate edge of the urban area and does not present a significant contribution to this landscape.

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## **Strategic Housing Land Availability Assessment - 2012**

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### **Function**

Site forms part of Central Corridor of GB, which is narrow in this location. Development could impact on functions 1 & 2. Site is narrow & Keswick Road potentially more robust GB boundary.

### **Character & Openness**

No

### **Boundaries**

Logical -

Site is narrow & Keswick Road potentially more robust GB boundary. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

Defensible -

Site is narrow & Keswick Road potentially more robust GB boundary. Boundary would be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

### **Wider Integrity**

No, see other comments

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## **Update / Further Information**

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This site has a thick scrub and hedge screening to its front boundary with Church Road, and to the northern section of its boundary with Keswick Road. A few scattered trees are present in the centre of the site, with the remainder being open grassland/pasture.

Planning appeal dismissed for 1.8m metal fencing replacing hedging. Inspector considered that these not required round an open field for keeping horses. Inappropriate development having an urban character damaging to the open and general wooded character of the land to the north and east. New application for post and rail / ranch style fencing more in character with rural location and open nature of the site approved.

Keswick Road would be a permanent physical feature to realign the Green Belt boundary to the east. However given the dense vegetation and tree belts in parts is likely to result in further urbanisation, to this narrow part of the Green Belt, to the detriment of its character and appearance.

Concern is raised however over the potential narrowing of the western edge of the Central Corridor in this Green Belt location.

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## **Concluding Comments**

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Realigning the Green Belt boundary to the east incorporating land to the West of Keswick Road, would narrow the western edge of the Central Corridor part of the Green Belt, which is already narrow in this location. The potential loss of existing tree belts and vegetation is likely to result in further urbanisation, to this narrow part of the Green Belt, to the detriment of its character and appearance.

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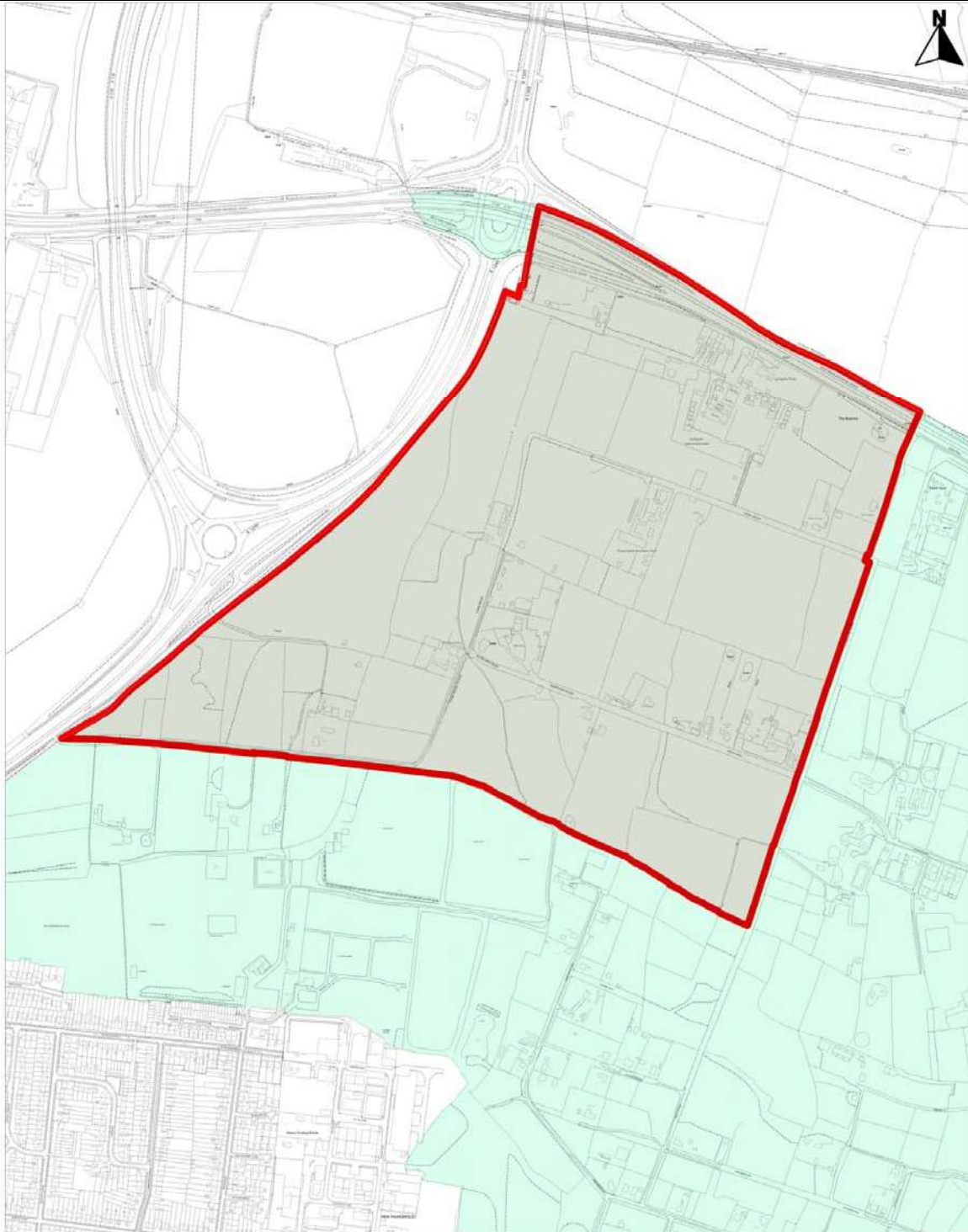
# North West Benfleet Urban Extension, Thundersley

**Capacity**

1,200

**Green Belt Impact**

**Red**



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Scale @ A4

1:8000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

1

### **Sprawl**

On southern border it prevents urban sprawl from settlements of New Thundersley and Thundersley

### **Merging**

Southern part prevents above two towns merging

### **Encroachment**

Prevents urban encroachment from urban fringe areas

### **Regeneration**

Restricts outward development of employment uses and focuses the recycling of previously developed land on the urban fringe

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of a large swathe of Green Belt separating towns within Castle Point, and also towns beyond Castle Point in Basildon and Rochford Districts. As a result, the Green Belt in this location fulfils functions 1, 2, 3 and 5. The development of this site would result in the loss of a large area of the Green Belt and see narrow ribbons of Green Belt left some of which have un-robust boundaries that would be difficult to defend in the future. As a result ongoing urban sprawl would be an inevitable result, with the Green Belt failing to fulfil its function in this respect.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium

This is a landscape comprising old plotlands and a mosaic of woodlands, pastures and grassed areas for formal and informal recreation, which is enclosed by a pattern of fields, pastures and small plots. The rolling landform and trees result in small area views, which are contained.

Some residential development within the area is afforded views, and views are also had from scattered farmsteads and the network of rural tracks, lanes, bridleways, footpaths and public rights of way.

There is visual sensitivity where the area acts as a green edge to adjacent areas.

Mitigation – emphasis on conserving the character of the area, including maintaining hedgerows, field boundary trees and belts of woodland.

Opportunities to reinforce and strengthen existing landscape features through landscape management.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Site forms part of large swathe of GB separating towns within CP & beyond CP in Basildon & Rochford. Development of site would see narrow ribbons of GB left, with un-robust boundaries, difficult to defend & would result in ongoing urban sprawl in future.

Site forms part of large swathe of GB separating towns within CP & beyond CP in Basildon & Rochford. Site cannot be accessed unless site to north developed. Would result in entire loss of GB in this location & result in significant urban sprawl.

### **Character & Openness**

Yes, see other comments

### **Boundaries**

Logical -

No. Development of site would see narrow ribbons of GB left, with un-robust boundaries that would be difficult to defend in the future.

No. Development would result in entire loss of GB in this location & result in significant urban sprawl.

Defensible -

No. Development of site would see narrow ribbons of GB left, with un-robust boundaries that would be difficult to defend in the future.

No. Development would result in entire loss of GB in this location & result in significant urban sprawl.

### **Wider Integrity**

Yes, see other comments

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## **Update / Further Information**

Previously 2 separate sites of irregular shape, with limited clearly defined boundary features.

Consideration of this area looks at a wider site incorporating the north west corner, using the roads of the A130 to the west, the A127 to the north, and Coniston Road to the east.

These boundaries are formed by physical features which are readily recognisable and permanent.

The southern boundary is defined by Fane Road, the northern boundaries of the Council owned public open space, and the line of drainage ditches, along which field boundaries have developed.

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Whilst these features would create a strong realignment of the Green Belt boundary to the south, they would result in a narrow strip of Green Belt remaining between this site and the urban settlement to the south. Such a narrow strip would be difficult to defend against future urban sprawl and encroachment, and as a result would have limited use at continuing to fulfil its purposes.

Furthermore the creation of such narrow strips, both to the south and east of the site would undermine the strategic function of the Green Belt at a sub-regional level, by significantly reducing the links to the Green Belt located in Basildon and Rochford districts.

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## **Concluding Comments**

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Redefining the Green Belt boundary in this location would remove a large section of a large swathe of Green Belt which is strategically important both within Castle Point and sub-regionally.

It would be difficult for the remaining parts of the Green belt to fulfil their functions or to be protected from further sprawl, leading to the merging of settlements.

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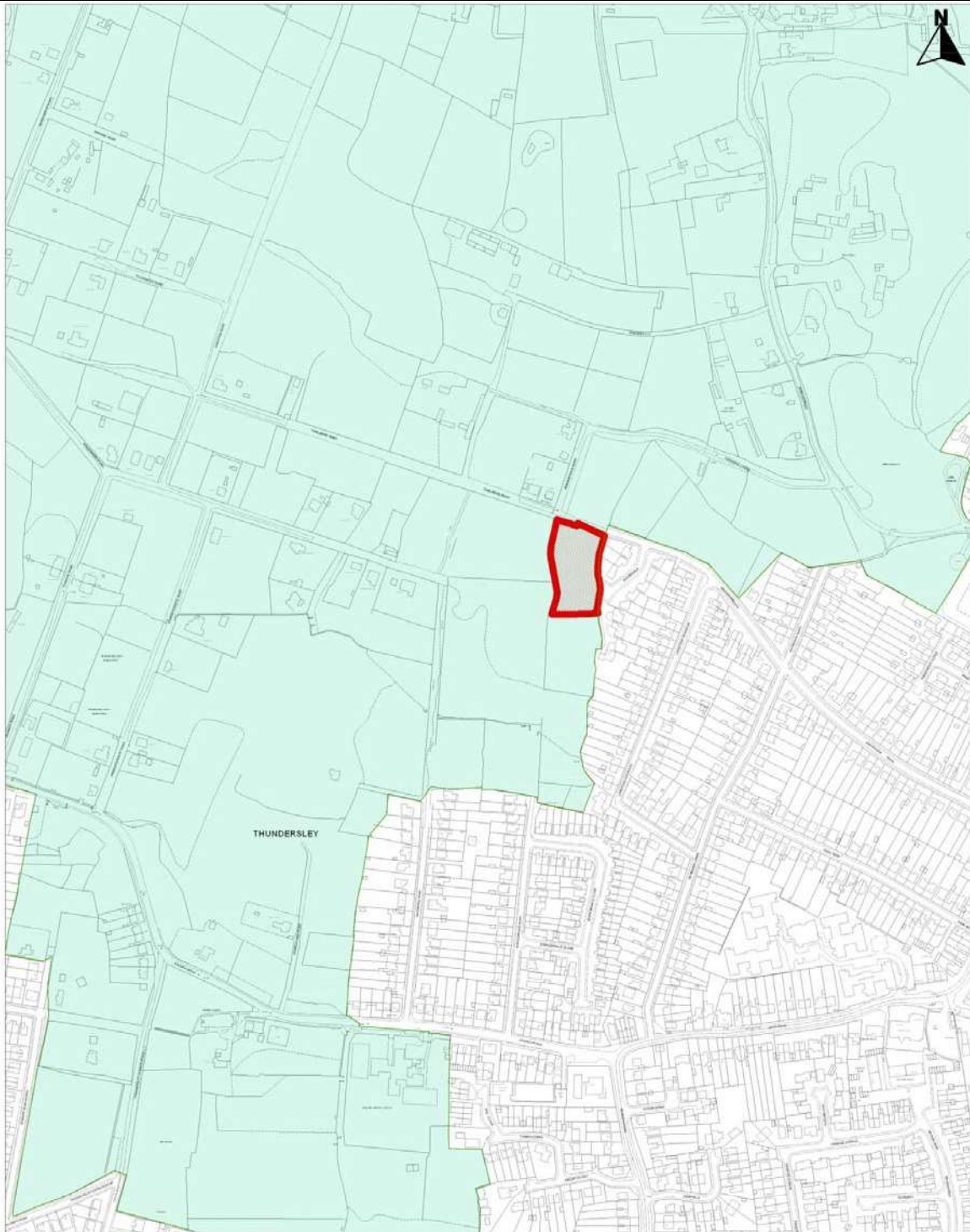
## Extension to Silverdale, Thundersley

### Capacity

64 (across 3 sites)

### Green Belt Impact

Red



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Scale @ A4

1:5000



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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

1

### **Sprawl**

On southern border it prevents urban sprawl from settlements of New Thundersley and Thundersley

### **Merging**

Southern part prevents above two towns merging

### **Encroachment**

Prevents urban encroachment from urban fringe areas

### **Regeneration**

Restricts outward development of employment uses and focuses the recycling of previously developed land on the urban fringe

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of the Central Corridor of Green Belt. The Green Belt in this location fulfils functions 1, 2, 3 and 5. The development of this site would result in the Green Belt boundary becoming less robust, potentially resulting in further loss of Green Belt in this location in the future.

### **Impact on Visual Sensitivity**

Visual Sensitivity – High

This is a landscape comprising old plotlands and a mosaic of woodlands, pastures and grassed areas for formal and informal recreation, which is enclosed by a pattern of fields, pastures and small plots. The rolling landform and trees result in small area views, which are contained.

Some residential development within the area is afforded views, and views are also had from scattered farmsteads and the network of rural tracks, lanes, bridleways, footpaths and public rights of way.

There is visual sensitivity where the area acts as a green edge to adjacent areas.

Mitigation – emphasis on conserving the character of the area, including maintaining hedgerows, field boundary trees and belts of woodland.

Opportunities to reinforce and strengthen existing landscape features through landscape management.

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## **Strategic Housing Land Availability Assessment - 2012**

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### **Function**

Site forms part of Central Corridor. Development of site would result in GB boundary becoming less robust & potentially resulting in further loss of GB in this location in the future.

### **Character & Openness**

Partially, by encroaching beyond robust boundary & affect ability to control further loss of GB in future.

### **Boundaries**

Logical -

No, it would extend beyond the existing robust boundary running north south provided by the dwellings to the east. Could affect ability to control further loss of GB in future.

Defensible -

No, it would extend beyond the existing robust boundary running north south provided by the dwellings to the east. Could affect ability to control further loss of GB in future.

### **Wider Integrity**

Yes, see other comments

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## **Update / Further Information**

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Heavily wooded area forming part of a wider wooded area.

Located beyond the built development which is clearly defined by the rear gardens of the properties to the western side of Silverdale.

Given the elevated location any development would be highly visible, thus having an impact of the character and openness of the Green Belt.

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## **Concluding Comments**

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Redefining the Green Belt boundary in this location, to include this site, would not form a readily recognisable physical feature. It would result in development beyond the existing clearly defined boundary, and would run through the middle of a wooded area.

Such a realignment would be likely to lead to further urban sprawl and encroachment in the future, and result in the Green Belt in this location being unable to continue to successfully fulfil its purposes.

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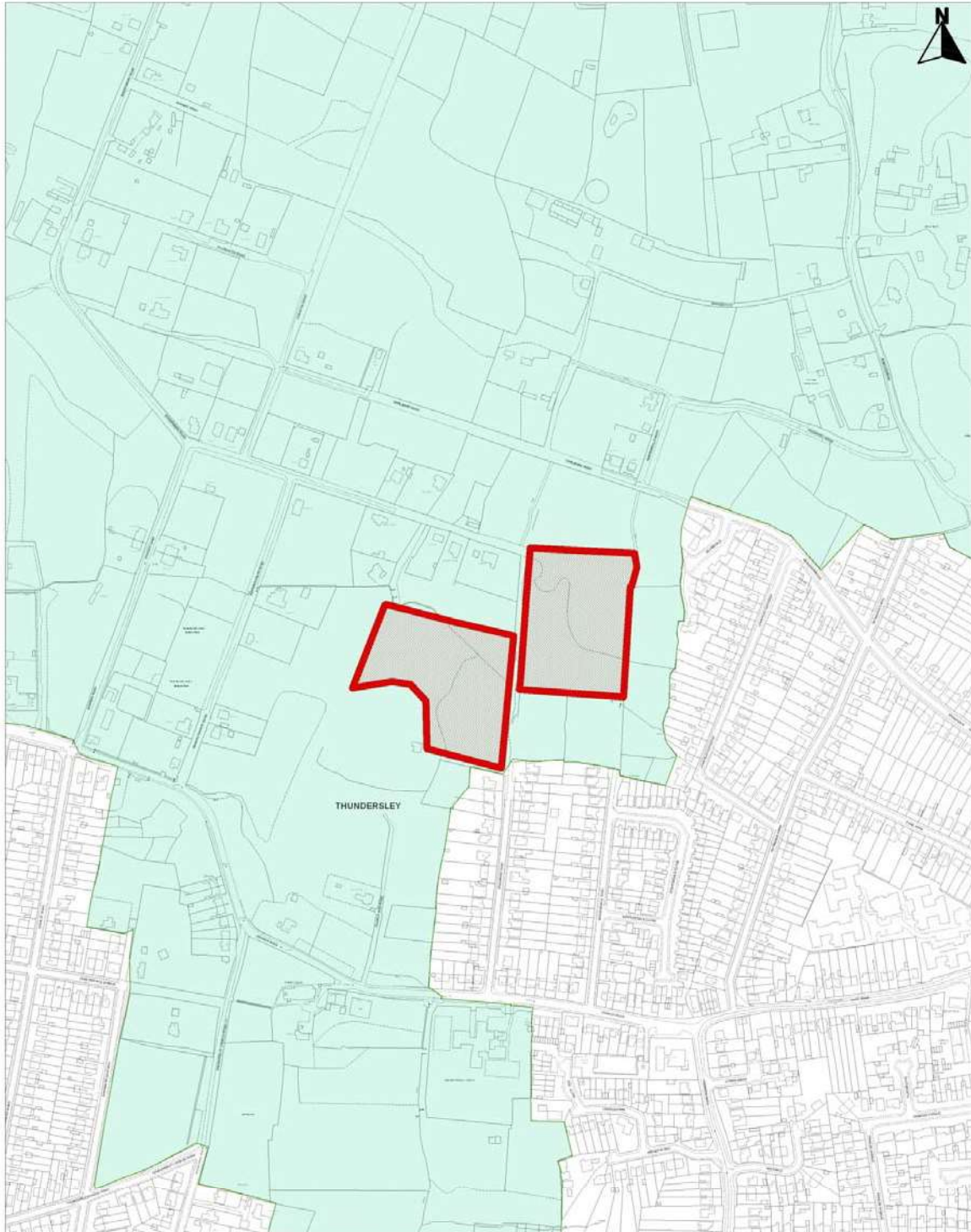
## North of Grasmere Road, Thundersley

### Capacity

64 (across 3 sites)

### Green Belt Impact

Red



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Scale @ A4

1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

1

### **Sprawl**

On southern border it prevents urban sprawl from settlements of New Thundersley and Thundersley and Benfleet and Thundersley

### **Merging**

Southern part prevents above two towns merging

### **Encroachment**

Restricts high risk of urban encroachment from urban fringe areas

### **Regeneration**

Restricts outward development of employment uses and focuses the recycling of previously developed land on the urban fringe

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of the Central Corridor of Green Belt. The Green Belt in this location fulfils functions 1, 2, 3 and 5. The development of this site would extend beyond the western most extent of the urban area in this location and weaken the Green Belt separating Thundersley from New Thundersley. This corridor of Green Belt is strategically important and should be protected.

Forms part of the Central Corridor of Green Belt. The Green Belt in this location fulfils functions 1, 2, 3 and 5. The development of this site would result in the Green Belt boundary becoming less robust, potentially resulting in further loss of Green Belt in this location in the future.

### **Impact on Visual Sensitivity**

Visual Sensitivity – (Parcel 1 Medium, Parcel 3 High)

Parcel 1 -

This is a landscape comprising old plotlands and a mosaic of woodlands, pastures and grassed areas for formal and informal recreation, which is enclosed by a pattern of fields, pastures and small plots. The rolling landform and trees result in small area views, which are contained.

Some residential development within the area is afforded views, and views are also had from scattered farmsteads and the network of rural tracks, lanes, bridleways, footpaths and public rights of way.

There is visual sensitivity where the area acts as a green edge to adjacent areas.

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Mitigation – emphasis on conserving the character of the area, including maintaining hedgerows, field boundary trees and belts of woodland.

Opportunities to reinforce and strengthen existing landscape features through landscape management.

Parcel 3 –

This area is well-wooded, with hedges and small fields of pasture. Screened by trees, but prominent landscape due to the landform. Topography very undulating, generally slopes down steeply towards the south.

Significant and extensive views from the northern and southern edges, and small scale intimate views from the internal roads, tracks and public rights of way.

Mitigation – opportunities to strengthen and conserve historic landscape character.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Part of Central Corridor GB, strategically important. Development of western part would extend beyond western most extent of urban area & weaken GB separating Thundersley & New Thundersley. Development of eastern part would result in less robust GB boundary & further loss.

### **Character & Openness**

Yes, western part of site in middle of GB, not contiguous with existing urban area. Location of site would have impact on GB boundaries in this location and put more GB at risk in future.

### **Boundaries**

Logical -

No, western part of site is in middle of GB, not contiguous with existing urban area. Location of site would have impact on GB boundaries in this location and put more GB at risk in future.

Defensible -

No, western part of site is in middle of GB, not contiguous with existing urban area. Location of site would have impact on GB boundaries in this location and put more GB at risk in future.

### **Wider Integrity**

Yes, see other comments

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## **Update / Further Information**

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This site covers two parcels of land in two different Green Belt parcels.

The two parcels of land are surrounded by trees and vegetation and disconnected from the existing urban development to the east and south.

Given the elevated location any development would be highly visible, thus having an impact of the character and openness of the Green Belt.

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## **Concluding Comments**

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Removing this site from the Green Belt would result in a break in the Green Belt, leaving narrow strips of Green Belt between this site and the existing urban area.

The removal of this site from the Green Belt would result in significant pressure on the remaining narrow strips of Green Belt from further urban sprawl or encroachment.

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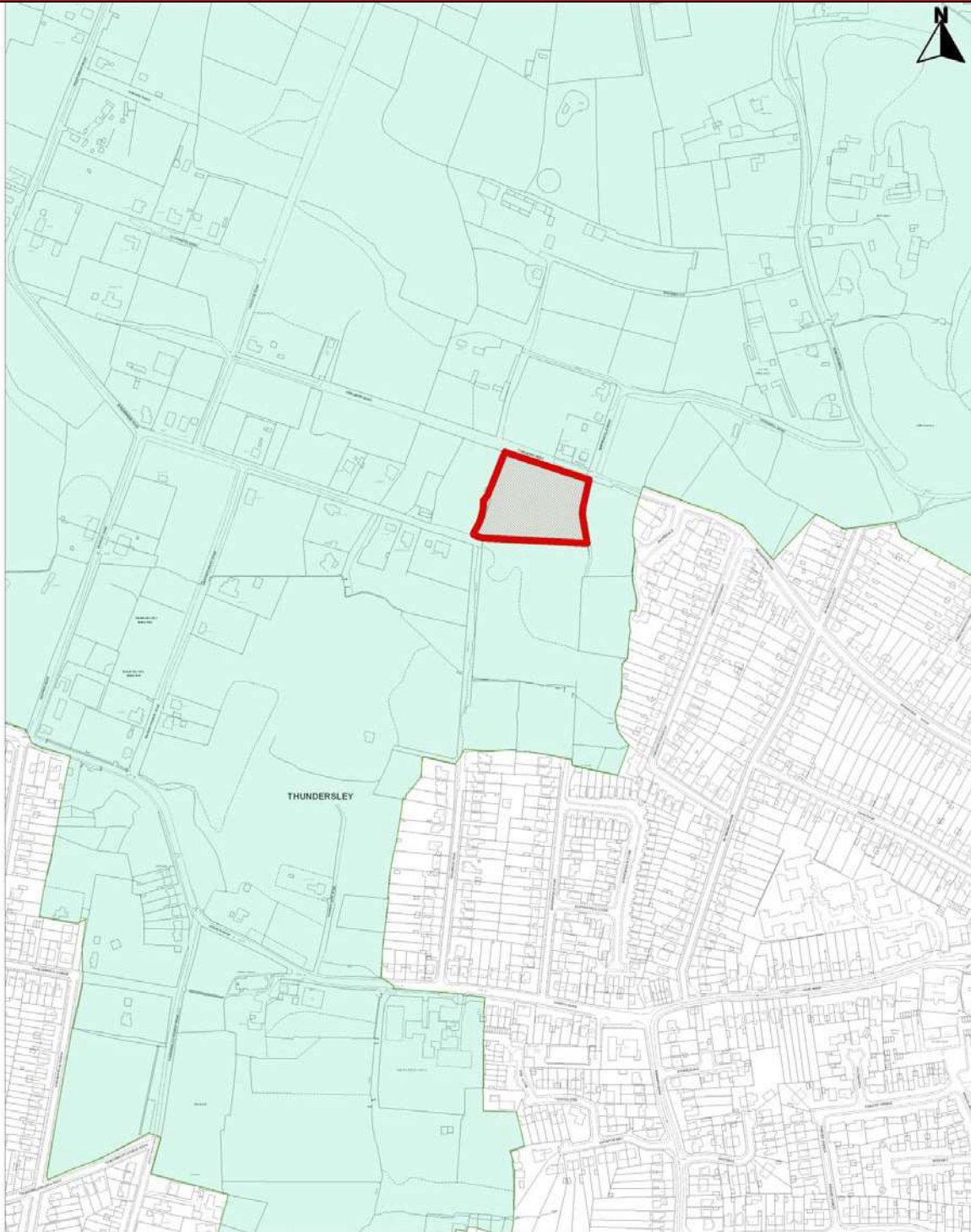
# Junction of Grasmere Road and Thirlmere Road, Thundersley

## Capacity

64 (across 3 sites)

## Green Belt Impact

Red



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Scale @ A4

1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

1

### **Sprawl**

On southern border it prevents urban sprawl from settlements of New Thundersley and Thundersley

### **Merging**

Southern part prevents above two towns merging

### **Encroachment**

Prevents urban encroachment from urban fringe areas

### **Regeneration**

Restricts outward development of employment uses and focuses the recycling of previously developed land on the urban fringe

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of the Central Corridor of Green Belt. The Green Belt in this location fulfils functions 1, 2, 3 and 5. The development of this site would result in the Green Belt boundary becoming less robust, potentially resulting in further loss of Green Belt in this location in the future.

### **Impact on Visual Sensitivity**

Visual Sensitivity – Medium

This is a landscape comprising old plotlands and a mosaic of woodlands, pastures and grassed areas for formal and informal recreation, which is enclosed by a pattern of fields, pastures and small plots. The rolling landform and trees result in small area views, which are contained.

Some residential development within the area is afforded views, and views are also had from scattered farmsteads and the network of rural tracks, lanes, bridleways, footpaths and public rights of way.

There is visual sensitivity where the area acts as a green edge to adjacent areas.

Mitigation – emphasis on conserving the character of the area, including maintaining hedgerows, field boundary trees and belts of woodland.

Opportunities to reinforce and strengthen existing landscape features through landscape management.

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## **Strategic Housing Land Availability Assessment - 2012**

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### **Function**

Site forms part of Central Corridor of GB. Development of site would result in GB boundary becoming less robust, potentially resulting in further loss of GB in this location in the future.

### **Character & Openness**

Yes, development of site would have impact on GB boundaries in this location and put more GB at risk in future.

### **Boundaries**

Logical -

No, development of site would result in GB boundary becoming less robust, potentially resulting in further loss of GB in this location in the future.

Defensible -

No, development of site would result in GB boundary becoming less robust, potentially resulting in further loss of GB in this location in the future.

### **Wider Integrity**

Yes, see other comments

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## **Update / Further Information**

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Heavily wooded area forming part of a wider wooded area.

The site is surrounded by trees and vegetation and disconnected from the existing urban development to the east and south.

Given the elevated location any development would be highly visible, thus having an impact of the character and openness of the Green Belt.

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## **Concluding Comments**

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Removing this site from the Green Belt would result in a break in the Green Belt, leaving narrow strips of Green Belt between this site and the existing urban area.

The removal of this site from the Green Belt would result in significant pressure on the remaining narrow strips of Green Belt from further urban sprawl or encroachment.

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## Other Potential Changes to the Green Belt

A number of other sites located within the Green Belt have been identified for consideration of whether these could reasonably be developed without undermining the strategic function of the Green Belt in Castle Point, or reducing the amenity value that the Green Belt offers to local residents. These include sites affected by planning appeal decisions since the adoption of the Local Plan in 1998. Two of these sites are also identified in the SHLAA 2013.

The sites identified are as follows:

- Land between 24 and 34 Crescent Road, Benfleet (identified in SHLAA)
- Benfleet Road & Vicarage Hill (frontage development), Benfleet
- The King Johns School, Shipwrights Drive, Benfleet
- The Cornelius Vermuyden School, Dinant Avenue, Canvey Island
- New Fire Station, Rayleigh Road, Hadleigh & Essex Ford, Stadium Way, Hadleigh
- Virgin Active, Rayleigh Road, Hadleigh & Deanes School, Daws Heath Road, Hadleigh
- Land to the East of Manor Trading Estate, Thundersley
- Montgomerie Primary School, and Glenwood School, Rushbottom Lane, Thundersley (identified in SHLAA)

Furthermore there is a need to consider if there are any sites located within the borough which should be included within the Green Belt. This review identified the following site:

- Land to the south of Northwick Road (southern section of land allocated for employment purposes in the 1998 Adopted Local Plan), Canvey Island

The assessment of these sites is set out below.

# Land between 24 & 34 Crescent Road, Benfleet

## Green Belt Impact

### Green



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Scale @ A4

1:2500

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

12

### **Sprawl**

Checks urban sprawl between Benfleet to the west and ribbon development to south east

### **Merging**

Serves to ensure two settlements do not merge

### **Encroachment**

Golf courses by their nature are open and green and as such safeguard the countryside from urban encroachment

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Forms part of the Central Corridor of Green Belt. The Green Belt in this location fulfils functions 1, 2, 3 and 5. The Green Belt in this location would continue to fulfil these functions if this site was removed.

### **Impact on Visual Sensitivity**

Visual Sensitivity – High

The area is a golf course and comprises woodland and grassland in very undulating topography.

Views into area from surrounding high ground, and views to the high ground surrounding the area.

Mitigation – loss of any woodland could not be mitigated.

Opportunities to conserve and strengthen existing landscape character.

This site is adjacent to the existing urban area, and separated from the golf course by a fences and a bank of trees. It comprises scrub.

It is unlikely that the development of this site would have a significant affect on the landscape or views of the landscape from within the urban area.

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## **Strategic Housing Land Availability Assessment - 2012**

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### **Function**

No. Site forms part of Central Corridor GB, at far western edge. It is bounded by residential development to north & west & forms a triangular wedge out of the otherwise robust boundary. GB in this location would continue to fulfil the functions.

### **Character & Openness**

No

### **Boundaries**

Logical -

Site is located at far western edge, with residential development to north and west. New boundary would infill gap and create aligned boundary & be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

Defensible -

Site is located at far western edge, with residential development to north and west. New boundary would infill gap and create aligned boundary & be in accordance with Paragraphs 2.8 & 2.9 of PPG2.

### **Wider Integrity**

No, see other comments

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## **Update / Further Information**

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Outline planning consent granted for 2 detached dwellings in March 2012.

In considering the application members took the view that –

- Proposal would result in the creation of a better and more defensible Green Belt boundary
- The site did not make a strategic contribution to the Green Belt
- The site represented an infill site and did not make a significant impact on the openness of the Green Belt
- The site contributed to the borough's housing need

The application was referred to the Secretary of State, who considered that there was no sufficient reason to call the application in for determination.

2 subsequent full applications received for 1 dwelling on the southern part of the site (effectively details). One refused (EC2), other approved 15<sup>th</sup> July 2013.

The site is a small triangular wedge located between residential development on 2 of its 3 sides. It is screened from the golf course on its third side by a bank of trees, and is segregated from the golf course by a fence. It has the appearance of a separate parcel of land.

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The site is located at the far western edge of the Green Belt in this location and a realigned boundary would follow the line of the rear gardens of residential properties in this location. Its removal would not compromise the Green Belt's ability to fulfil its purposes.

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## **Concluding Comments**

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A clearly defined and aligned boundary can be achieved through the infilling of the triangular wedge between the existing residential development. This would create a readily recognisable boundary.

The remaining Green Belt in this location would continue to fulfil its purposes.

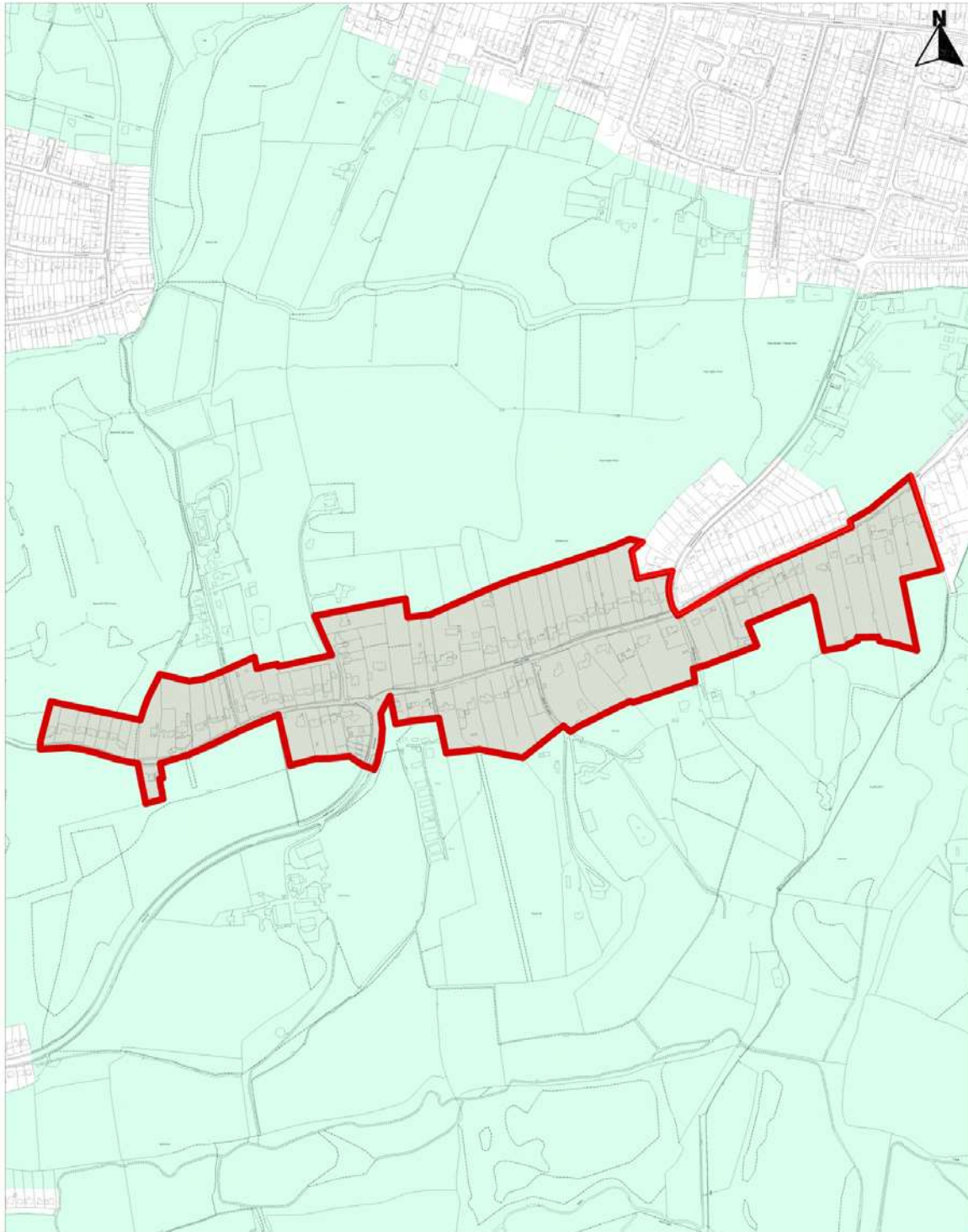
Any development of the site would need to ensure that the existing tree belt adjacent to the golf course is maintained.

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# Benfleet Road & Vicarage Hill (frontage development), Benfleet

Green Belt Impact

Red



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Scale @ A4

1:8000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

13

### **Sprawl**

Parcel does not seem to check urban sprawl because of scale of development evident. However this is confined to frontage land only, with extensive areas of openness to the rear.

### **Merging**

Parcel does not seem to prevent merging of settlements because of scale of development evident. However this is confined to frontage land only, with extensive areas of openness to the rear.

### **Encroachment**

Whilst there is evidence of urban encroachment, there are extensive areas of openness behind the frontage development. Its designation as Green Belt safeguards against any further urban encroachment into the countryside.

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed.

2013 assessment –

The parcel safeguards against large scale urban encroachment, which serves to maintain the link between the north and south parcels of the borough within the Central Corridor.

The level of urban encroachment does hinder this linkage, but does not sever it completely.

The urban encroachment that characterises this parcel is not high dense urban settlement, but generously spaced residential units. As a result there is still some limited linkage through this parcel to the Green Belt to the north and south. Had the extent of the urban encroachment been greater then this important linkage would be severed.

The removal of this frontage development from the Green Belt would serve to sever this important Green Belt linkage between the north and south of the borough and is likely to lead to further urban encroachment into the Green Belt.



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### **Impact on Visual Sensitivity**

Not discussed.

2013 assessment –

Visual Sensitivity – High

The topography is very dramatic with steeply sloping land. There are rows of large residential properties along the ridge on each side of Benfleet Road.

The landscape is varied with an intimate character along Benfleet Road contrasting with the open views at the top of the hill (Essex Way).

The area has fringes of woodland, trees in clumps, single specimens and areas of scrub.

The area is highly visible over a wide area to the south due to its elevation.

Mitigation – not possible due to elevated location on edge of high land above estuary and overlooked by high land to the north.

Opportunities to conserve and strengthen existing landscape character.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Not assessed under SHLAA.

2013 assessment –

The parcel safeguards against large scale urban encroachment, which serves to maintain the link between the north and south parcels of the borough within the Central Corridor.

The level of urban encroachment does hinder this linkage, but does not sever it completely.

The removal of this frontage development from the Green Belt would serve to sever this important Green Belt linkage between the north and south of the borough and is likely to lead to further urban encroachment into the Green Belt.

### **Character & Openness**

Not assessed under SHLAA.

The frontage development when viewed travelling along these parts of Benfleet Road and Vicarage Hill does not exhibit high levels of openness and is not considered characteristic of the Green Belt.

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However given its elevated and highly prominent location, the site is visible over long distances.

The potential for further urban encroachment as a result of removing this site from the Green Belt would be likely to lead to a detrimental impact on the character and openness of the surrounding Green Belt.

### **Boundaries**

Not assessed under SHLAA.

2013 assessment –

Logical -

Consideration at this stage is only given to the removal of the built development from the Green Belt and to retain the rear gardens within the Green Belt. These properties and gardens vary in size and a new boundary would be created on an ad hoc basis. It is not considered that such boundaries would be clearly defined and they would not be formed using physical features which are readily recognisable and likely to be permanent.

Defensible -

Given the potential ad hoc nature of the proposed Green Belt boundary, with no physical or readily recognisable features, it is not considered that it could be robustly defended.

### **Wider Integrity**

Not assessed under SHLAA.

2013 assessment –

The parcel safeguards against large scale urban encroachment, which serves to maintain the link between the north and south parcels of the borough within the Central Corridor.

The removal of this frontage development from the Green Belt would serve to sever this important Green Belt linkage between the north and south of the borough and is likely to lead to further urban encroachment into the Green Belt.

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## **Update / Further Information**

This site comprises of large residential dwellings with large rear gardens, forming a ribbon of residential development extending into the Green Belt.

When viewed travelling along these parts of Benfleet Road and Vicarage Hill the area does not exhibit high levels of openness and is not considered characteristic of the Green Belt.

However the elevated position of this area means that development is highly visible over long distances, particularly when viewed from the south.

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Whilst this frontage development has been subject to applications in the past for alterations and extensions to existing dwellings and the replacement of dwellings, the size of these has been controlled through the effective use of development control policies to ensure that development approved would not result in a property materially larger than the original property.

Applications that were refused and subsequently went to appeal were generally supported by the Inspectors. In dismissing appeals the Inspectors commented that cumulative increases in size over and above the size of the original dwelling represented inappropriate development, which by definition were harmful to the Green Belt. Such cumulative increases also resulted in diminishing the sense of openness. It should be noted that in a number of cases the increase was only limited volume.

Such decisions indicate the importance still placed upon this part of the Green Belt, despite the built development along this part of Benfleet Road and Vicarage Hill.

Removing these sites from the Green Belt, removes the element of control that can currently be exercised, and is likely to result in further increases to the size of these properties and further urban encroachment into the Green Belt.

Furthermore the removal of this frontage development from the Green Belt would serve to sever this important Green Belt linkage between the north and south of the borough.

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## **Concluding Comments**

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The removal of this frontage development from the Green Belt would serve to sever this important Green Belt linkage between the north and south of the borough and is likely to lead to further urban encroachment into the Green Belt.

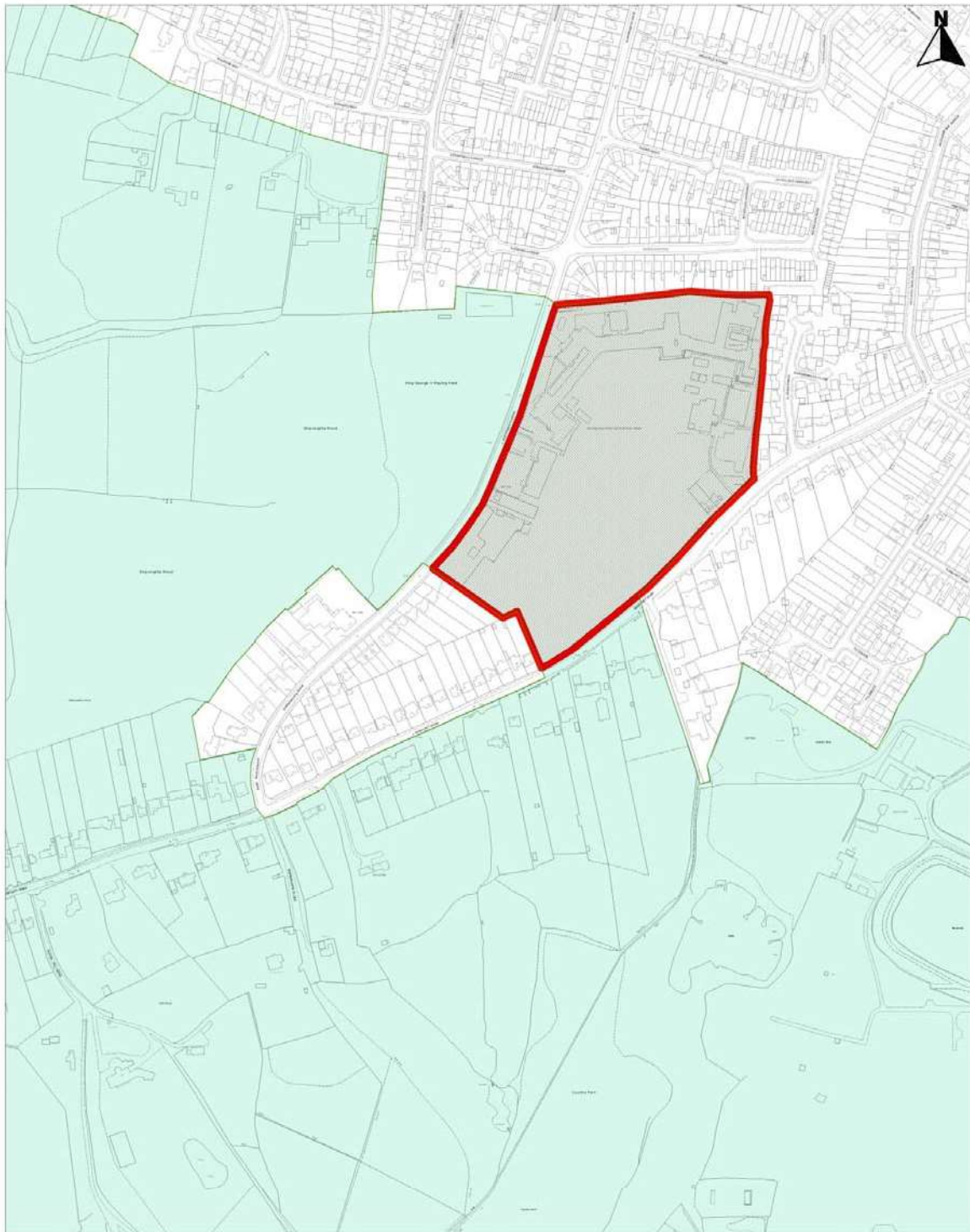
The potential for further urban encroachment as a result of removing this site from the Green Belt would be likely to lead to a detrimental impact on the character and openness of the surrounding Green Belt.

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# The King Johns School, Shipwrights Drive, Benfleet

Green Belt Impact

Green



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Scale @ A4

1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

13

### **Sprawl**

Parcel does not seem to check urban sprawl because of scale of development evident. However this is confined to frontage land only, with extensive areas of openness to the rear.

### **Merging**

Parcel does not seem to prevent merging of settlements because of scale of development evident. However this is confined to frontage land only, with extensive areas of openness to the rear.

### **Encroachment**

Whilst there is evidence of urban encroachment, there are extensive areas of openness behind the frontage development. Its designation as Green Belt safeguards against any further urban encroachment into the countryside.

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed.

2013 assessment –

The parcel safeguards against large scale urban encroachment, which serves to maintain the link between the north and south parcels of the borough within the Central Corridor.

The urban encroachment that characterises most of this parcel is not high dense urban settlement, but generously spaced residential units. As a result there is still some limited linkage through this parcel to the Green Belt to the north and south. Had the extent of the urban encroachment been greater then this important linkage would be severed.

This site is located on the far eastern edge of this parcel, bounded almost complete on 3 sides by residential development, including the physical feature of Benfleet Road to the east and Shipwrights Drive to the west.

This part of the parcel comprises a secondary school with associated car parking and extensive playing fields, as well as a pair of semi-detached residential dwellings.

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It is considered to be physically and visually disconnected from the remainder of this Green Belt parcel, which is located to the west beyond a small wedge of residential development fronting Benfleet Road and Shipwrights Drive.

When viewed from the roads the only visible separation of the two settlements is the school playing fields.

These can be given a separate allocation to ensure their retention and the visual appearance of a 'green' separation.

The removal of this site from the Green Belt would have no impact on the ability of the Green Belt in Castle Point to fulfil its purposes.

### **Impact on Visual Sensitivity**

Not discussed.

2013 assessment –

Visual Sensitivity – High

The topography is very dramatic with steeply sloping land. There are rows of large residential properties along the ridge on each side of Benfleet Road.

The landscape is varied with an intimate character along Benfleet Road contrasting with the open views at the top of the hill (Essex Way).

The area has fringes of woodland, trees in clumps, single specimens and areas of scrub.

The area is highly visible over a wide area to the south due to its elevation.

Mitigation – not possible due to elevated location on edge of high land above estuary and overlooked by high land to the north.

Opportunities to conserve and strengthen existing landscape character.

---

## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Not assessed under SHLAA.

2013 assessment –

The parcel safeguards against large scale urban encroachment, which serves to maintain the link between the north and south parcels of the borough within the Central Corridor.

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This site is located on the far eastern edge of this parcel, bounded almost complete on 3 sides by residential development, including the physical feature of Benfleet Road to the east and Shipwrights Drive to the west.

This part of the parcel comprises a secondary school with associated car parking and extensive playing fields, as well as a pair of semi-detached residential dwellings.

It is considered to be physically and visually disconnected from the remainder of this Green Belt parcel, which is located to the west beyond a small wedge of residential development fronting Benfleet Road and Shipwrights Drive.

When viewed from the roads the only visible separation of the two settlements is the school playing fields.

These can be given a separate allocation to ensure their retention and the visual appearance of a 'green' separation.

The removal of this site from the Green Belt would have no impact on the ability of the Green Belt in Castle Point to fulfil its purposes.

### **Character & Openness**

Not assessed under SHLAA.

2013 assessment –

The character and openness of the Green Belt in the northern part of this locality has already been lost as a result of the presence of extensive buildings and open car parking associated with the school, as well as the 2 residential dwellings adjacent to the school complex.

The only remaining open part of this site are the playing fields, covering the southern area of this site. These can be protected through a separate allocation.

### **Boundaries**

Not assessed under SHLAA.

2013 assessment –

Logical -

Site is clearly defined by Benfleet Road to the east and public open space to the east. The southern and northern boundaries are formed by existing built development in the urban area. Such boundaries are clearly defined, readily recognisable and likely to be permanent.

Defensible -

Site is clearly defined by Benfleet Road to the east and public open space to the east. The southern and northern boundaries are formed by existing built development in the urban area. Such boundaries are clearly defined, readily recognisable and likely to be permanent.

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**Wider Integrity**

Not assessed under SHLAA.

2013 assessment –

It is considered to be physically and visually disconnected from the remainder of this Green Belt parcel, which is located to the west beyond a small wedge of residential development fronting Benfleet Road and Shipwrights Drive.

The retention of the school playing fields would ensure a ‘green’ separation between settlements.

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**Update / Further Information**

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This site comprises a secondary school with associated car parking and extensive playing fields, as well as a pair of semi-detached residential dwellings.

The majority of the school buildings are 2 storey in height, some of which are substantial in scale and mass. The dwellings are also 2 storey in height.

When approaching the site, the large buildings and car parking is clearly visible. The height and scale of the buildings and the parked cars does not have the appearance of openness, particularly along the Shipwrights Drive frontage. It is considered that any sense of openness has been lost as a result of their presence.

In respect of the school playing fields these provide a ‘green’ separation between the built development along Benfleet Road, and to a small extent along Shipwrights Drive.

It should be noted that in February 2013 the Council granted consent for further extensions to the existing school buildings, in the form of 2 x two storey front extensions to its Shipwrights Drive frontage, and an area for replacement parking. Each wing was 16.6m wide and 25m deep.

It is therefore considered that this site no longer fulfils its Green Belt purposes.

The removal of this site from the Green Belt would not restrict the wider Green Belt from fulfilling its purposes.

The school could be reallocated as community use, ensuring its retention, and the playing fields can be afforded protection through a playing fields allocation. The semi-detached pair of dwellings could be reallocated as residential.

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## **Concluding Comments**

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This site no longer fulfils its Green Belt functions.

The Green Belt boundary can be realigned through the physical and readily recognisable features, formed by the existing built development to the north and south, and Benfleet Road to the east and Shipwrights Drive and the public open space to the west.

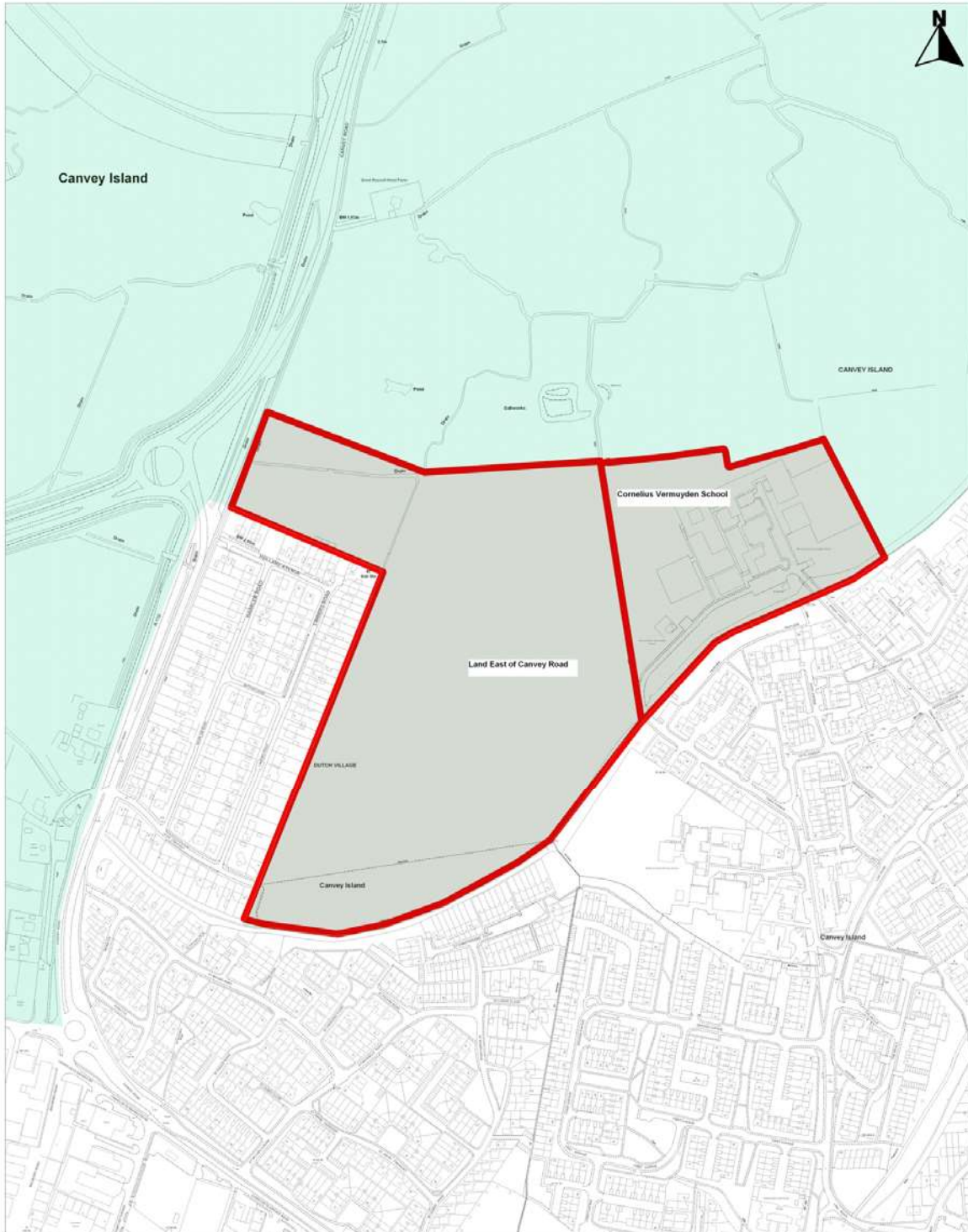
A redefined boundary would still allow for the wider Green Belt to fulfil its purposes.

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# The Cornelius Vermuyden School, Dinant Avenue, Canvey Island

Green Belt Impact

Amber



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Scale @ A4

1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

26

### **Sprawl**

Checks unrestricted sprawl of West Canvey

### **Merging**

-

### **Encroachment**

Prevents urban encroachment from urban fringe

### **Regeneration**

-

---

## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed

2013 assessment –

This parcel displays a small amount of urban encroachment, which is the school buildings in the central region of the parcel. This does not detract from the openness and character of the countryside however, as it is only a small level of encroachment.

Should this site be released from the Green Belt in isolation, it would be likely to lead to further urban encroachment, to the detriment of the character and openness of the Green Belt and to its ability to fulfil its purposes.

Should it be released in combination with Land East of Canvey Road, then a clearly defined boundary could be created to new and existing built development, which would allow the remaining Green Belt to continue to fulfil its purposes.

### **Impact on Visual Sensitivity**

Not discussed

2013 assessment –

Visual Sensitivity - High

The landform in this parcel is generally flat, with land cover being grass, with scattered scrub and thick hedge field edges. This makes each field fairly open, but quite visually enclosed by the boundary vegetation.

Mitigation - some might be possible, but existing view would be lost.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Not assessed under SHLAA.

2013 assessment –

Site forms the middle/south eastern section part of this parcel of Green Belt, protruding into the otherwise flat, open landscape of this part of the Green Belt.

Should this site be released from the Green Belt in isolation, it would be likely to lead to further urban encroachment, to the detriment of the character and openness of the Green Belt and to its ability to fulfil its purposes.

Should it be released in combination with Land East of Canvey Road, then a clearly defined boundary could be created to new and existing built development, which would allow the remaining Green Belt to continue to fulfil its purposes.

### **Character & Openness**

Not assessed under SHLAA.

2013 assessment –

Should this site be released from the Green Belt in isolation, it would be likely to lead to further urban encroachment, to the detriment of the character and openness of the Green Belt and to its ability to fulfil its purposes.

### **Boundaries**

Not assessed under SHLAA.

2013 assessment –

Logical -

Currently the site protrudes into the open Green Belt. It does provide physical boundaries to the west and north formed by drainage ditches, which are permanent features, and to the south is residential development. There are no drainage ditches or other physical, readily recognisable features to the east, however the eastern extent of the school buildings could be used as a boundary line.

Defensible -

Whilst it is acknowledged that redefined boundaries could be achieved, as set out above, if this was in isolation from the land to the west (land east of Canvey Road), then it would not be defensible, and would be likely to lead to further urban encroachment and sprawl.

### **Wider Integrity**

Not assessed under SHLAA.

2013 assessment –

Should this site be released from the Green Belt in isolation, it would be likely to lead to further urban encroachment, to the detriment of the character and openness of the Green Belt and to its ability to fulfil its purposes.

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Should it be released in combination with Land East of Canvey Road, then a clearly defined boundary could be created to new and existing built development, which would allow the remaining Green Belt to continue to fulfil its purposes.

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## **Update / Further Information**

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This site is currently occupied by a recently redeveloped secondary school, comprising extensive buildings and playing fields.

The site to be considered for a realigned boundary is only the built development, not the playing fields to the east and north.

The built form is clearly evident in the landscape and can currently be viewed as urban encroachment into this part of the Green Belt.

Whilst there are physical boundaries that such a site could be realigned to, in isolation the removal of this site from the Green Belt would be likely to result in further urban encroachment on the land removed, to the detriment of the character and openness of the Green Belt and on its ability to fulfil its purposes. Furthermore it would isolate the remaining piece of Green Belt located immediately to the west of this site, and be likely to result in this area of land being unable to continue to fulfil its purposes.

Refining the boundary in combination with the land to the west would create a clearly defined Green Belt boundary, and would allow the remainder of the Green Belt in this location to continue to fulfil its purposes.

Extensive landscaping would need to be provided to the northern boundaries to ensure that views from the north, which are extensive, are protected.

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## **Concluding Comments**

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The realigning of the boundary of this site in isolation would be likely to lead to further urban encroachment, to the detriment of the character and openness of the Green Belt and to its ability to fulfil its purposes.

Refining the boundary in combination with the land to the west (Land to the East of Canvey Road) would create a clearly defined Green Belt boundary, and would allow the remainder of the Green Belt in this location to continue to fulfil its purposes.

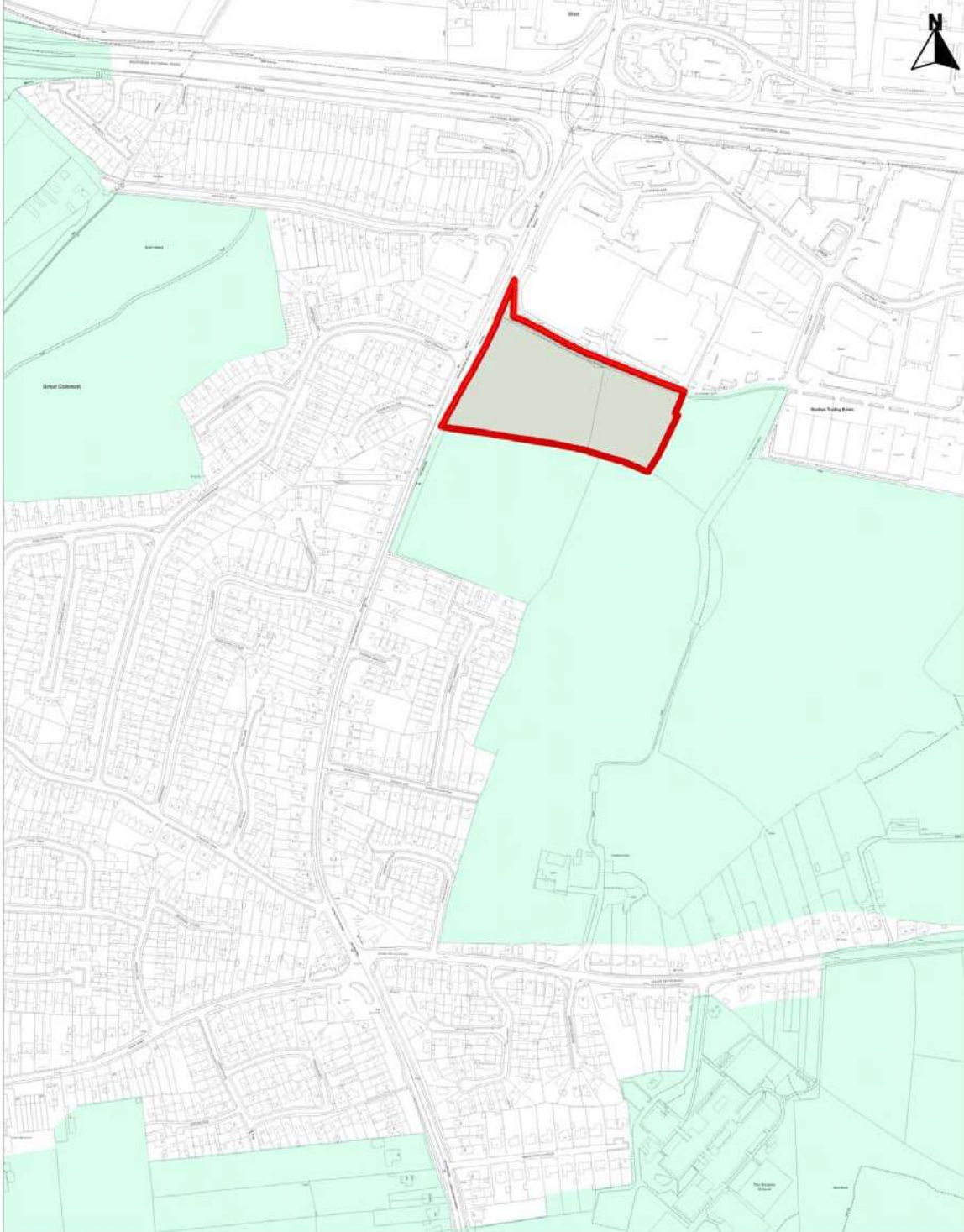
Any development of the site would need to demonstrate how the landscape of the northern boundary can be strengthened, to protect views from the north.

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# New Fire Station, Rayleigh Road & Essex Ford, Stadium Way, Hadleigh

Green Belt Impact

Green



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Castle Point Borough Council – OS Licence Number: LA077461

Scale @ A4

1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

4

### **Sprawl**

Checks unrestricted sprawl of Thundersley to the west, Daws Heath to the east and Hadleigh to the south

### **Merging**

Restricts the 3 settlements merging

### **Encroachment**

Assists in safeguarding countryside from encroachment from urban fringe

### **Regeneration**

North is area of employment, restricts encroachment in favour of recycling land within urban areas

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed.

2013 assessment –

Site forms part of the Daws Heath Ring. The Green Belt in this location fulfils functions 1, 2, 3 and 5. The Green Belt in this location would continue to fulfil these functions if this site was removed.

### **Impact on Visual Sensitivity**

Not discussed.

2013 assessment –

Visual Sensitivity – High

This parcel has an attractive rolling topography and small scale pasture. The northern part is more steeply sloping with views east. The central part is densely wooded and enclosed. The area is visible to residential properties in immediate vicinity.

Mitigation – scope to mitigate impacts of development through additional planting.

Opportunities to enhance the existing landscape, and to add planting to the north of the site to more clearly define the Green Belt boundary with the trading estate.

This site is now occupied by a fire station and car dealership. The buildings and open storage of vehicles has resulted in the loss of the character and openness of the Green Belt in this locality.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Not assessed under SHLAA.

2013 assessment –

The site forms part of the Daws Heath Ring & is on the far north western edge of this Ring. The GB in this location would continue to fulfil the functions if this site was removed from the GB.

### **Character & Openness**

Not assessed under SHLAA.

2013 assessment –

The character and openness of the Green Belt in this locality has already been lost as a result of the presence of buildings and open storage of vehicles associated with the fire station and car dealership currently on site.

### **Boundaries**

Not assessed under SHLAA.

2013 assessment –

Logical -

Site is located on far north western side of GB, and is clearly defined by banks of trees and fencing forming the southern boundary of the fire station and car dealership. Such boundaries are clearly defined, readily recognisable and likely to be permanent.

Defensible -

Site is located on far north western side of GB, and is clearly defined by banks of trees and fencing forming the southern boundary of the fire station and car dealership. Such boundaries are clearly defined, readily recognisable and likely to be permanent.

### **Wider Integrity**

Not assessed under SHLAA.

2013 assessment –

No, see other comments

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## **Update / Further Information**

Secretary of State in 2006 gave permission for the provision of a fire station and car dealership. He agreed with the Inspectors conclusions that the development would –

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- be inappropriate and by definition was harmful to the Green Belt
  - seriously compromise any functionality served by the land between the sites eastern boundary and Claydons Lane
  - unacceptably diminish the open and undeveloped character of the Green Belt
  - be harmful to the openness of the Green Belt
  - be harmful to the purposes of including it within the Green Belt

However the Secretary of State considered that very special circumstances were demonstrated to clearly outweigh the harm caused.

This site is now occupied by the fire station and car dealership. The buildings and open storage of vehicles has resulted in the loss of the character and openness of the Green Belt in this locality.

This site no longer fulfils its Green Belt purposes, and its removal from the Green Belt would not restrict the wider Green Belt from fulfilling its purposes.

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## **Concluding Comments**

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This site no longer fulfils its Green Belt functions.

The Green Belt boundary can be realigned through the physical and readily recognisable features, formed by the boundary treatment of the fire station and car dealership.

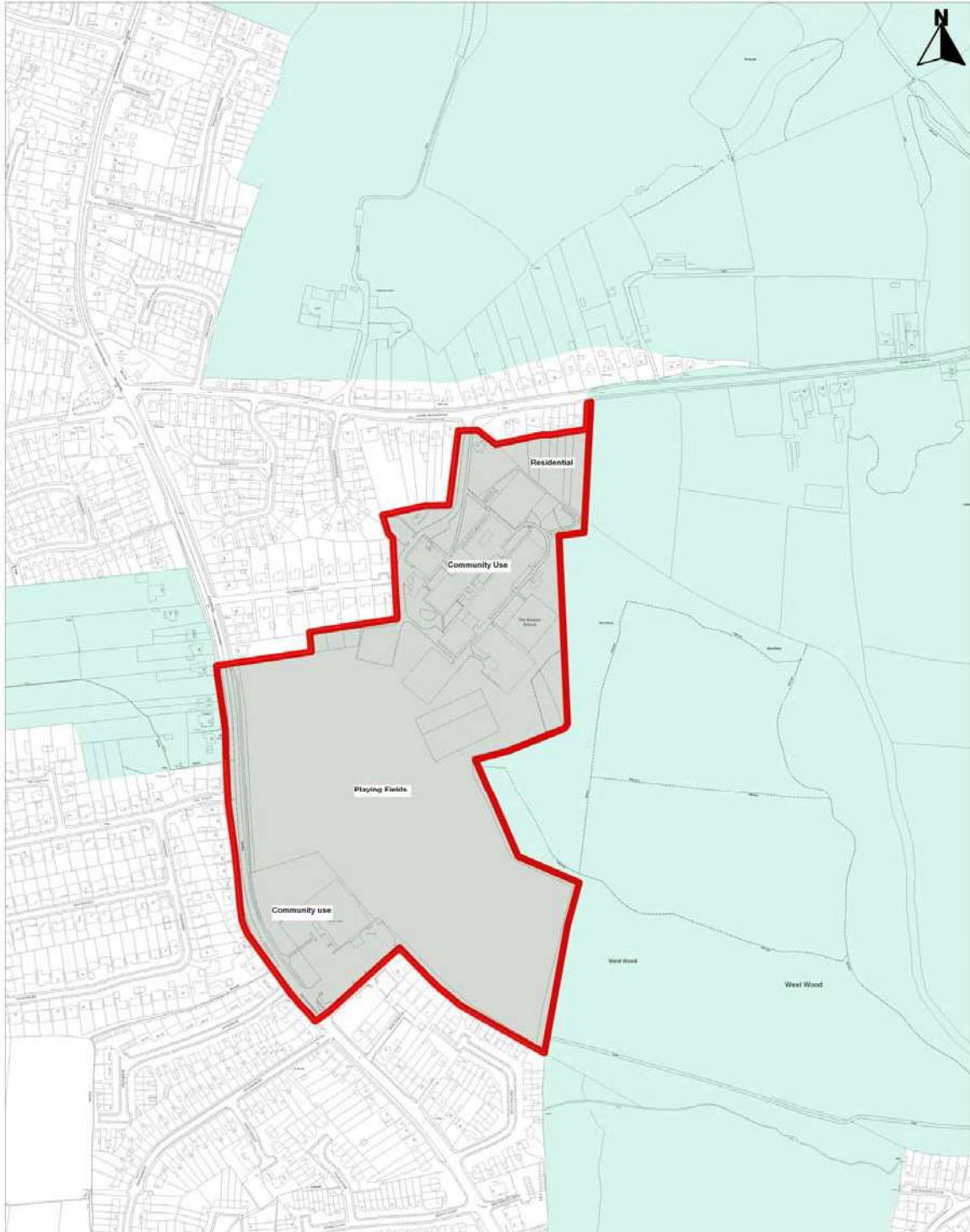
A redefined boundary would still allow for this part of the Green Belt to fulfil its purposes.

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# Virgin Active, Rayleigh Road & The Deanes School, Daws Heath Road, Hadleigh

Green Belt Impact

Green



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Scale @ A4

1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

6

### **Sprawl**

Restricts urban sprawl of Hadleigh and Thundersley

### **Merging**

Ensures these two settlements do not merge

### **Encroachment**

Restricts large scale urban encroachment into countryside from urban fringe areas

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed.

2013 assessment –

The site forms the far eastern edge of this Green Belt parcel and is not included within the strategic Green Belt area of the Daws Heath Ring.

This part of the parcel comprises a leisure centre and associated car parking, and a secondary school with extensive playing fields.

It is considered to be physically and visually disconnected from the remainder of this Green Belt parcel, which is located behind residential ribbon development fronting the western side of Rayleigh Road.

It is also seen as visually detached from the Green Belt parcel to the east which is ancient woodland and public open space.

When viewed from the eastern side of Rayleigh Road the only visible separation of the two settlements is the school playing fields.

These can be given a separate allocation to ensure their retention and the visual appearance of a 'green' separation.

The removal of this site from the Green Belt would have no impact on the ability of the Green Belt in Castle Point to fulfil its purposes.

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**Impact on Visual Sensitivity**

Not discussed.

2013 assessment –

Visual Sensitivity – Medium to High

Topography is gently sloping and landscape is mainly enclosed and compartmentalised with a variety of land uses.

Landscape includes woodland, pasture, with hedgerows and grassed areas for formal and informal recreation.

The core of the area is well screened by trees and comparatively hidden in wider landscape due to flat landform.

The north of the area is locally visible from adjacent residential area and a school.

Mitigation – there is scope for additional planting to the north of the area to mitigate impacts of development.

Opportunities to enhance existing landscape through improvements in management.

This site is now occupied by a leisure centre. The building and car parking areas has resulted in the loss of the character and openness of the Green Belt in this locality.

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**Strategic Housing Land Availability Assessment - 2012****Function**

Not assessed under SHLAA.

2013 assessment –

This part of the Green Belt parcel is physically and visually disconnected from the remainder of this Green Belt parcel, which is located behind residential ribbon development fronting the western side of Rayleigh Road.

It is also seen as visually detached from the Green Belt parcel to the east which is ancient woodland and public open space.

The retention of the school playing fields would ensure a 'green' separation between settlements.

**Character & Openness**

Not assessed under SHLAA.

2013 assessment –

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The character and openness of the Green Belt in this locality has already been lost as a result of the presence of building and open car parking associated with the leisure centre and the extensive buildings associated with the school.

The only remaining open part of this site are the playing fields, which can be protected through a separate allocation.

### **Boundaries**

Not assessed under SHLAA.

2013 assessment –

Logical -

Site is clearly defined by the Rayleigh Road to the west and ancient woodland and public open space to the west. The southern and northern boundaries are formed by existing built development in the urban area. Such boundaries are clearly defined, readily recognisable and likely to be permanent.

Defensible -

Site is clearly defined by the Rayleigh Road to the west and ancient woodland and public open space to the west. The southern and northern boundaries are formed by existing built development in the urban area. Such boundaries are clearly defined, readily recognisable and likely to be permanent.

### **Wider Integrity**

Not assessed under SHLAA.

2013 assessment –

No, see other comments

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## **Update / Further Information**

Virgin Active granted consent by Secretary of State in 2000, agreeing with the Inspectors recommendations, despite Green Belt allocation.

The Inspector acknowledged the fragility of this part of the Green Belt particularly when viewed from the south, which can clearly be seen between 2 built forms of development.

Reference was made to previous appeals and decisions relating to other forms of leisure development on the site, one of which was extant. Reference was also made to the comments of the Local Plan Inspector, who considered that the site continued to perform a Green Belt function even with the extant consent.

The Inspector concluded that the location of the building to the rear of the site and reduced footprint, as well as the space proposed to the north, west and south would continue to serve the fundamental purpose of the Green Belt in this part of Essex.

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He considered that the site would satisfactorily prevent coalescence, as well as maintaining the openness, and as such the site would still form a Green Belt function. In considering the openness he acknowledged that this would partly comprise car parking and partly landscaping, but this was greater openness than the previous 2 proposals.

Whilst the previous comments relating to the site are acknowledged, these were a judgement made at the time of the application, as to the resulting impact of the proposed development.

This part of the site is now occupied by the leisure centre. The building and car parking areas has resulted in the loss of the character and openness of the Green Belt in this locality.

When approaching the site, the large building and expanse of car parking is clearly visible. The height and scale of the building and the presence of parked cars does not have the appearance of openness.

It is therefore considered that this site no longer fulfils its Green Belt purposes.

In respect of the school, this is located to the northern and central part of the site. This comprises of significant built form at its northern part accessed from Daws Heath Road, and any sense of openness has been lost as a result. The school playing fields are located centrally through the site and provide a 'green' separation between the built development along Rayleigh Road.

The school and leisure centre could be reallocated as community uses, ensuring their retention, and the playing fields can be afforded protection through a playing fields allocation.

It should also be noted that there are a number of rear gardens of properties fronting Daws Heath Road which are currently in the GB and, if this site were removed from the GB, would be isolated from the remaining GB. Consideration should be given to reallocating these gardens as residential.

The removal of this site from the Green Belt would not restrict the wider Green Belt from fulfilling its purposes.

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## **Concluding Comments**

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This site no longer fulfils its Green Belt functions.

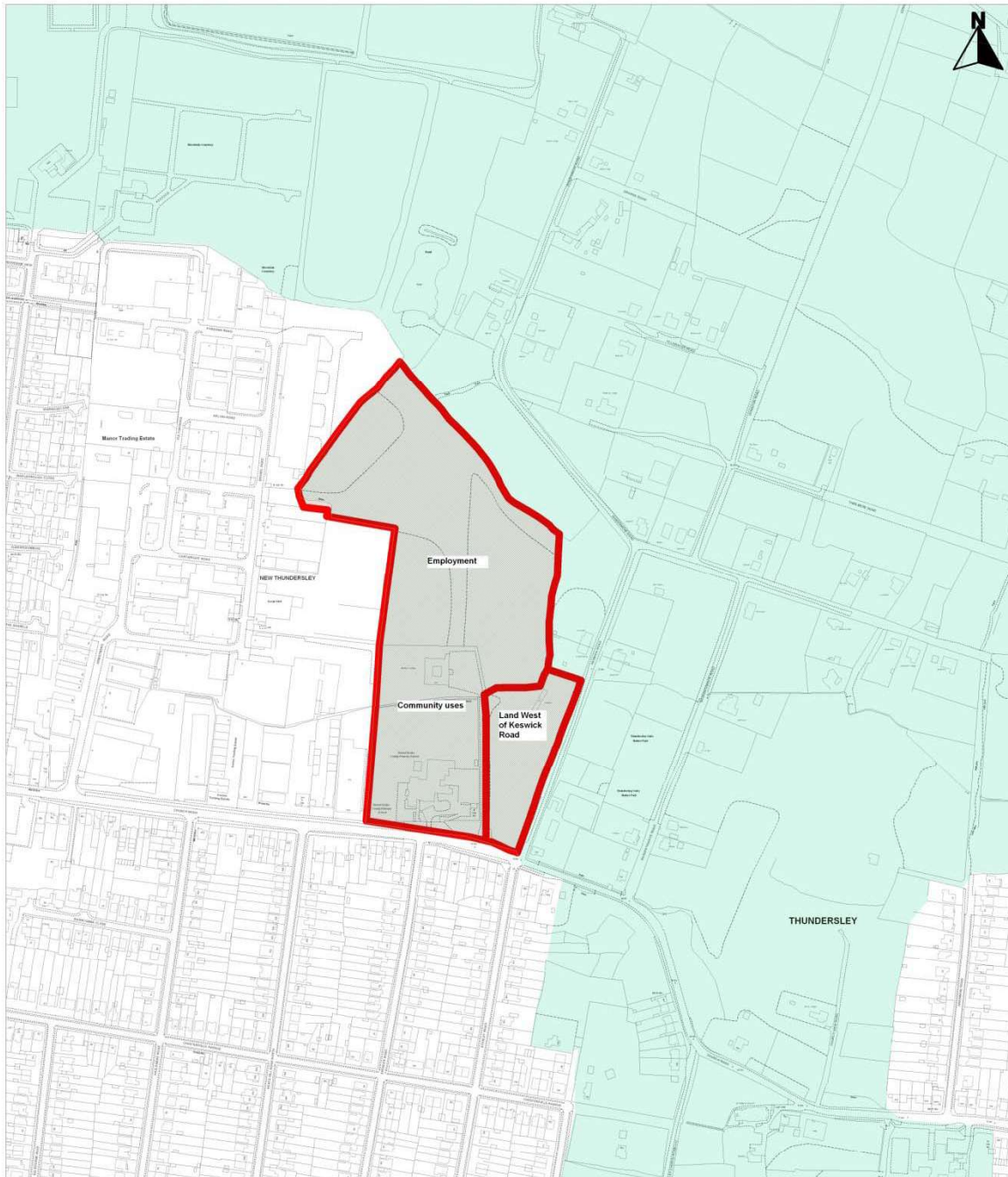
The Green Belt boundary can be realigned through the physical and readily recognisable features, formed by the existing built development to the north and south, the Rayleigh Road to the west and the ancient woodland and public open space to the east.

A redefined boundary would still allow for the wider Green Belt to fulfil its purposes.

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# Land to the East of Manor Trading Estate, Thundersley Green Belt Impact

Amber



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Scale @ A4

1:5000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

1

### **Sprawl**

On southern border it prevents urban sprawl from settlements of New Thundersley and Thundersley

### **Merging**

Southern part prevents above two towns merging

### **Encroachment**

Prevents urban encroachment from urban fringe areas

### **Regeneration**

Restricts outward development of employment uses and focuses the recycling of previously developed land on the urban fringe

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed.

2013 assessment –

Forms part of the Central Corridor of Green Belt. The Green Belt in this location fulfils functions 1, 2, 3 and 5. The Green Belt in this location begins to narrow and the development of this site could impact on functions 1 and 2.

However, the site is irregular in shape and narrow in places. Windermere Road and Keswick Road could potentially provide a more robust Green Belt boundary.

### **Impact on Visual Sensitivity**

Not discussed.

2013 assessment –

Visual Sensitivity – Medium

This is a landscape comprising old plotlands and a mosaic of woodlands, pastures and grassed areas for formal and informal recreation, which is enclosed by a pattern of fields, pastures and small plots.

There is visual sensitivity where the area acts as a green edge to adjacent areas.

Mitigation – emphasis on conserving character of area, including maintaining hedgerows, field boundary trees and belts and belts of woodland.

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Opportunities to reinforce and strengthen existing landscape features through landscape management.

This site is on the immediate edge of the urban area (trading estate) and does not present a significant contribution to this landscape.

The site is obscured from view by the existing built form of the school on Church Road, the employment area to the west and woodland belt to its north eastern edge along Windermere Road.

Any development should be designed to minimise impact. Master planning would be essential to incorporate landscape features of particular value. Including the woodland belt adjacent to Windermere Road.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Not assessed under SHLAA.

2013 assessment –

Site forms part of Central Corridor of GB, which is narrow in this location. Development could impact on functions 1 & 2. Windermere Road & Keswick Road potentially more robust GB boundary

### **Character & Openness**

Not assessed under SHLAA.

2013 assessment –

No, see other comments

### **Boundaries**

Not assessed under SHLAA.

2013 assessment –

Logical -

Site is located on the far western edge of the Green Belt in this location. The site is irregular in shape and narrow in places. A realigned boundary could be achieved using the physical features of Windermere Road and Keswick Road, as well as a substantial pond to the north.

Defensible -

Site is located on the far western edge of the Green Belt in this location. The site is irregular in shape and narrow in places. A realigned boundary could be achieved using Windermere Road and Keswick Road, as well as a substantial pond to the north. These are considered to be physical features which are readily recognisable and likely to be permanent.

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**Wider Integrity**

Not assessed under SHLAA.

2013 assessment –

No, see other comments

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**Update / Further Information**

Planning application refused in 2006 for 2 industrial units on the small triangular wedge forming the north western section of this site –

- Inappropriate development in the Green Belt
- No very special circumstances demonstrated.

In dismissing the appeal in 2008 the Inspector advised that at that time the site fulfilled Green Belt functions and contributed to the aim of keeping Green Belt land open. The Inspector also stated that the removal of the site from the Green Belt should be a matter for consideration as part of a review of the Development Plan, not through a planning application.

The triangular wedge comprises rough grass, scrub and is enclosed to the east by palisade fencing. The remainder of the land is a mixture of open grassland, dense scrub, and a woodland belt adjacent to Windermere Road and Keswick Road.

The extensive, mature tree belts which run parallel to Windermere Road and Keswick Road are substantial features which create a clearly definable boundary to realign the Green Belt boundary to the east and north.

To the south of this area of land are a school on Church Road and Heston Lodge. Such uses could be reallocated community uses.

The school is a built form of development, located close to its boundary with Church Road, and does not exhibit particular openness or contribute to the character of the Green Belt. It does however contain a school playing field, which would be retained and present an element of openness around the built structures.

Heston Lodge is also a built form of development on a small plot, enclosed by banks of trees and hedges, which provide a distinct landscape feature, particularly to the north.

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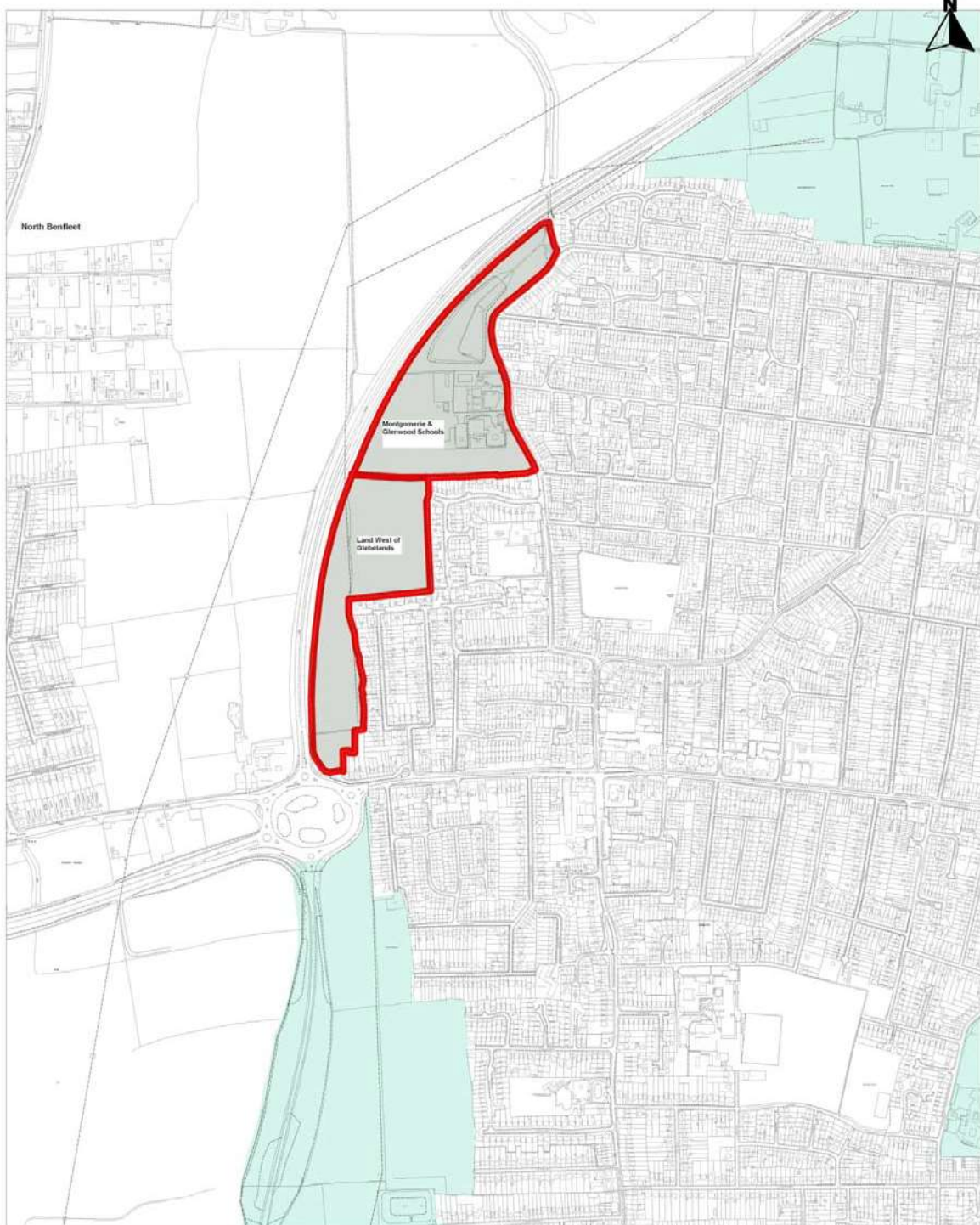
**Concluding Comments**

Realigning the Green Belt boundary in this location can be achieved using the physical boundaries formed by the school and lodge, in combination with the land to the north, formed by extensive mature tree belts. This area of land would continue to fulfil its purposes if it were removed from the Green Belt.

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# Montgomery Primary School & Glenwood School, and Anglian Water works, Rushbottom Lane, Thundersley Green Belt Impact

Amber



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Scale @ A4

1:10000

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## **Green Belt Functions Assessment – 2010**

### **Parcel Number**

10

### **Sprawl**

Checks urban sprawl from settlement of Benfleet

### **Merging**

Prevents Benfleet merging with neighbouring urban settlements within adjacent Basildon borough

### **Encroachment**

Prevents encroachment from urban fringe

### **Regeneration**

-

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## **Members Conference Papers – September 2011**

### **Impact on Green Belt Function**

Not discussed.

2013 assessment –

This site forms the northern part of a wider area of Green Belt on the western boundary of the borough separating New Thundersley from Bowers Gifford. Most of the Green Belt fulfilling this function is to the west of the A130.

This part of the parcel displays a small amount of urban encroachment, comprising single storey, mainly flat roofed buildings associated with 2 schools, playing fields and water utility infrastructure, including a sewage pumping station operated by Anglian Water.

Should this site be released from the Green Belt in isolation, it would be likely to lead to further urban encroachment, to the detriment of the character and openness of the Green Belt and to its ability to fulfil its purposes.

Should it be released in combination with the land to the south (Land West of Glebelands), then the Green Belt boundary could be realigned to follow the A130 without impacting on the functions of the Green Belt in this location. The A130 would provide a more robust Green Belt boundary.

### **Impact on Visual Sensitivity**

Not discussed.

2013 assessment –

The area varies considerably between various sections.

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The topography in the northern section of this area is relatively flat, falling towards the south.

The landscape in the northern section is a mixture of trees, scrub, school playing fields, and a recently cultivated LoWS area and pasture.

The site is visible from housing along its eastern edge.

The area generally provides a rural edge to the housing areas and rural landscape corridor beside the A130.

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## **Strategic Housing Land Availability Assessment - 2012**

### **Function**

Not assessed under SHLAA.

2013 assessment –

No, most of the GB fulfilling the function is located to the west of the A130.

The GB boundary could be realigned to follow the A130 without impacting on the functions of the GB in this location, but only in combination with the land to the south of this site.

In isolation, the removal of this site from the Green Belt would be likely to lead to further urban encroachment, to the detriment of the character and openness of the Green Belt and to its ability to fulfil its purposes.

### **Character & Openness**

Not assessed under SHLAA.

2013 assessment –

If the site is removed from the Green Belt in isolation from the land to the south, it would be likely to lead to further urban encroachment, to the detriment of the character and openness of the Green Belt.

### **Boundaries**

Not assessed under SHLAA.

2013 assessment –

Logical -

Currently the site provides physical boundaries to the west in the form of the A130 and to the east and north by residential development.

To the south the built form of the schools also has a boundary with residential development along its eastern part, with the playing pitches along the western part of this boundary separated from the remainder of this part of the Green Belt parcel, by a tree lined field boundary.

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Defensible -

Whilst it is acknowledged that redefined boundaries could be achieved, as set out above, if this was in isolation from the land to the south (land west of Glebelands), then it would not be defensible, and would be likely to lead to further urban encroachment and sprawl.

### **Wider Integrity**

Not assessed under SHLAA.

2013 assessment –

No, see other comments

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## **Update / Further Information**

This site is currently occupied by 2 schools, comprising single storey, mainly flat roofed buildings and playing fields. The site also includes water utility infrastructure, including a sewage pumping station operated by Anglian Water.

The built form is clearly evident in the landscape and can currently be viewed as urban encroachment into this part of the Green Belt.

Whilst there are physical boundaries that such a site could be realigned to, in isolation the removal of this site from the Green Belt would be likely to result in further urban encroachment on the land removed, to the detriment of the character and openness of the Green Belt and on its ability to fulfil its purposes.

Refining the boundary in combination with the land to the south would create a clearly defined Green Belt boundary, and would allow the remainder of the Green Belt in this location to continue to fulfil its purposes.

Extensive landscaping would need to be provided to the western boundaries to ensure that views from the A130 are protected.

When considering the Glebelands planning appeal for the land to the south, the Council's and Appellants cases are set under the site Land West of Glebelands, as are the conclusions of the Planning Inspector and the SoS.

The Inspector specifically referred to the Glenwood School site, saying that although it was largely open, it is essentially urban land and adds to the strong sense of containment.

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## Concluding Comments

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The A130 is a readily recognisable and permanent physical feature which could provide a clearly defined boundary.

However this would need to be in combination with the land to the south of this site.

This site is 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.

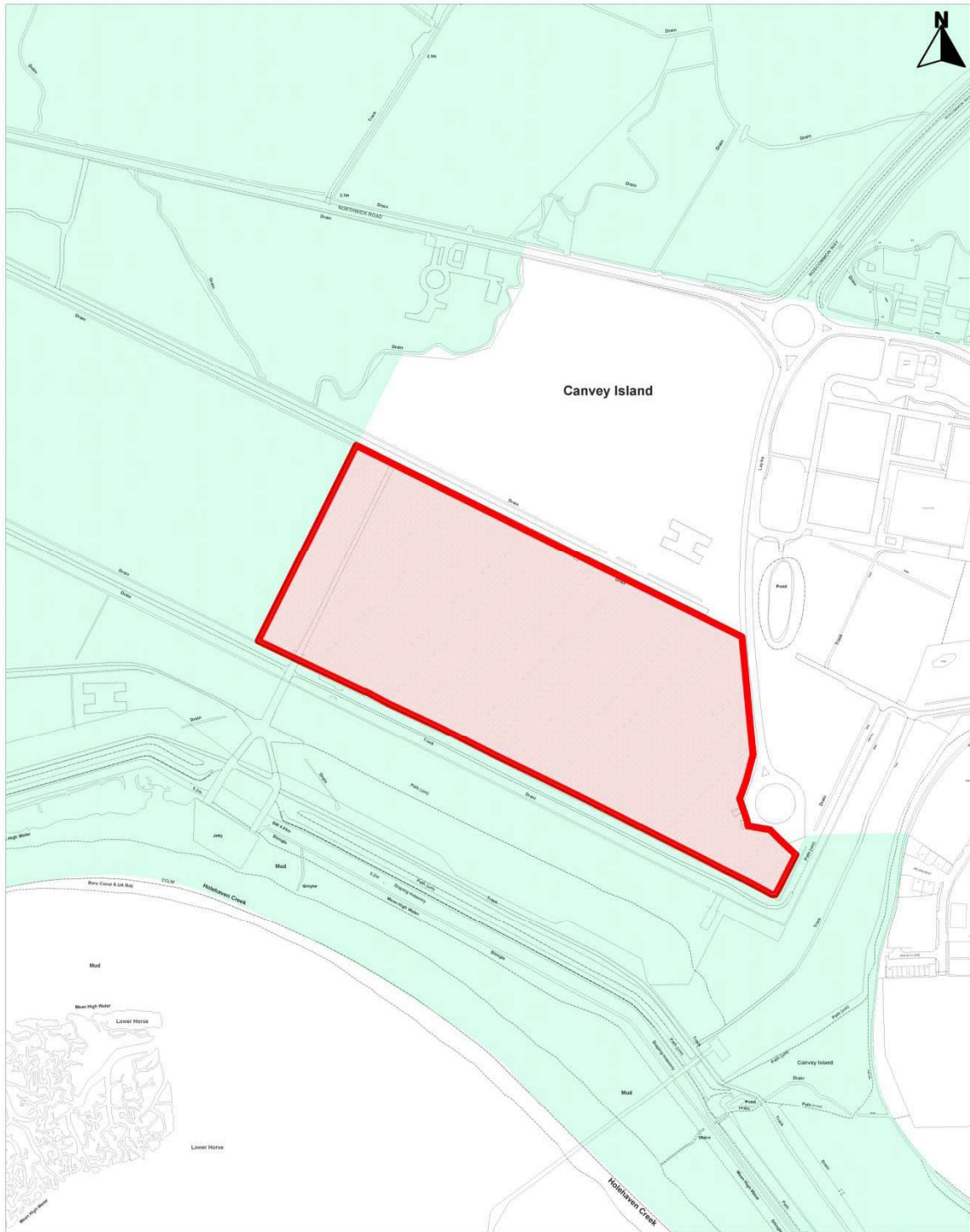
It considers that working in partnership with Basildon Borough Council to retain the remainder of the Green Belt, would ensure that the wider Green Belt in this location would continue to fulfil its purposes.

Consideration should be given to ensuring the impact of any built form is mitigated through the retention and enhancement of a 'green edge' to this site, similar to that found along other parts of this Green Belt parcel.

Taking a plan-led approach to development in this location there is 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.

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# Land to the south of Northwick Road, Canvey Island (southern section of land allocated for employment purposes in 1998 Local Plan)



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Scale @ A4

1:5000



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## **History / Information**

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This site forms the southern part of a larger area of land identified in the 1998 Adopted Local Plan as employment land.

This site now forms part of the Canvey Wick SSSI, which covers land to the west and south of the allocated employment land.

The owners of the employment land relinquished the opportunities to develop the southern section of the land as part of the S106 Agreement for the northern section of the land.

The southern section of land is expected to remain open and free from development for the purposes of nature conservation.

The permanent openness of this site would mean that it has the essential characteristics of Green Belt land.

The inclusion of this area of land within the Green Belt would provide policy coherence in this location.

Extending the Green Belt allocation will contribute towards the purposes already fulfilled by the surrounding Green Belt land.

It will support nature conservation in the borough.

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## **Green Belt Functions Assessment – 2010**

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### **Adjacent Parcel Number**

Site is immediately north and east of parcel 28.

Parcel 28 is situated within the south west corner of Canvey Island, north of parcel 27 and south of parcel 23.

It has similar character and function of parcel 23, however it is not an ancient landscape area, but instead important for its ecological value with a large area identified as a SSSI, and another area identified as a Local Wildlife Site.

### **Sprawl**

Parcel 28 checks the unrestricted sprawl of south west Canvey in order to preserve the character of the coastal protection area and the ecological value of the wildlife sites.

The inclusion of this site into this parcel of Green Belt would not affect the ability of the parcel to fulfil this purpose, and would actually strengthen its ability to fulfil this purpose.

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## **Merging**

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## **Encroachment**

Parcel 28 safeguards from encroachment from neighbouring industrial units.

The inclusion of this site into this parcel of Green Belt would not affect the ability of the parcel to fulfil this purpose, and would actually strengthen its ability to fulfil this purpose.

## **Regeneration**

Parcel 28 encourages the recycling of land and previously developed land within the urbanised area of South Canvey.

The inclusion of this site into this parcel of Green Belt would not affect the ability of the parcel to fulfil this purpose, and would actually strengthen its ability to fulfil this purpose.

## **Strategic Level**

Parcel 28 is part of a wider Green Belt system that encircles and demarks the boundary of Canvey's urban settlement.

Parcel 28 also makes up part of an even larger Green Belt area which serves to link the south western extent of the borough with Green Belt within the neighbouring Thurrock administrative areas.

The inclusion of this site into this parcel of Green Belt would not affect the ability of the parcel to fulfil its strategic function, and would actually strengthen its ability to fulfil its strategic function.

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# **Green Belt Landscape Assessment – September 2010**

## **Impact on Visual Sensitivity**

Parcel 28

Visual Sensitivity – Medium

Most of area started to develop as industrial storage facility, but was abandoned.

Site is now extensive habitat, consisting of scattered scrub, long grass and other self-seeded vegetation, as well as some ditches and wet hollows.

The majority of the parcel is designated a SSSI (Canvey Wick).

There is a grid of stone and informal tracks and remains of the oil storage development.

The area is generally flat and overlooked from a public footpath along the sea wall.

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Mitigation – existing vegetation could help mitigation elsewhere.

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## **NPPF Tests**

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### **Why normal policies not adequate**

This part of the employment land is now surplus to requirements on Canvey Island.

If the land were to remain allocated as employment land, then any development proposals would be subject to the relevant policies in this respect.

The implementation of such policies would not seek to ensure that the land remains open and the habitat specific to the SSSI is supported.

The implementation of Green Belt policy would allow for the land to accord with para.81 of the NPPF, in terms of positively enhancing its beneficial use by looking for opportunities to retain and enhance landscapes, visual amenity and biodiversity.

### **Major changes in circumstances**

This part of the employment land is now surplus to requirements on Canvey Island.

This site is now part of a designated SSSI.

Canvey Wick SSSI supports a nationally important assemblage of invertebrates, chiefly associated with herb-rich grassland, early successional habitat and scrub edge, and brackish (coastal wetland) habitats. The site also supports a nationally important population of the shrill carder bee *Bombus sylvarum*.

### **Consequences for sustainable development**

Economic Role –

The Employment Land and Retail Needs Assessment indicates that there is excess employment land on Canvey Island. This area of land is not therefore required to meet the employment needs. The removal of this land from the supply would allow for other areas of land in Benfleet, Hadleigh and Thundersley to be allocated and become available for employment purposes to serve the identified need in these areas.

Social Role –

The land was previously allocated for employment purposes. Its reallocation as Green Belt would not impact negatively on the supply of housing or the borough's ability to support its communities health, social and cultural well-being.

Environmental Role –

The allocation of this land for Green Belt purposes would serve to protect and enhance the natural environment and help to improve biodiversity

### **Necessity & consistency**

The site forms part of the Canvey Wick SSSI, which supports a nationally important assemblage of invertebrates, chiefly associated with herb-rich grassland, early successional habitat and scrub edge, and brackish (coastal wetland) habitats.

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The site also supports a nationally important population of the shrill carder bee *Bombus sylvarum*.

The openness of the site contributes to the habitat which is of importance to the SSSI. It is therefore considered essential that this area remains permanently open to retain this habitat and the nationally important species it supports.

### **How meets other objectives**

Building a Strong, competitive economy –

The Employment Land and Retail Needs Assessment indicates that there is excess employment land on Canvey Island. This area of land is not therefore required to meet the employment needs. The removal of this land from the supply would allow for other areas of land in Benfleet, Hadleigh and Thundersley to be allocated and become available for employment purposes to serve the identified need in these areas.

Ensuring the vitality of town centres –

The allocation of this site for Green Belt purposes ensures that development is directed towards existing centres.

Supporting a prosperous rural economy –

This Authority is not a rural location.

Promoting sustainable transport –

The site is not particularly sustainably located and is some distance from sustainable modes of transport. The allocation of the site for Green Belt purposes will enable development to be directed to more sustainable locations.

Supporting high quality communications infrastructure –

The site is not identified to deliver such infrastructure. The allocation of the site as Green Belt would not necessarily prejudice the provision of such infrastructure, particularly high speed broadband which is mainly located below ground level.

Delivering a wide choice of high quality homes –

This site is not identified as a potential site for housing provision, therefore its allocation as Green Belt would not prejudice the delivery of homes in the borough.

Requiring good design –

The allocation of the site as Green Belt can enable the habitat and species associated with the SSSI to provide a high quality environment to compliment neighbouring built development.

Promoting healthy communities –

The allocation of the site as Green Belt could deliver access to a high quality natural environment for the community, with potential opportunities for informal recreation.

Protecting Green Belt land –

The inclusion of this site into the surrounding Green Belt would strengthen its ability to fulfil its strategic function.

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Meeting the challenges of climate change, flooding and coastal change –  
The site is located in Flood Zone 3. The allocation of Green Belt would enable the land to remain open and free of inappropriate development, thus limiting the risk to flooding.

Conserving and enhancing the natural environment –  
The allocation of this land for Green Belt purposes would serve to ensure that the land remains open, which would protect and enhance the natural environment, in particular the SSSI, and help to improve biodiversity.

Conserving and enhancing the historic environment –  
The allocation of this site for Green Belt purposes would not restrict the LPA's ability to plan positively for the conservation and enjoyment of the historic environment.

Facilitating the sustainable use of materials –  
This Authority is not responsible for minerals.

### **Necessary to be permanently open**

The site forms part of the Canvey Wick SSSI.

It supports a nationally important assemblage of invertebrates, chiefly associated with herb-rich grassland, early successional habitat and scrub edge, and brackish (coastal wetland) habitats. The site also supports a nationally important population of the shrill carder bee *Bombus sylvarum*.

The openness of the site contributes to the habitat which is of importance to the SSSI. It is therefore considered essential that this area remains permanently open to retain this habitat and the nationally important species it supports.

### **Define boundaries clearly**

The southern parcel of currently allocated employment land is clearly defined by existing physical features.

There are existing access tracks and drainage ditches to its northern and southern boundaries, Roscommon Way to its eastern boundary, and the western boundary is defined by the access track and area which leads to the jetty.

These are all considered to be readily recognisable and permanent features.

The new Green Belt boundary can be formed using the access track and drainage ditch to the north and Roscommon Way to the east.

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## **Concluding Comments**

The site is considered to meet the tests set out in the NPPF for allocation as Green Belt. It is not considered that the allocation of this site for Green Belt purposes would conflict with the objectives of the NPPF, nor have negative consequences in respect of sustainable development.

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## Conclusions

The local review of the Green Belt and its boundaries has been undertaken in order to establish whether it still fulfils its functions, and in order to identify where some development may exceptionally be allowed to meet the future needs of the borough.

Of the five year housing land supply sites one is considered suitable to be removed from the Green Belt, with the assessment identifying that there would be minimum impact on openness of the Green Belt or the purposes of including it.

Two sites were assessed as being capable of being removed from the Green Belt with limited impact on its purposes. However in order to reduce the impact of development on the character and openness of the wider area, landscaping features need to be retained and as appropriate enhanced to achieve better integration of the development into the existing landscape. It should be noted that these two sites were also identified as being suitable to combine, in order to achieve a robust new Green Belt boundary.

The remaining site whilst considered suitable for limited low density residential development given its existing partially developed nature, is located in the middle of the Green Belt and it is not considered that it could be removed from the Green Belt without causing significant harm to the purposes of including land within it. Its removal was considered to be likely to put significant pressure on other parts of the Green Belt in the locality.

In respect of the potential housing sites in the Green Belt for the years 6-15, one was identified as being suitable to be removed from the Green Belt, with the resulting impact on the openness of the Green Belt or the purposes of including it considered minimal.

13 of the sites were identified as having a limited impact on the purposes of the Green Belt if they were to be removed from the Green Belt. The existing landscape and other natural features would need to be retained and enhanced to ensure appropriate integration into the varied landscapes. Clearly defined Green Belt boundaries could also be achieved for these sites.

8 sites were considered unsuitable for removal from the Green Belt. Their removal would significantly compromise the ability of the Green Belt to continue to fulfil its purposes, in some cases leaving only very narrow strips of land. The impact on the openness and character of the Green Belt was considered to be significantly detrimental.

With regard to other potential changes to the Green Belt, the assessment identified four of the 8 sites as being suitable for removal from the Green Belt. It was concluded that three of these no longer fulfilled the purposes for which they were originally included in the Green Belt. All four were capable of providing revised Green Belt boundaries formed by easily recognisable physical features, which are most likely to be permanent.

Three of the 8 sites were assessed as being capable of being removed from the Green Belt with limited impact on its purposes. However in order to reduce the impact of development on the character and openness of the wider area, landscaping features need to be retained and, as appropriate, enhanced to achieve better integration of the development into the existing landscape.

The remaining site was assessed as not being suitable to remove from the Green Belt. Such an action would be likely to undermine the purposes of including it within the Green Belt and threaten further areas of the Green Belt in the vicinity. Furthermore the impact on the openness and character of the Green Belt would be significant.

A further area of land on Canvey Island was considered suitable for inclusion within the Green Belt, following assessment against the tests set out in the NPPF.

## **Recommendations**

It is recommended that regard is had to the assessments contained within this report when identifying appropriate sites for inclusion in the New Local Plan. In considering site selection the following recommendations are made:

- The sites should be considered carefully in terms of their ability to continue to fulfil their Green Belt purposes.
- The sites should be considered carefully in respect of the impact on the openness and character of the Green Belt
- Particular regard should be had to whether clearly defined Green Belt boundaries can be achieved
- Particular regard should be had the ability of development to integrate into the existing landscape



# Appendix 1 – Overview Maps