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A MEETING OF THE COUNCIL of the Borough of Castle Point will be held in the **Council Chamber, Council Offices, Kiln Road, Thundersley**, on **WEDNESDAY, 24TH NOVEMBER, 2021 at 7p.m. NB Time**, and all Members of the Council, listed below, are hereby summoned to attend to transact the undermentioned business.

Councillors, Mrs P. Haunts, (The Worshipful the Mayor), Mrs. J.A Blissett ,(Deputy Mayor), A. Acott, J. Anderson, D. Blackwell, B. Campagna, S. Cole, J.M. Cutler, W.J.C. Dick, Ms. N. Drogman, Mrs. B. Egan, E. Egan, J. Fortt, M.J Fuller, W. Gibson, P.C. Greig, S. Hart, N. Harvey, G.I. Isaacs, W. Johnson, C.A. MacLean, P. May, S Mountford ,C. Mumford, Mrs. S. Mumford, B.A. Palmer, Mrs. J Payne, J.A. Payne, C.R Riley, Mrs. C.J Sach, R. Savage, A.G. Sheldon, T.F. Skipp, A. Taylor, D.J. Thomas, A. Thornton, Mrs. J Thornton, M.A Tucker, P.E. Varker, Walter and G.St.J. Withers

AGENDA

PART I

(Business to be taken in public)

1. Apologies for absence

2. Members' Interests

3. Minutes

To receive the Minutes of the meeting of the Ordinary Council held on 28th September 2021.

4. Mayor's Announcements

The Mayor will report announcements if any at the meeting.

5. Questions from members of the public of which Notice has been received

There are none.

6. Questions from Members of the Council of which Notice has been received

There are none.

7. To deal with any business from the last Council Meeting

To consider the notice of Motion deferred from the last meeting, a report on the budget implications is to follow to assist discussion.

8. Any explanations for urgent decisions taken by Cabinet

There are none.

9. Consideration of recommendations from Cabinet:

- Council will be asked to approve recommendation from Cabinet on 17th November 2021 to approve the Local Council Tax Scheme. The report is attached.

10. Any References from the Scrutiny/Policy and Scrutiny or Regulatory Committees

There are none.

11. New Castle Point Local Plan

A report is attached.

12. Local Authorities (Standing Orders) (England) Regulations 2001

A report is attached dealing with requires changes to the Constitution to reflect the revised statutory process for the dismissal of statutory officers and associated arrangements.

13. Appointments to Committee

The Leader is to report on changes to the membership of Development Management Committee.

14. Report from Staff Appointments Panel

A report is to follow.

15. Report from the Leader of the Council/Cabinet Member

The Leader is to report at the meeting.

16. Notices of Motion

These are attached.

17. Petitions submitted by Members of the Council of which Notice has been given.

No notice has been received.

PART II

(Business to be taken in private)

(Item to be considered with the press and public excluded from the meeting)

14. Report from Staff Appointments Panel



ORDINARY COUNCIL MINUTES

29TH SEPTEMBER 2021

MINUTES of the Ordinary Meeting of the Council of the Borough of Castle Point held in the Council Chamber, Council Offices, Kiln Road, Thundersley, on Wednesday, 29th September 2021.

PRESENT:

Councillors, Mrs P. Haunts, (The Worshipful the Mayor), Mrs. J.A Blissett ,(Deputy Mayor),A. Acott, J. Anderson, D. Blackwell, B. Campagna, S. Cole, J.M. Cutler, W.J.C. Dick, Ms. N. Drogman, Mrs. B. Egan, E. Egan, J. Fortt, M.J Fuller, W. Gibson, S. Hart, , G.I. Isaacs, W. Johnson, P. May, S Mountford ,C. Mumford, Mrs. S. Mumford, B.A. Palmer, Mrs. J Payne, J.A. Payne, C.R Riley, Mrs. C.J Sach, A.G. Sheldon, T.F. Skipp, D.J. Thomas, A. Thornton, Mrs. J Thornton, M.A Tucker, P.E. Varker and Walter.

APOLOGIES

Apologies for absence were received from Councillors P.C. Greig, N. Harvey C.A. MacLean, R. Savage, A. Taylor, and G.St.J. Withers.

13. MEMBERS' INTERESTS

There were none.

14. MINUTES

The Minutes of the meeting of the Ordinary Council held on, 24th March 2021 and the Annual Council meeting held on, 19th May 2021, were taken as read and agreed as a correct record.

15. MAYOR'S ANNOUNCEMENTS

The Mayor

16. QUESTIONS FROM MEMBERS OF THE PUBLIC OF WHICH NOTICE HAS BEEN RECEIVED

There were none.

17. QUESTIONS FROM MEMBERS OF THE COUNCIL OF WHICH NOTICE HAS BEEN RECEIVED

There were none.

18. TO DEAL WITH ANY BUSINESS FROM THE LAST COUNCIL MEETING

19. ANY EXPLANATIONS FOR URGENT DECISIONS TAKEN BY CABINET

There were none.

20. CONSIDERATION OF RECOMMENDATIONS FROM CABINET: ADOPTION OF THE WORKING DEFINITION OF ANTISEMITISM

Following the pledge by the Communities Secretary the Right Honourable Robert Jenrick MP Council is invited to consider the recommendation from the Cabinet meeting on 16th June 2021 to adopt a non-legally binding working definition of antisemitism.

Resolved:

To adopt the International Holocaust Remembrance Alliance (IHRA) working definition of antisemitism as set out below.

“Antisemitism is a certain perception of Jews, which may be expressed as hatred towards Jews. Rhetorical and physical manifestation of antisemitism are directed towards Jewish or non-Jewish individuals and/or their property, toward Jewish community institutions and religious facilities.”

21. CONSIDERATION OF RECOMMENDATIONS FROM CABINET: CORPORATE PLAN 2021-24

Cabinet on 22nd September 2021 recommended to Council approval of the proposed draft Corporate Plan.

The Corporate Plan sets out the strategic direction for the organisation as well as how the Council would achieve its aims and priorities through appropriate action planning.

The plan was the product of ongoing collaboration during 2020 and the first half of 2021 between Members and Officers of the Council, further refined through engagement with the Council's Scrutiny Committees and consultation with residents, partners and businesses in the Borough.

This new Corporate Plan had deliberately widened its focus beyond the services that the Council provides directly. Recognising that some of the challenges people face in their lives cannot be addressed by a single entity, working in partnership with others in the public, private, community and voluntary sectors had become an increasing priority to ensure that, collectively, these organisations operating in the Borough have a positive impact on people's lives.

The Corporate Plan set out the medium-term priorities for the Council: Economy and Growth, People, Place and Environment alongside a series of objectives and targets to be delivered over the lifetime of the plan. These priorities, objectives and targets based on an analysis of needs and issues for the Borough as well as consultation results.

There was a high-level roadmap of activities to deliver the priorities in the Corporate Plan as well as looking towards the medium and long term. The annual initiatives for 2021/22, the first year of this plan were set out and would be subject to a refresh each year.

The Corporate Plan also included an annual report detailing the Council's achievements over 2020/21.

Resolved – to approve the Corporate Plan 2021-24

22. ANY REFERENCES FROM THE SCRUTINY/POLICY OR REGULATORY COMMITTEES

There were none.

23. APPOINTMENT OF INTERIM CHIEF EXECUTIVE

Council was requested to endorse the appointment of Mr Andrew Grant Interim Chief Executive to carry out the duties and responsibilities of the Head of Paid Service and to assist the processes to select a new permanent Chief Executive.

Pending the appointment of a new permanent Chief Executive it was common practice given the lengthy formal processes to this appointment to appoint an Interim Chief Executive to carry out the duties and responsibilities of the Head of the Paid Service and assist the process of overseeing the selection of the new Chief Executive.

The Council has a statutory duty to appoint a Head of the Paid Service, who has overall corporate management and operational responsibility for the Council. That position was carried out within the Council by the post of Chief Executive. Section 4 Local Government and Housing Act 1989.

During the immediate period prior to this appointment Miss Christine Mills Strategic Director Resources had undertaken the role of Acting Head of Paid Service

Attached as a confidential appendix was background information to support this report describing the process by Mr Grant was selected. The East of England Local Government Association (EELGA) were approached for advice regarding recruitment of a new Chief Executive. At present in Essex there are several vacant posts for Chief Executives where interim appointments have been made. The East of England Local Government Association (EELGA) were asked to source candidates.

Mr Grant has considerable local government experience. Recently Mr Grant had held the post of Interim Chief Executive at Cambridge City Council overseeing the transition between permanent Chief Executives (September 2020 to May 2021).

The appointment of an Interim Chief Executive does not require the formal process to select a permanent Chief Executive.

Resolved:

To endorse the appointment of Mr Andrew Grant Interim Chief Executive to carry out the duties and responsibilities of the Head of Paid Service and to assist the processes to select a new permanent Chief Executive.

Pending this appointment to ratify Miss Christine Mills Strategic Director Resources as Acting Head of Paid Service.

24. STAFF APPOINTMENTS PANEL – APPOINTMENT

The appointment of the Chief Executive Head of Paid Service is a decision reserved to Full Council.

Any staff appointment with a salary in excess of £100k is required to be approved by Council.

Council was asked to approve the appointment of a Staff Appointments Panel, tasked with making recommendations to Council regarding the appointment of a permanent Chief Executive.

Subject to the decision of Council the Panel would oversee the recruitment and appointment of the Chief Executive Head of Paid Service.

The Panel would have a standing task to approve any staff appointment with a salary in excess of £100k.

The proposed membership of the panel was to comprise five members Leader and Deputy Leader of the Council together with a nominee from the Conservative Group: Leader of the Canvey Island Independent Group and Leader of the People's Independent Party Group or their nominees.

Resolved:

1. To establish a Staff Appointments Panel:
 - a) To make recommendations to Council regarding the appointment of a permanent Chief Executive Head of Paid Service.
 - b) To oversee the recruitment and appointment if required of a permanent Chief Executive Head of Paid Service.
 - c) To approve the appointment of any member of staff whose salary exceeds £100k.
2. Membership of the Panel to comprise five members Leader and Deputy Leader of the Council together with a nominee from the Conservative Group: Leader of the Canvey Island Independent Group and Leader of the People's Independent Party Group or their nominees.

25. ARRANGEMENTS FOR THE APPOINTMENT OF THE COUNCIL'S EXTERNAL AUDITOR

Council considered recommendations on the most efficient and effective way of procuring the Council's External Auditor from April 2023.

The Council must appoint an External Auditor to audit its accounts for a financial year no later than 31st December in the preceding financial year. In December 2016, Council agreed to opt into the arrangements being led by Public Sector Auditor Appointments (PSAA) for the five-year period commencing 1st April 2018. Under these arrangements, EY were currently the Council's appointed External Auditor.

The five-year period was to end on 31st March 2023, meaning the Council must appoint a new External Auditor no later than 31st December 2022. The existing External Auditor could be reappointed.

There were three options available for appointing a new External Auditor for 2023/24 onwards:

- a) Make a direct appointment, with the requirement to have an independent auditor panel to advise the Council on the selection and appointment of a local auditor.
- b) Make the appointment in conjunction with other bodies (e.g. on a regional / sub-regional basis).
- c) Make the appointment via a national collective scheme, in this case the arrangements led by the PSAA.

Option C was the preferred approach. Some 98% of relevant local bodies (all but 10) opted into the PSAA arrangements for the period 2018 to 2023 and it was expected that a similar proportion would do so for the coming period.

By opting in to the PSAA arrangements, Council was agreeing to allow the PSAA to run the procurement exercise and appoint and manage the External Auditor on its behalf. The proposed contract duration was five years, with an option to extend for a further one or two years with supplier agreement. This option was preferred as it reduced cost and administration to the Council, whilst also being expected to deliver favourable pricing compared to the other options.

Resolved –

To agree to opt into the arrangements, led by Public Sector Auditor Appointments, for a national collective scheme for auditor appointments.

26. REPORT FROM THE LEADER OF THE COUNCIL/CABINET MEMBER

The Leader of the Council Cllr Sheldon opened by thanking all those involved in the response to the pandemic mentioning partner organisations, NHS workers, volunteers, Charity and Council staff for their hard work and commitment.

The Leader announced his intentions for the strategic direction of the council with the council setting an example with continued and enhanced partnership work summarised in the motto 'Listen, Get Things Done and Make a Difference'.

In progressing these aims the Leader outlined key policies on which work was taking place including:

- To establish a Canvey Access Task Force to progress improvements to access and within Canvey Island.
- To encourage and bring together a partnership involving all agencies and organisations working to address deprivation in Castle Point.
- To refresh initiatives, renew focus to enhance the Street scene in Castle Point.

The Leader also referred to work to be undertaken to examine other matters including the provision of Public Space Protection Order to prevent antisocial behaviour caused by cruising and racing on /Roscommon way ;to make public parks the centre for the community with the piloting of a schedule of events and activities within the parks.

The Council would continue to exercise fiscal responsibility; improved digital working and communication; to continue work to achieve carbon neutrality and encourage resident in this aim; action was continuing to address flooding in the Borough and arrangements were being made to re-establish the Multi agency meetings.

The Leader took questions on the report.

In response to a question whether the new Task force partnerships and meetings referred to would involve all political parties. The Leader confirmed these meetings would include cross party representation. Leader also indicated work of the Canvey Working parties was to be taken forward.

The Leader of the Main Opposition Group Cllr Blackwell welcomed the opportunity to ask questions of the Leader and the opportunity for increased partnership working to make a difference.

In responding to a question regarding the revival of neighbourhood meeting, the Leader indicated that mindful of the advance in digital communication all means of communication with residents would be considered.

Resolved – to note the report.

27. REPORT FROM THE LEADER OF THE COUNCIL/CABINET MEMBER ASSOCIATION OF SOUTH ESSEX LOCAL AUTHORITIES (ASELA)UPDATE AND APPOINTMENT OF A JOINT COMMITTEE

A Supplementary report on the decision of the Cabinet and update on arrangements for the Joint Committee had been circulated.

To provide ASELA with the governance arrangements required to enable delivery of the Growth and Recovery Prospectus and provide enhanced transparency and accountability in the new delivery stage of its work programme. Cabinet decided at the meeting 22nd September:

1. To formally agree to become a Member of the Association of South Essex Local Authorities (ASELA) Joint Committee in accordance with Section 101 of the Local Government Act 1972, to oversee ASELA and provide enhanced transparency and accountability in the new delivery stage of its work programmes.
2. To appoint the Leader of the Council as the Council's representative on the Joint Committee, and to appoint the Deputy Leader as the Substitute Member, as set out in the governing documents

The first formal meeting of the ASELA Joint Committee was to take place on Thursday 28th October 2021 and this Council had been asked to host the meeting.

Members appreciated that it was fitting that this Council was asked to provide the venue given the key part played by the late Chief Executive David Marchant in establishing this Association to the benefit of Castle Point, its residents and the wider community of South Essex.

In presenting the report to Council the Leader of the Council thanked Miss Mills Strategic Director Resources and Mr Ian Butt Head of Place and Policy for their briefings to the political groups to inform the decision.

The Leader highlighted that the focus of ASELA had shifted away from housebuilding with emphasis on the development and delivery of infrastructure and local projects to improve the lives of residents in South Essex and benefits to the residents of Castle Point. The Leader in emphasising the importance of the Council being part of the formal process of the Joint Committee stressed that the sovereignty of each Council was maintained, each Council had the ability to veto decisions of the Committee and the Council had the opportunity to scrutinise and review the ASELA Joint Committee.

Councillor Blackwell, Leader of the Main Majority Group thanked Miss Mills and Mr Butt and acknowledged as positive the change in focus of ASELA.

Resolved – to note and endorse the report.

28. NOTICES OF MOTION

1. Councillor Ms Drogman had given notice of the following:

We propose a motion to explore areas suitable to set up a pilot scheme to use wildflower planting in Castle Point with the aim of improving the natural environment for insects including bees and butterflies in our Borough. If this is successful, we'd like to roll out the scheme across the Borough.

The Motion was seconded by Councillor Anderson who had submitted a similar Motion. In speaking to the Motion Cllr Ms Drogman explained that the scheme was to examine how grass verges could be used as well as area within parks and open spaces. Debate took place at the conclusion a vote was taken on the Motion as set out which was CARRIED UNANIMOUSLY and RESOLVED accordingly.

2. A Notice of Motion from Councillor Blackwell was withdrawn from the agenda for the Council meeting postponed from 28th July 2021.

28a. NOTICES OF MOTION

Councillor Anderson had given notice of the following:

Canvey Island Independent Party call upon this administration to bring forward an environmental policy to re wild of our grass verges on highway routes where possible.

As the Motion was similar to Motion 1 it did not proceed.

28b. NOTICES OF MOTION

Councillor Mrs S. Mumford had given notice of the following:

Castle Point Borough Council reaffirms the Council policy making it a condition on any fairground operator or similar, including fetes and competitions, when granting permission to use Castle Point Borough Council land or facilities, that the giving of live animals as prizes is prohibited.

Castle Point Borough Council wishes to confirm, the policy of the RSPCA as support for this Motion.

The Motion was moved by Councillor Mrs S. Mumford and seconded by Councillor Ms Drogman. Debate took place at the conclusion a vote was taken on the Motion as set out which was CARRIED and RESOLVED accordingly

28c. NOTICES OF MOTION

Councillor Cole had given notice of the following Motion which was withdrawn

We the Peoples Independent Party call on this Council to support the Motion set out below passed by MPs from all political parties against the Government's proposals to reform the planning system which is to remove local residents' rights to object individual planning applications.

(This house believes planning works best when developers and the local community work together to shape the local areas and deliver the necessary new homes and therefore calls on the Government to protect the rights of communities to object to individual planning applications)

28c. NOTICES OF MOTION

Councillor Mountford had given notice of the following:

We, the People's Independent Party would like to put forward a motion to ensure all parks in Castle Point to ensure all parks are accessible to everyone and conform to the following requirements:

1. Disability Discrimination Act 2005
2. Ensuring that only accessible gates are in operation and all restrictions e.g. barriers are removed.
3. Access should also include pavement/concrete access from the road/pavement to the park.

The Motion was moved by Councillor Mountford and seconded by Councillor Cole
As this Motion had financial implications the Motion was deferred without debate for a report to Cabinet Council Procedure Rule 13 applied.

28d. NOTICES OF MOTION

Councillor Mountford had given notice of the following:

The People's Independent Party propose that this Council should examine the feasibility of proactively seek expressions of interest from local businesses to setup Community Hubs at no cost to the Council at all green space areas

within Castle Point to encourage local business and employment opportunities, as well as encourage our green spaces to be utilised.

The Motion was moved by Councillor Mountford and seconded by Councillor Savage. During debate the following amendment was moved and seconded

The Council should continue to encourage ideas and expressions of interest from local businesses and community groups to improve our parks and encourage our green spaces to be used more as hubs for the community.

The amendment having been accepted by the proposer and seconder it became the substantive Motion. Debate took place at the conclusion a vote was taken which was CARRIED and RESOLVED

That the Council should continue to encourage ideas and expressions of interest from local businesses and community groups to improve our parks and encourage our green spaces to be used more as hubs for the community.

29. PETITIONS SUBMITTED BY MEMBERS OF THE COUNCIL OF WHICH NOTICE HAS BEEN GIVEN

An on-line Petition had been received and was dealt with at the Cabinet on 22nd September 2021 and had been referred to Government.

Mayor

ORDINARY COUNCIL

24th November 2021

Subject: Motion to Council – Accessibility of parks and open spaces

1. Purpose of Report

To report on the Motion to Council on 29 September 2021 in respect of ensuring all parks are accessible to everyone, which due to its potential financial implications was referred without debate.

2. Links to Council's Priorities and Objectives

This motion links with the Council's People, Place and Environment priorities as set out in the Corporate Plan.

3. Recommendations

That Council determines whether it wishes to support the Motion and give consideration to a growth bid as part of the annual budget setting process to improve accessibility of its parks and open spaces by providing hard surfaced pathways from park entrances to all play areas within its parks and open spaces.

4. Background

Notice of motion submitted by Councillor Mountford and seconded by Councillor Cole:

"The Peoples Independent Party would like to put forward a motion to ensure all parks in Castle Point are accessible to everyone and conform to the following requirements

- 1. Disability Discrimination Act 2005.*
- 2. Ensuring that only accessible gates are in operation and all restrictions E.G. barriers are removed.*
- 3. Access should also include pavement/concrete access from the road/pavement to the park"*

Following on from the above the Parks and Open Spaces team removed some metal hoop barriers from sites to allow access. The hoops had been placed at various sites to prevent motorcycles gaining access to parkland. The team also carried out an audit with regards to pavement access to its play areas and identified five sites which would require works to lay suitable access paths from the parks entrance to the play areas. The play areas where paths would be required are Leigh Beck, Waterside Farm recreation ground, Hadleigh Memorial recreation ground, Villa Road and Thundersley Common.

The team has met with two contractors and is currently awaiting the costs for the works to lay pathways.

6. Corporate Implications

(a) Financial Implications

From previous experience the works highlighted are likely to be in the region of 25k to complete however currently prices across all building trades are escalating due to frequent material shortages. In response to this some contractors are now also only honouring quotations for a maximum of 7 days so gauging financial implications in advance of works is particularly difficult at this time.

(b) Legal Implications

None directly associated with this report.

(c) Human Resources and Equality Implications

The parks and open spaces team will carry out a procurement exercise and oversee all works to establish accessible pathways to the play areas.

(d) IT and Asset Management Implications

None directly associated with this report.

7. Timescale for implementation and Risk Factors

All building works are subject to delays at present due to the many shortages of materials currently being experienced. Likewise, costs associated with building works are very difficult to gauge in the current climate. The parks and open spaces team will however progress the work immediately that funds are made available and will aim to deliver fully accessible pathways to play areas by summer 2022.

Background Papers

None

Report Author:

Trudie Bragg, Head of Environment /Ryan Lynch, Operational Services Manager

ORDINARY COUNCIL

24th November 2021

Subject: New Castle Point Local Plan

Report of the: Interim Chief Executive – Andrew Grant

1. Purpose of Report

- 1.1 This report sets out the main modifications for the new Castle Point Local Plan, that the Inspector has requested the Council consults on so he can prepare his final report into the Plan as part of the ongoing examination. After receipt of that report a further report will be made to the Council. The Council is being asked to note the main modification, associated documents and consultation.**

2. Links to Council's Priorities and Objectives

**Environment
Housing and Regeneration
A Commercial and Democratically Accountable Council**

3. Recommendations

- 3.1 Note the progress of the new Castle Point Local Plan through Examination and the Inspector's Post Hearings letter received on 29th September 2021**
- 3.2 Note the main modifications to ensure that the Local Plan is sound and or legally compliant**
- 3.3 Note the changes to the policies map required as a consequence of the Main Modifications**
- 3.4 Note the additional modifications**
- 3.5 Note the Sustainability Appraisal, Habitats Regulations Assessment and Equalities Impact Assessment updates to take account of the Main Modifications**
- 3.6 Authorise that the Interim Chief Executive and Head of Place and Policy in consultation with the Leader and Deputy Leader make any further minor changes to the Main Modifications ahead of the Consultation, including any further changes required by the Inspector**

- 3.7 Note that the Head of Place and Policy has the authority in the Scheme of Delegations to undertake any consultation on any planning policy document and to undertake the consultation of the main modifications, changes to the policies map and additional modifications**
- 3.8 Note that following the receipt of the Inspector's final report into the Local Plan, that a report is made to Full Council.**
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4. Background

The New Castle Point Local Plan

- 4.1 On 22nd October 2019 the Council agreed to proceed with the publication of the Pre-Submission Local Plan and submit the Plan for examination, following a period of public consultation. The Plan was consulted on between 12th December 2019 and 14th February 2020.
- 4.2 The Council has a statutory responsibility to prepare development plan documents for the Borough. This responsibility is set out in the Town and Country Planning Acts. It also has a responsibility to ensure that development plans are kept up to date, and since January 2018, that any local plans are reviewed within 5 years of their adoption.
- 4.3 Local Plans should be prepared in consultation and engagement with the local communities and key stakeholders and in accordance with the Planning Acts and Local Planning regulations. The Town and Country Planning (Local Plans) Regulations 2012 (as amended) set out the process for the preparation of plans.
- 4.4 The current Development Plan for Castle Point is the Castle Point Local Plan which was adopted in 1998. That Plan ran to the 2001 and was prepared prior to the Planning and Compulsory Purchase Act 2004, which established the 'new style' local plan based on a local development framework.
- 4.5 The 2004 Act did allow for local planning authorities with recently adopted 'old-style' local plans to Save Policies, which met the objectives of national policy at that time. In 2007 the Council Saved Policies in the Local Plan as the development plan for the Borough.
- 4.6 The Council is currently in a position of not having an up to date local plan in place.
- 4.7 On adoption of the new Local Plan it will replace with immediate effect the existing Local Plan (1998 – saved 2007). It will, with the Essex and Southend Waste Local Plan and the Essex Minerals Plan, be the development plan for the Borough. Planning law requires that planning applications must be determined in accordance with the development plan unless there are material

considerations that justify otherwise. The material considerations must be justifiable in planning terms.

The Examination - progress

- 4.8 The Pre-submission Local Plan, together with a comprehensive set of supporting documents, was submitted to the Secretary of State on 2nd October 2020. The examination of the Plan started with the submission and the appointment of the Inspector.
- 4.9 Mr Phillip Lewis was appointed as the Inspector to examine the Plan in accordance with the regulations and procedures. The Inspector is appointed by the Planning Inspectorate and is independent of the Council and the government.
- 4.10 The Council appointed Mrs Andrea Copsey as the Programme Officer, who administers the examination process. Other than responding to questions in person at the hearings, there is no direct contact by the Council or participants with the Inspector. Correspondence to the Inspector is via the Programme Officer.
- 4.11 The Inspector is required to examine the Plan as submitted: therefore, the same Plan approved by Council in October 2019. However, in response to representations made during the Regulation 19 consultation, a schedule of proposed modifications was prepared and submitted with the plan. These did not have the formal status of modifications at that stage. They were designed to assist the Inspector in his deliberations of the Plan. Those proposed modifications were prepared by officers in consultation with the Leader and Deputy leader of the Council.
- 4.12 The examination of plans is designed to test the soundness. As set out in paragraph 35 of the National Planning Policy Framework (NPPF), Plans are 'sound' if they are:
- a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs¹⁹; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;*
 - b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;*
 - c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and*
 - d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework.'*

- 4.13 If the Plan does not meet this test, the Inspector will assess whether it can be modified to meet the tests. If that is the case, the Inspector will write to the Council setting out what modifications he is recommending to the Plan to ensure that the it is sound. In doing so, the Inspector will be guided by all of the material submitted during the examinations and national policy.
- 4.14 As part of the examination the Inspector requested on the 6th and 14th January 2021 a response from the Council on two sets of Initial Questions. These mainly dealt with points of clarification or where the Inspector required further information.
- 4.15 The Inspector published his Matters, Issues and Questions (MIQs) in February 2021, and requested representations to those MIQs from the Council and participants in the examination – i.e. those who made representations at Regulation 19 stage and statutory consultees - by the 5th May 2021. The Council was required to respond to every question (359 in total). This was completed on the closing date, and the Leader and Deputy Leader were consulted on the submissions made.
- 4.16 Throughout this process, the Inspector's initial questions, the MIQs and all responses made by the Council and others were published on the Council's website, along with all of the submission documents - [New Local Plan | Castle Point](#).
- 4.17 As part of his examination of the Plan, the Inspector held hearings between 11th May 2021 to 29th June 2021. The Hearings were chaired by the Inspector and he decided the topics for discussion and asked the questions. Participation was by invitation only and determined by the Inspector based on their representations. Due to the on-going covid-19 restrictions the hearings were held via Microsoft Teams and broadcast on the Council's YouTube channel [Castle Point Borough Council - YouTube](#). In accordance with the Privacy Statement for the examination, these recordings will be available for one year from the date they were first broadcast.
- 4.18 The Hearings are one part of the examination process. They are designed to add additional clarification to written representations already made. The Inspector was clear that written representations hold the same weight as verbal representations.
- 4.19 As part of the Council's MIQ statements the Council published topic papers and further evidence to support the hearing statements. In addition, during the hearings, reports were referred to which the Inspector requested the Council publish. The Inspector also asked the Council to undertake additional work. Various documents and notes were published on the Council's website.
- 4.20 The Government published a revised version of the NPPF on 20 July 2021. This was after the Hearing sessions had closed, but still within the Examination period. There were no transitional arrangements which affected the Castle Point Local Plan, so the latest NPPF applies. The Inspector wrote to the Council on 27 July 2021 asking for the Council to comment on the new NPPF and how it impacted on the Local Plan. A response was sent on 30 July 2021 and

published online on 4 August 2021 - [CPBC response to new NPPF](#). Officers concluded that the revised NPPF did not significantly impact on the Plan, and did not require significant changes to the policies or the Plan's strategy.

- 4.21 In response to the additional documentation and the revised NPPF, the Inspector wrote to all those who had made representations at Regulation 19 stage, and statutory consultees on 9 August 2021 to provide them with an opportunity to comment on the revised NPPF and other documents and how they impacted on the Plan. The closing date for this consultation was 31 August 2021 - [Inspector's consultation letter 9.8.21](#).
- 4.22 The Inspector asked the Council to make any comments on the representations received to that consultation, and the response was published on 1 September 2021 - [Council letter to Inspector 1.9.21](#). The Inspector took into account the representations made in his findings.

The Examination – Inspector's Post Hearings letter

- 4.23 The Inspector's Post Hearing letter was received on 29th September 2021 – see **Appendix One**. The Inspector's letter is not his final report, and the Plan remains in Examination until his final report has been published.
- 4.24 The Inspector concluded that the Plan is capable of being made sound with the modifications. Within the letter the Inspector highlighted key elements of his findings – see **Appendix One**.

The Examination – The Inspectors requirements for main modifications

- 4.25 In his letter, the Inspector concluded in paragraph 2 that *'Overall, I consider that, subject to main modifications, the Plan is likely to be capable of being found legally compliant and sound.'* He further stated in that paragraph that he *'will set out my reasoning for this in my final report.'*
- 4.26 The Inspector reserves his final decision on the legal compliance and soundness of the Plan to his final report as he will want to consider representations made to the main modifications. He has called upon the Council to prepare the main modifications for public consultation. These have been drafted and are informed by:
- The suggested proposed modifications submitted with the Plan, in response to Regulation 19 representations
 - Suggested modifications in response to the matters, Issues and questions
 - Modifications discussed at the hearings and set out in the Inspector's letter

The main modifications are set out in **Appendix Two**.

- 4.27 As a consequence of the main modifications, changes to the policies map are required – see **Appendix Three**.
- 4.28 The Inspector has invited the Council to also publish a set of additional modifications. These do not affect policies, and are minor changes – i.e.

amending a policy number or a reference. Many of these are directly or indirectly as a consequence of the Main Modifications – see **Appendix Four**.

4.29 The Main Modifications must be subject to:

- Sustainability Appraisal, including annexes – see www.castlepoint.gov.uk/main-modifications-consultation
- Habitats Regulations Assessment – see www.castlepoint.gov.uk/main-modifications-consultation
- Equalities Impact Assessment – See **Appendix Six**

These ensure that the whole Plan has been fully assessed at this stage. The Sustainability Appraisal and Habitats Regulations Assessment are also subject to the consultation.

Examination – Main Modifications

4.30 The Procedure Guide for Local Plan Examinations (updated October 2021) states in Section 6 that:

‘Throughout the examination, the Inspector will explore the potential for MMs [main modifications] to resolve the soundness and legal compliance issues he or she has identified. Section 20(7C) of the PCPA [Planning and Compulsory Purchase Act 2004] requires the Inspector to recommend MMs if asked to do so by the LPA, provided that the MMs are necessary to make the plan sound and legally compliant. If the LPA wish to make a request under section 20(7C), they must do so before consultation on MMs begins.’

4.31 In accordance with the requirement, when the Plan was submitted the Inspector was asked to make main modifications that were required to make the Plan sound. This was set out in the [Submission Letter 2.10.2020](#).

4.32 The Main Modifications are those the Inspector believes are needed to make the Plan sound. They have been approved by the Inspector, and they are required as part of the Examination. The Inspector requires the Council to consult on them in accordance with the Procedure Guide for Local Plan Examinations (updated October 2021).

4.33 Consultation will enable those interested in the Plan to make comments on whether the main modifications are sound – in a similar way to how representations were made at the Regulation 19 stage.

4.34 The main modifications are set out in the same order as the original plan. Each modification has a reference number: Plan paragraph or policy number or whether it is a new policy or paragraph; the modification- indicated by strikethrough of delated wording and underlining for new text; and a short reason for the modification

4.35 In making modifications, the Inspector is to ensure the policies are sound individually, and the Plan sound collectively, but also to strengthen the policies for decision making. This will give Members greater assurance in determining

planning applications in accordance with the Plan, particularly reasons for refusal and ensuring the policies can be defended on appeal.

4.36 It is not the intention of this report to go through in detail the main modifications. But members should note that the following policies are proposed to be deleted, replaced, or added. The reasons for these changes are set out in the Main Modifications document:

- HO3 (Housing Mix) is replaced.
- HO8 (Residential Annexes) is replaced.
- HO20 (The Chase) has been extensively revised.
- HO25 (Thorney Bay) has been replaced.
- Part 1 of EC2 (extension to the Manor Trading Estate) has been deleted.
- TP2 (Improvements and Alterations to Highway Infrastructure) has been replaced.
- New Policy TP3 (Access to Canvey)
- GB2 (New Development in the Green Belt) has been replaced to incorporate the policy objectives of GB3, GB5, GB6 and GB8 all of which have been amalgamated into this one new GB2 policy.
- GB7 (Positive uses in the Green Belt) has been replaced.

4.37 Changes to the Policies map include:

- The addition of Ancient Woodlands to the Policies Map
- The Inspector did not agree that some school playing fields should be removed from the Green Belt so these are to remain as Green Belt
- Minor changes to the boundary of the Glyders site HO11 which results in part of the site remaining in the Green Belt
- Inset of the Orchard Place traveller site so it is removed from the Green Belt
- Deletion of Roscommon Way safeguarded route which the Inspector considered there was insufficient evidence to support – this will form part of the Access to Canvey project

4.38 The additional modifications do not affect the objectives of the Plan or policies.

Sustainability Appraisal

4.39 At key stages of the Plan the Council is required to undertake and keep up to date the Sustainability Appraisal. This tests the Plan and all of the policies against a set of sustainability criteria. The appraisal advises the Council if there are deficiencies so that policy changes can be made.

4.40 The Sustainability Appraisal has been updated to reflect the modifications proposed to the Local Plan, and respond to the Inspector's request to consolidate elements of the Sustainability Appraisal. The outcomes of the Sustainability Appraisal were improved slightly by the Main Modifications, as

the purpose of the Main Modifications is to improve the soundness of the Plan which is seeking to deliver sustainable development as defined in the NPPF.

- 4.41 The Sustainability Appraisal will be published alongside the main modifications for consultation. The consultation on the Sustainability Appraisal is required not only for the purposes of plan-making but also to satisfy the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004.

Habitats Regulations Assessment

- 4.41 At key stages of the Plan the Council is required to undertake and keep up to date the Habitats Regulations Assessment. This assesses the impact of the Plan and policies on designated Habitats sites protected under the Conservation of Habitats and Species Regulations 2017. The assessment advises the Council if there are deficiencies so that policy changes can be made or where through planning applications mitigations can be made to avoid adverse effects on the integrity of these Habitat sites.

- 4.42 The Habitats Regulations Assessment, November 2017 concludes the following, subject to recommended modifications to the Plan:

'...it can be concluded that the Castle Point Local Plan, Post Examination Plan 2019-2033, November 2021 will not result in adverse effects on the integrity of Habitats sites, either alone or in-combination with other plans or projects. Project-level HRAs [Habitats Regulations Assessment] will provide a means for checking for any further risks unforeseen at the Plan level, and for developing project-specific mitigation measures in greater detail.'

- 4.43 The Habitats Regulations Assessment will be published alongside the main modifications for consultation.

Equalities Impact Assessment

- 4.44 The Council is required to undertake and keep up to date an Equalities Impact Assessment (EqulA). This assesses the impact of the Plan on demographic groups within the community.

- 4.45 The EqulA has been updated to reflect the modifications proposed to the Local Plan. The outcomes of the EqulA were improved by the Main Modifications, as through the Main Modifications additional consideration is given to ensuring that the needs of different types of household are met within policies HO3 and HO6, consistent with the requirements of paragraph 62 of the NPPF. Other main modifications also gave rise to better outcomes for those with characteristic protected under the Equality Act.

- 4.46 The EqulA will be published alongside the main modifications for consultation.

Main Modifications Consultation

- 4.48 The Inspector has asked the Council to consult on the main modifications.

4.49 On how the consultation is conducted the Procedure Guide for Local Plans states in para 6.9:

‘The precise arrangements for public consultation will vary from case to case but will follow these general principles:

- it will be made clear that the consultation is only about the proposed MMs and any policies map changes (and no other aspect of the plan), that they are put forward without prejudice to the Inspector’s final conclusions, and that all representations made will be taken into account by the Inspector;*
- the consultation document will include all the proposed MMs, making no distinction between those originally proposed by the LPA and those proposed by the Inspector or others;*
- if the LPA wish to include additional modifications in the consultation document, they should be clearly distinguished from the MMs and it should be made clear that they are not before the Inspector for consideration;*
- the nature and duration of the consultation should reflect that of the consultation held at Regulation 19 stage, where appropriate. This means it should last at least six weeks.’*

4.50 The 4th bullet point refers to the nature of the consultation reflecting that held at Regulation 19 stage. At that stage letters were sent to all households and businesses in the Borough. It is the intention to do the same with this consultation. The Main Modifications introduce new or revised policies that if the consultation was restricted to only those who had previously made representations could miss out residents who would wish to make representations about those new policies.

4.51 The consultation will start in December so that it starts as soon as possible. It is appreciated that this runs over the Christmas period, and so will run for a period of eight weeks rather than the six weeks required by legislation. Envelops will be clearly marked on the importance of the contents. A copy of the consultation letter is at **Appendix Five**. As the letters are being sent to all residential addresses will be addressed ‘To the Occupier’ to ensure compliance with data protection legislation.

4.52 The consultation will be promoted on the Council’s website, social media and an advert in the Evening Echo. As the Plan remains in Examination there will be no opinions on the Main Modifications made with any of the material by the Council.

4.53 Representations can be made via email or letter. Forms will be provided which consultees may use to help them respond effectively to the consultation. However, it will not be compulsory to use these forms.

4.54 It will be made clear that the Inspector will only consider representations to the Main Modifications. Therefore, any representations on those elements of the Regulation 19 Plan which are unchanged will not be considered.

4.55 Guidance will be provided online on how to make a representation. By appointment, officers will be available to help.

- 4.56 As at the Regulation 19 consultation stage, paper copies of the modifications, together with the SA, HRA, EquIA, and forms will be available at the local libraries and at the reception in the Council offices. A briefing note will be provided for staff at those locations, and that they must direct any queries to the Council.
- 4.57 All representations made will be sent to the Inspector for his consideration in the preparation of his final report. During that period he may ask the Council to comment or can ask for additional work.
- 4.58 It is only after the Inspector has considered the representations made, that he will complete his final report.

The Inspector's report

- 4.59 The Inspector's report is the final stage of the examination. The report will set out the Inspector's findings and conclude whether the Plan is sound or sound with the main modifications.
- 4.60 Upon receipt of the Inspector's report, the Council will need to consider the report and the Inspector's conclusions. In order to do so a full report will be presented to full Council, including the implications of both adoption and a decision for not adopting the Plan. If the Inspector was to find the Plan unsound, despite these main modifications, then the implications of that will also need consideration.

Evidence base

- 4.61 The Council has prepared a comprehensive suite of evidence base documents. These were submitted with the Plan and are available on the examination website – [Local Plan Submission | Castle Point](#).
- 4.62 During the Examination to date the Inspector asked for updates to evidence or new evidence or topic papers which summarise evidence from a number of sources. These have all been published, and taken into consideration. In the consultation on the revised NNPF undertaken in August 2021, the Inspector sought comments on the new evidence documents. He has taken any representations into account in his examination.

Delegation powers

- 4.63 Members should note that under the Scheme of Delegation in Part Three of the Council's Constitution (Page 51)

'38. The Head of Regeneration & Neighbourhoods [now Head of Place and Policy], in consultation with the Leader of the Council, may undertake any consultation on any planning policy document whether prepared by the Council or by others.'

- 4.64 The Leader of the Council has been consulted on this consultation.

4.65 As these powers exist, Council approval is not required for this consultation.

5. Failure to proceed with the Plan

5.1 At this stage the Council is not being asked to approve the Plan in its final form. Members are being asked to note the main modifications and associated documents and that consultation will take place.

5.1 Members need to be reminded that in 2017 and 2018 the Council was put on notice that unless it proceeded with the preparation of a Local Plan the government could intervene, which could have meant preparing the Plan instead of the Council and removal of plan making (and possibly other planning powers). The Council avoided this despite the decision not to proceed with the Plan by Council in November 2018, and by the decision taken in October 2019.

5.2 Under Section 21 of the Planning and Compulsory Purchase Act 2004 the Secretary of State has the powers to intervene at any stage in the plan making process. This includes during the examination or post examination stages. Given the late stage in the plan making process the Castle Point Local Plan is at, it is now more likely that if the Secretary of State was to intervene it would be to approve the Plan rather than prepare the Plan.

5.3 In the event that the Council decided not to proceed with the Plan the Secretary of State and Chief Planner would need to be notified. The Secretary of State would need to consider the use of powers under Section 21.

6. Timetable

6.1 The Inspector has asked the Council for an updated Local Development Scheme. The Procedure Guide for Local Plans requires the timetable to be agreed with the Inspector. This will need to be reported to Cabinet at a later meeting once the timetable has been agreed by the Inspector. In his letter the Inspector indicated adoption by the end of winter 2021/22. This is doubtful given the need to consult on the main modifications, time for the Inspector to finalise his report, checking, preparation of the final document (and policies map), legal checks and reporting to full Council.

7. Financial Implications

7.1 The costs of the local Plan to adoption are within the Local Plan budget. The cost of the consultation exercise is c£20,000.

8. Legal Implications

8.1 As set out above there are a number of statutory requirements that must be met during the preparation of a local plan. These include the requirements to carry out and consider sustainability appraisals, habitat regulations

assessments and equality impact assessments. These requirements have been met in the preparation of the Local Plan.

- 8.2 The Localism Act 2011 introduced the duty to co-operate. As Council will recall from its experience in 2016, failure to co-operate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out in the Plan, by engaging with neighbouring authorities and other relevant bodies during preparation and in the period up until the finalisation of the new Local Plan, would leave a planning inspector with no option but to cease examination work and recommend the Plan be withdrawn. The Inspector is satisfied that the Council has fulfilled this obligation.
- 8.3 The Local Plan has been subject to independent examination by a planning inspector who will consider whether the tests of soundness set out in the NPPF have been met.
- 8.4 Failure to agree the Local Plan will result in the very real risk that the Secretary of State will use his powers of direction to approve the Plan.

9. Human Resources and Equality Implications

Human Resources

- 9.1 During the Plan making process additional resources (from Chelmsford City Council) and consultations have been used to support the Local Plan team. The Planning Policy Manager was the lead representative for the Council at the Hearings, together with other staff. This has been vital in capturing their depth of knowledge of the Plan, but also the experience they have gained for the Council.
- 9.3 Once the Local Plan is in place, significant work will be required to support master plans, the preparation of supplementary planning guidance and the increase in large scale planning applications, which will all require staff resources.

Equality Implications

- 9.4 An Equality Impact Assessment has been prepared to accompany the Local Plan. It is circulated separately. The outcomes of this assessment are considered earlier in this report and should be considered when decisions are taken with regard to the Plan.

10 IT and Asset Management Implications

- 10.1 The consultation process will make use of existing IT resources. There are no IT implications arising directly from this report or the Local Plan.
- 10.2 There are no asset management implications arising directly from this report or the Local Plan, other than sites which are owned by the Council and may be affected by its policies or allocations.

Background Papers

New Castle Point Local Plan Pre-submission 2019

All of the documents referred to in this report and published, can be found at:

<https://www.castlepoint.gov.uk/examination-information>

This includes:

The Submission Documents - <https://www.castlepoint.gov.uk/local-plan-submission>

Local Plan Examination Correspondence, Including the Local Plan Submission letter
- <https://www.castlepoint.gov.uk/local-plan-examination-correspondence>

The Hearing Statements, including the MIQs and the Council's responses -
<https://www.castlepoint.gov.uk/hearing-statements>

Examination Information, including the consultation on the NPPF and other evidence
documents - <https://www.castlepoint.gov.uk/examination-information>

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Examination of the New Castle Point Local Plan

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6 September 2021

Ian Butt
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Dear Mr Butt

Examination of the New Castle Point Local Plan

1. As I indicated at the conclusion of the examination hearings on 29 June 2021, I am writing to set out my thoughts on the New Castle Point Local Plan (the Plan) at this stage and the way forward for the examination. My comments are based on all that I have read, heard and seen to date. However, I emphasise that the examination is not yet concluded and consultation on main modifications is still to take place. Therefore, these comments are without prejudice to my final conclusions on the Plan.
2. Overall, I consider that, subject to main modifications, the Plan is likely to be capable of being found legally compliant and sound. I will set out my reasoning for this in my final report. The main modifications should include changes proposed by the Council through their hearing statements and submissions, where I consider they should be treated as main modifications in accordance with the tests for soundness, together with the further main modifications to individual policies and their supporting text as discussed at the hearings. I have invited the Council to prepare a consolidated set of these proposed main modifications for my consideration prior to public consultation on them and I will respond separately in this regard. In addition, there are several matters discussed at the hearings which I said I would take away for further consideration. I set out my response to these matters below.

Procedural matters

3. The Written Ministerial Statement (WMS) of 24 May 2021 has made substantial changes to planning policy to enable the delivery of First Homes. The WMS states that "a home meeting the criteria of a First

Home will also meet the definition of 'affordable housing' for planning purposes". As the Plan was submitted for examination before 28 June 2021, it is not required to reflect the First Home requirements. I have considered whether a requirement for an early review of the Plan might be appropriate in order to introduce the First Homes requirements at the earliest possible opportunity.

4. As discussed at the hearings, amendments should be made to Strategic Policy HO4 Securing More Affordable Housing to make it sound. The resulting Policy would be sufficiently flexible to allow for the provision of First Homes as per the WMS. In order to be effective, the reasoned justification as set out in paragraph 9.39 of the Plan should be amended to clarify how First Homes will be sought through the provision of affordable housing, as per the Council's Note, EXM-039. Policy HO4 should also be amended to clarify that affordable housing contributions would not be sought from housing for older people at Canvey Island as that would not be viable.
5. The Government published a revised National Planning Policy Framework (the Framework) on 20 July 2021. There are no transitional arrangements for Local Plans submitted after 24 January 2019 and one of the tests of soundness in paragraph 35 of the Framework is consistency with national policy.
6. The Council has prepared a note on the implications of the publication of the revised Framework for the Plan. Representors were also given the opportunity to provide written comments to supplement their representations and statements following publication of the revised Framework. I have had regard to the comments received and consider that to be consistent with national policy as expressed in the revised Framework, a number of Main Modifications should be made to the Plan based on those set out in the Council's note.
7. At the same time, I invited comments from representors on a number of documents produced and published during and after the close of the hearings on the examination website. I have similarly taken those comments into account. Thank you to those representors for your comments.

Sustainability Appraisal

8. Whilst it has been queried as to whether the Council had invited representations on the Sustainability Appraisal (SA) of the submitted Plan as required by the Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations), it is apparent that the SA was published alongside the Plan and that representations were made by representors, including Natural England, a consultation body as defined by the SEA Regulations. I have also had regard to

the Statements of Common Ground (SOCG) with the consultation bodies in this regard. For the avoidance of doubt however, the Council should in its consultation on the amended SA at the main modifications consultation stage, ensure that consultation is being undertaken on the amended SA as per the SEA Regulations.

9. In terms of the reasonable alternatives chosen in the SA process, I consider that they are realistic and that the Council has provided an adequate outline of the reasons for selecting them. However, whilst options may be rejected as the Plan moves through various stages, and they do not necessarily need to be examined at each stage (see *Calverton PC v Nottingham CC* [2015] EWHC 1078 (Admin)), the SA should signpost clearly where the reasons for rejecting sites earlier in the plan making process are set out. In this regard, a suitable reference should be provided in the SA to the Housing Sites Options Topic Paper H-016 which gives reasons for the rejection of certain sites considered through the Strategic Housing Land Availability Assessment (SHLAA).

Superseded policies

10. Regulation 8(5) of The Town and Country Planning (Local Planning) (England) Regulations 2012 (2012 Regulations) requires that where a local plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy. Appendix 7 of the Plan should be amended to make it clear that the Plan supersedes the policies of the Castle Point Local Plan 1998.

The Plan Period

11. The Framework in paragraph 22 sets out that strategic policies should look ahead over a minimum of 15 years from adoption to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. The Plan has been prepared with a plan period of 2018 to 2033 and therefore would look ahead around 12 years from adoption. Notwithstanding this, I note that the South Essex Economic Development Needs Assessment (SEEDNA) (ER-002) considered the period 2016 – 2036 and the provision of employment land proposed in the Plan would in effect, look ahead over a 15 year period from adoption.
12. Overall, and subject to my specific comments later in this letter, I am satisfied that the Plan identifies an adequate supply of specific, deliverable housing sites for years one to five after adoption, and specific developable sites for years 6 to 10 consistent with paragraph 68 of the Framework. However, it is apparent that the provision of housing beyond 2033 would require significant additional work to be

undertaken by the Council, including a further assessment of strategic transport infrastructure and Green Belt Review.

13. The undertaking of such additional work would cause significant delay to the adoption of the Plan, having a knock-on effect on the efforts of the Council to significantly boost the supply of homes, in an area where the 2020 housing delivery test measurement was 48%. Furthermore, I have regard to the preparation of the South East Essex Plan, the area for which Castle Point falls within, which is to set out an overall strategy for development across the whole area. In the circumstances, I consider it pragmatic for an otherwise sound Plan (as amended) to proceed to adoption with a plan period of 2018 – 2033, despite not being in line with paragraph 22 of the Framework in regard to the provision of housing. Some representors have stated that the vision for the Plan should look ahead at least 30 years as per paragraph 22 of the Framework. Even if I were to agree that the Plan fell within the policy for larger scale development, given the transitional arrangements set out in paragraph 221 of the Framework, this policy would not apply.

Provision for housing need and the housing requirement

14. The submitted Plan has been prepared using the standard method for assessing local housing need as set out in the Framework and the Planning Practice Guidance (PPG). This sets a minimum of 342 dwellings per annum or 5,130 for the period 2018 - 2033. In the Council's hearing statement for Matter 4, an updated figure is provided calculated using a 10-year period from the current year and the most recent median work-place based affordability ratio for the Borough. This provides a capped adjusted figure of 355 dwellings per annum, which equates to 5,325 dwellings for the plan period. These figures were discussed at the hearings.
15. The PPG sets out that there will be circumstances where it is appropriate to consider whether actual housing need is higher than the standard method indicates, such as where increases in housing need are likely to exceed past trends, due to growth strategies, strategic infrastructure improvements and an authority agreeing to take on unmet need from neighbouring authorities as set out in a statement of common ground.
16. Whilst I heard about the high level of affordable housing need in Castle Point, national policy does not require that this is met in full through development plans. Additionally, I am not convinced that there is any effective housing demand over the level of local housing need, and I have not been convinced by the evidence that an increase in the local housing need figure, say up to the uncapped level, would bring forward any significant additional affordable housing from

market housing. Furthermore, I am satisfied that the affordability adjustment applied takes into account past under-delivery of housing as set out in the PPG.

17. There was also some discussion about unmet need arising in neighbouring areas, and from London. However, there has been no agreement by the Council to take on unmet need from a neighbouring authority set out in a SOCG and I heard that there has been no request from the Mayor of London for the Council to take on some unmet need arising from the Capital.
18. Neither national policy as expressed in the Framework, or the guidance set out in the PPG, is concerned with providing a lower housing need figure than that indicated by applying the standard method. The standard method simply takes the household projections, applies an affordability ratio and an adjustment figure to arrive at the level of housing need.
19. The total local housing need for the plan period of 5,325 homes should be the minimum housing requirement for the Plan and the Plan should be amended accordingly. In reaching this view, I have applied paragraph 11 of the Framework and do not consider there is a strong reason for restricting the level of housing development.

The Supply of Housing

20. During the hearings, the Council provided updated housing land supply data including details of housing completions and net extant permissions to April 2021. Given the current Local Plan was adopted in 1998, housing development in the Borough in recent years has principally arisen from windfall development (sites not specifically identified in the development plan).
21. Looking forward, there is compelling evidence for such a supply from windfall sites given historic delivery rates, the SHLAA, the Brownfield Register, Town Centre redevelopments and schemes arising from prior approval processes. It would be reasonable to allow for a further 600 dwellings arising from windfalls by 2033. In reaching this view, I have not been convinced that there is compelling evidence that petrol station repurposing would specifically yield housing during the plan period. In addition, whilst any additional capacity for housing provision which may come forward within the proposed allocations may provide some comfort that the housing requirement can be met, there is no compelling evidence that a general allowance for further capacity within the proposed allocations is justified. If the Council considers that some allocations would yield more homes than indicated, then that should be reflected in specific site allocation policies as main modification so that they are clear.

22. Later in this letter, I make specific comments regarding a number of the proposed housing allocations. Taking those into account, I am satisfied that the plan provides for a sufficient housing land supply to meet the local housing need.
23. Whilst some representors have sought provision of additional housing land supply to provide some 'headroom' above the minimum requirement for flexibility, I do not find the Plan unjustified in providing housing land marginally above the minimum requirement. This is because of the particular factors that need to be taken into account in the Plan area, which include, amongst other things, the exceptional circumstances for the alteration of Green Belt boundaries, infrastructure constraints, habitats sites and flood risk matters. The housing supply is sufficient to provide a reasonable prospect that the requirement will be met.

Stepped or flat annual housing requirement and 5-year Housing Land Supply

24. The Plan would provide for a significant increase in the supply of housing in Castle Point. Whilst the Council is working with site promoters on the delivery of the sites proposed to be allocated, it will nevertheless take some years before some of these sites start to deliver new homes. Furthermore, in the first three years of the plan period, there is already a backlog in the provision of new homes against the new plan requirement. This backlog would be carried forward until later in the plan period. If this backlog is front-loaded it would lead to an annual requirement that is very unlikely to be achieved regardless of land availability.
25. Consequently, it would be justified to step the housing requirement to reflect this, with the bulk of the new homes being delivered in the mid/later parts of the plan period.
26. My view is that Strategic Policy HO1 should be modified to provide for a minimum of 5,325 homes for the plan period. For the first five years, the requirement should be set at a level which is realistic but does also recognise and respond to the recent shortfall in supply and the need to boost delivery from the present levels. The Council's hearing statement sets out that the requirement should be 291 homes per annum for the period 2018 to 2023, and 384 homes per annum thereafter.
27. Given that a significant uplift from the rates of historic provision in Castle Point is necessary to meet local housing need and so provide a significant boost in the supply of housing in the Borough, and that such an uplift will take time to happen, it would be reasonable to

recover this backlog spread over the remaining plan period known as the Liverpool method. In reaching this preliminary view, I have had regard to the likely delivery of homes from the proposed allocations and the lead in times needed, particularly for sites proposed to be released from the Green Belt.

28. Would the Council please recalculate the stepped requirement and five-year housing land supply figures, on the basis set out in this letter taking into account the updated housing land supply and applying the appropriate buffer of 20% as per the housing delivery test. In addition, I invite the Council to update the Housing trajectory to reflect the changes set out in this letter and as discussed at the hearings.

Provision for Gypsies and Travellers

29. The updated Castle Point Borough Council Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSA) sets out an assessment of the need for provision of additional pitches for Gypsies and Travellers who met the definition in Annex 1 of the national Planning Policy for Traveller Sites (PPTS), those who did not meet the PPTS definition, and for households whose need was unknown.
30. Through responses to my initial questions and at the hearings, it has been clarified that the identified need arises from the two established sites in Castle Point. Since the GTTSA was undertaken, the current and future need arising at the Janda Field site has been addressed through the granting of planning permission on appeal for 3 additional pitches (3213684).
31. The remaining need relates to a site known as Orchard Place. This is an area of previously developed land with sufficient space available to accommodate additional pitches. However, as the site is situated in the Green Belt, any proposal would have to demonstrate very special circumstances through the development management process on account of the provision of new buildings being inappropriate development. To be effective in providing for the future needs arising from this site, the Green Belt boundary should be amended, with the site being inset and allocated for the purposes of Gypsy and Traveller accommodation only. Having regard to document EXM-042 – Note on Gypsy and Traveller Provision and Revised Policy HO7, I consider that there are exceptional circumstances for the removal of this site from the Green Belt for this specific purpose only. I will deal with this in more detail in my final report.

32. Strategic Policy HO7 and the supporting text should be amended to specifically allocate the site, to address issues relating to Habitats sites, and the living conditions of occupiers as discussed.

Housing allocations

33. Paragraph 125 of the Framework includes that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Whilst there is a significant shortage of land for housing at present in Castle Point, the Plan seeks to meet the requirements for the plan period in full. It is nevertheless important that the Plan should support development which makes efficient use of land.
34. I am satisfied that the Council has through the Plan making process, including the large site capacity assessments, sought to achieve the efficient use of land against the criteria set out in paragraph 124 of the Framework.
35. The proposed housing allocations are typically expressed as being 'up to' a given number of homes. This would not be effective as the actual number of homes to be provided would be determined through the development management process, and it is possible that in some cases, higher site yields may be achieved, say due to the eventual housing mix. I am of the view that each of the site allocations should be expressed as being 'around' a given number of dwellings. A new paragraph should be inserted into Chapter 10 of the Plan. This should explain that the site capacity indicated for each of the allocated sites has been set out as being around a given figure for the purposes of plan making, based upon the site capacity assessment work undertaken and having regard to strategic considerations such as the provision of infrastructure, but that it would be for the development management process to determine the actual numbers of new homes to be provided on each site, having regard to the site constraints, opportunities and housing mix proposed. I invite the Council to prepare a main modification to that effect.
36. Unless otherwise set out in this letter, the site capacity figures for the proposed allocations contained in the submitted plan are justified, on the basis set out above.

Local Policy HO10 Land between Felstead Road and Catharine Road, Benfleet

37. As per my comments on Local Policy NE4 Local Wildlife Sites later in this letter, the proposed extension to the local wildlife site as indicated on the Policies Map is not justified. However, in terms of overall site

capacity, there is no compelling evidence for a different figure than that set out in the submitted Plan, which would be considered through the development management process in any event.

Local Policy HO11 Land off Glyders, Benfleet

38. The proposed site and Green Belt boundaries should be amended to exclude the eastern projection shown on the submitted Policies Map as per the SOCG (SCG-016) given the location of the gas pipeline and potential location for surface water storage. I invite the Council to make the necessary changes to the Policy and text. Changes to the Policies Map would need to be subject to separate consultation.

Local Policy HO16 Land at Oak Tree Farm, Hadleigh

39. The Policy should be amended so that it is clear that vehicular access to the site shall be from Central Avenue only in order to safeguard the existing public right of way (Poors Lane) consistent with paragraph 106d of the Framework and having regard to the adjacent Great Wood and Dodd's Grove SSSI and nearby Local Wildlife Site.

Local Policy HO20 The Chase, Thundersley

40. Having regard to the Framework, the site capacity should be increased to around 430 homes, so that the optimal use of land can be achieved within the identified constraints. I am not convinced that a lower site capacity as proposed in the submitted Plan is justified on the basis of the site constraints and policy requirements; factors which have not been applied consistently on the other proposed site allocations to deviate away from that provided by the Large Site Capacity Study update (H-013).

Local Policy HO23 Land East of Canvey Road, Canvey Island

41. The proposed site allocation would immediately abut the Scheduled Monument 'Roman saltern 260m south east of Great Russell Head Farm, Canvey Island'. As proposed, the allocation would cause harm to the significance of the Scheduled Monument through harm to its setting and its relationship with its historic landscape context. My principal concern rests with harm which would arise from development of the field to the west of the Scheduled Monument. Whilst the harm which would arise could be mitigated somewhat through embedded mitigation measures, such net harm would nevertheless be significant considering the importance of the designated asset. It is apparent that the site could be developed without built development within the field to the west of the Scheduled Monument, other than the provision of access from Canvey Road. On this basis, I am not convinced that there are the exceptional circumstances for the removal of this particular field from the Green Belt.

42. The proposed site allocation boundary and that of the Green Belt should be altered to exclude the field to the west of the Scheduled Monument. The Council should consider however whether to ensure deliverability of the proposed site, that sufficient land necessary for the proposed roundabout and site access road which would fall within the field to the west of the Scheduled Monument should be removed from the Green Belt. This is due to the provisions of paragraph 150 of the Framework, and that such infrastructure would be likely to affect the openness of the Green Belt.

Local Policy H025 Land at Thorney Bay Caravan Park, Canvey Island

43. As the site is being redeveloped with Park Homes under existing consents, the proposed allocation should be altered to make this clear, and so that it would be effective in dealing with any new scheme which came forward. In addition, the reference to safeguarding land for Roscommon Way should be deleted as per my comments on Promoting Sustainable Transport.

Local Policy H031 Land to the East of Kings Park Village, Canvey Island

44. The proposed allocation should be amended to include a criterion regarding the proximity of the site to an area formerly used for landfill to identify the need for a contaminated land assessment to be undertaken.

Employment land

45. The SEEDNA considers future employment growth in South Essex for the period 2016 – 2036. The total employment land requirement for Castle Point for the period, with a supply side adjustment taking into account historic development rates and offsetting losses of employment land to other uses, is 9 hectares.
46. Policy EC1 proposes that there should be an additional 24 hectares of employment land over the plan period. Three sites are proposed to be allocated, in Local Policy EC2. Of these, the proposed extension to Charfleets Industrial Estate is under construction and there has been a technical start to construction of the site south of Northwick Road. Numerically therefore, the employment land need as identified in the SEEDNA could be said to be met in full, and indeed exceeded, from these sites. These sites are situated at Canvey Island.
47. It is also proposed that 3.7 hectares of land are allocated to extend the Manor Trading Estate in Thundersley. This land would be removed from the Green Belt.

48. I have had regard to the proposed distribution of new employment land between Canvey Island and the 'Mainland' part of the Borough, and that the Council considers that there is not a reasonable alternative to the extension of the Manor Trading Estate to provide additional employment land on the Mainland. I have also taken into account that over 50% of the planned housing growth would take place in the 'Mainland' and that the Framework promotes sustainable travel.
49. Whilst I understand vacancy rates of existing employment sites to be low and that existing employment land provision is predominantly located at Canvey Island, due in part to the gas and oil receptor and storage facilities, I am not convinced by the evidence that there is a need to seek greater balance in the provision of employment land within Castle Point. There is however an issue with the quality of some of the existing industrial areas, a matter which would be addressed through Strategic Policy EC1.
50. In terms of the exceptional circumstances for the alteration of the Green Belt boundary to accommodate the extension to the Manor Trading Estate, there is no numerical need for additional employment provision at a strategic level for the plan period. Furthermore, whilst the planning system should actively manage patterns of growth in support of the transport objectives of the Framework, the proposal at the Manor Trading Estate is modest in scale, and any such benefits would be limited.
51. The proposed allocation would be accessed from the Manor Trading Estate. Given what I have read, heard and seen of the condition of the existing infrastructure at the Trading Estate and the level of investment needed to make the necessary improvements, I have serious reservations as to whether the proposed allocation would come forward during the plan period.
52. To conclude on this matter, there are not fully evidenced and justified exceptional circumstances for the alteration of the Green Belt boundary for the proposed extension to the Manor Trading Estate as set out in the Plan. The proposed allocation should be deleted and the Plan amended. The land should be retained in the Green Belt. Given that there is not a shortage in the provision of employment land, I am not inviting the Council to consider an alternative proposal.

The Green Belt

53. Castle Point falls within the Metropolitan Green Belt. The Government attaches great importance to Green Belts, the boundaries of which should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans.

The Green Belt in Castle Point is drawn tightly around the existing urban areas. In this section I shall deal with Green Belt matters not already covered in this letter.

54. Castle Point has a pressing housing need, issues with housing affordability, high affordable housing need about equal to the total local housing need, and a shortfall in the provision of market and affordable homes when assessed against local housing need. There is no scope to export the Borough's housing need to another district. Neighbouring authorities are also constrained by Green Belt and other factors and have their own development needs. The proposed housing provision would help address housing affordability and would provide more affordable homes. There is also a need to meet the housing needs of Gypsies and Travellers.
55. I am satisfied that the Council has sought, through measures such as the Brownfield Register and the SHLAA process, to make as much use as possible of brownfield sites and underutilised land for sustainable development and that it is proposing to do so in a way which is consistent with Chapter 11 of the Framework. I also consider that the evidence demonstrates the difficulties in achieving sustainable development without impinging on the Green Belt. The Council's Housing Land Supply Update (H-029) indicates that about 52.9% of the housing land supply would be from completions to date in the plan period, from consented sites, and other identified or proposed sites in the urban area, including previously developed land. This would leave about 47.1% of the housing land supply (about 2,884 homes) to be provided by proposed allocations outside of the existing urban areas.
56. The Council's Green Belt Review documents provide an assessment of the nature and extent of the harm to the Green Belt which could arise from a change in the boundaries in both strategic and site-specific terms. In general terms, the Green Belt Review process has considered how impacts on the Green Belt can be ameliorated or reduced to the lowest reasonably practicable extent. I do however make some comments in this regard in this letter to further ameliorate or reduce impacts on the Green Belt.
57. The submitted Plan includes a number of other changes to the Green Belt. In particular, there are a number of changes proposed relating to educational and leisure facilities. My comments are as follows:
58. USP Canvey College Campus and the former Castle View School (PGB-8). The removal of the southern part of the site from the Green Belt is justified as it is substantially developed, and therefore it is no longer relevant to apply a policy which aims for it to be kept permanently

open. However, there are no exceptional circumstances demonstrated for removing the sports pitches from the Green Belt.

59. PGB-9 - Deanes School and Virgin Active, Hadleigh. I have not been convinced that there are exceptional circumstances for removing the playing fields from the Green Belt, nor that they should not be kept permanently open. Both the Deanes School and Virgin Active sites, excluding the playing fields, are substantially built up and the removal of those parts of the sites from the Green Belt is justified.
60. PGB-10 - Glenwood School, Benfleet. Having regard to the Green Belt Review Part 2 GB-004 and GB-006, I am satisfied that there are exceptional circumstances for removing this site and neighbouring land from the Green Belt.
61. PGB-11 - King John School, Benfleet. I am not convinced that there are exceptional circumstances for removing the playing fields from the Green Belt nor that they should not be kept permanently open.
62. PGB-12- Cornelius Vermuyden School. The proposed extent of the alteration of the Green Belt boundary is justified.
63. To conclude on this matter, the need for sustainable development to provide an uplift in new housing provision constitutes the exceptional circumstances to alter the Green Belt boundaries in Castle Point for the provision of housing. I shall deal with this in more detail in my final report. However, I am not convinced there are exceptional circumstances for releasing land for employment purposes from the Green Belt which I have outlined above in respect of Local Policy EC2. The removal of the educational and leisure sites from the Green Belt as outlined above is justified to the extent I set out above, with the land identified being retained in the Green Belt.

Green Belt development management policies

64. The submitted Plan contains a number of Green Belt Policies (GB1 to GB8). I consider this suite of policies to be unsound as they do not all serve a clear purpose in that there is unnecessary duplication of national policy as set out in the Framework, some inconsistency with national policy and I have concerns about the effectiveness of a number of them. In particular, Local Policy GB4 Limited Infill – Special Policy Areas, would not be effective, as whilst the Policy would support new dwellings within the defined areas, any such proposals for new buildings would be inappropriate development as they would fall outwith the exceptions defined in paragraphs 149 and 150 of the Framework. Local Policy GB4 should be deleted.

65. The Green Belt policies should be amended to clarify that proposals would be considered in accordance with the Framework and that the extent of the Green Belt is defined on the Policies Map. Furthermore, Strategic Policy GB2 should be amended so that it is evident how a decision maker should react to development proposals. Strategic Policy GB7 Positive Uses in the Green Belt should be amended to be consistent with national policy. The changes to the Green Belt Policies should be made along the lines of EXM-047.

Promoting Sustainable Transport

66. I have read and heard much about the existing transportation issues facing the residents of Castle Point. This includes traffic congestion, the nature of the main road routes and the limited number of routes between Canvey Island and the Mainland, and the provision of sustainable alternatives to the use of the private car. I was able to travel the key routes during my site visits.

67. Given the technical evidence, the level of growth proposed in the Plan is such that any significant impacts which would arise from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. There is no convincing evidence to the contrary, or that a significantly higher level of growth can be accommodated within the plan period without causing significant impacts which could be successfully mitigated.

68. The submitted Plan however is not clear in the way in which it addresses strategic highway improvements, containing both highway improvements necessary to support the growth proposed in the Plan, and a number of schemes, which whilst not actually proposed in the Plan, are included as long-term aspirations.

69. The Plan in Table 14.1, includes a number of projects, two of which were discussed at the hearings and I consider them below.

70. The Extension to Roscommon Way (Phase 3). A route for this scheme is shown on the Policies Map and the Plan proposes to safeguard this through Local Policy TP2. This scheme is not critical in developing infrastructure to widen transport choice and to realise opportunities for large scale development, and there is not robust evidence for the proposed route to be safeguarded in the Plan. Furthermore, I am not convinced by the evidence that the scheme as outlined would be achievable. The Plan should be amended accordingly with the scheme being deleted from policy, along with consequential modifications arising from the removal of the safeguarding of the proposed route. A route for the scheme should not be included on the Policies Map.

71. New Access for Canvey Island. Table 14.1 also includes a scheme for a new access to Canvey Island, crossing Holehaven Creek to the Mainland. This scheme is not a proposal in this Plan and no safeguarding provisions are proposed. Consequently, it was not subject to Sustainability Appraisal or Habitats Regulations Assessment (HRA). The inclusion of the scheme in the Plan in this way is not clear and has created some confusion and concern about its status. Although the scheme is listed in the Plan it is not proposed as a policy and I have not assessed it's merits as a proposed scheme.
72. The Council has been having discussions with some Duty to Cooperate Bodies about new or improved access to Canvey Island for a number of years. There is also an agreement with Essex County Council to undertake a Canvey Study to assess potential access arrangements and improvements to access Canvey Island. Potential schemes such as those above could be considered in the study along with other transport options.
73. To conclude on this matter, the Plan should be modified to amend Local Policy TP2, accompanying text and tables to include only those schemes which are necessary to support the growth proposed in the Plan. Given the strategic importance of providing resilient access for Canvey Island, as discussed at the hearings, a new Policy should be included to set out that the Council will undertake a study of access options for Canvey Island, to inform the review of the Plan.

Local Policy CC2 Tidal Flood Risk and Management Area

74. Canvey Island falls within Flood Zone 3a and is protected from tidal inundation by the existing sea defences. Evidence indicates that due to the effects of climate change, the sea defences will need to be improved over the next 50 years to ensure that Canvey Island remains protected. I note that the preparation of the Plan also considered the risk of flooding from all sources.
75. The Framework in paragraph 153 includes that Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.
76. In this case, the Policy should be amended to be clear that an area of up to 19 metres measured from the landward edge of the current sea defence should be safeguarded. This is to allow for the footprint of future raising works to the sea defences, and sufficient land for adequate access to construct new defences, and maintain, inspect and repair the sea defences. The Policy should be clear that it would be for the development management process to determine the extent of

land needed to be kept free of development on a case-by-case basis, and how it would be applied to schemes relating to existing development and facilities. To be effective, the Plan should also be amended to make clear that this matter also falls under the Flood Risk Activity Permitting regime administered by the Environment Agency, which relates to activities within 16 metres of a sea defence structure.

Local Policy TC6 Fast Food Outlets

77. Local Policy TC6 seeks to ensure that there is not an over concentration of hot food takeaways within the defined shopping areas, and that there should be no new hot food takeaways within 400 metres walking distance of new and existing schools, colleges and youth centres outside of town centres.
78. The Council has drawn my attention to the Castle Point specific evidence on the proliferation of hot food takeaways in the Borough, around 35% of all food outlets in Castle Point, appreciably above the Essex average, and the local health data. I have also considered the Retail and Leisure Study 2017 and the Shop Frontages Assessment which identifies the uses of existing shop units.
79. The thresholds set out in the Policy are sound on the basis that they seek to prevent over proliferation of hot food takeaways within established retail areas. However, part 2 of the Policy which seeks to restrict hot food takeaways within 400 metres walking distance of new and existing schools, colleges and youth centres outside of town centres is not justified. I consider that there is no Castle Point specific evidence which demonstrates a causal link between the proliferation of hot food takeaways and obesity/eating habits that justifies the proposed 400 metre distance. That part of the Policy should be amended so that such uses can be accommodated within defined town centres in accordance with Policy TC1 and following a health impact assessment and provision of necessary mitigation measures to tackle obesity.

Local Policy NE3 – South Canvey Green Lung

80. The Plan includes the South Canvey Green Lung, which Local Policy NE3 seeks to protect from development, and supports the creation of new habitats. The designation seeks to maintain separation between the existing Oil and Gas storage facilities and residential areas, maintain the openness of the area and its landscape value, in addition to identifying the area as a strategically important wildlife corridor.
81. The area subject to the designation is not included within the Green Belt, and given the evidence, I do not find that its designation is justified on landscape grounds. The area is in part subject to Local Policy NE4 Local Wildlife Sites and development is in practical terms

constrained by the proximity of the Oil and Gas storage facilities on safety grounds. The above factors provide the particular circumstances relating to this area to justify its designation in the Plan on that specific basis. However, the Policy should be refocused from being a 'Green Lung', to a wildlife corridor and buffer to maintain public safety and to ensure that the Oil and Gas sites do not have unreasonable restrictions placed upon them arising from any new development in the area.

Local Policy NE4 Local Wildlife Sites

82. The Plan includes the proposed alterations to a number of Local Wildlife Sites (CPT5 Canvey Village Marsh, CPT9 Kents Hill Wood, CPT10 Coombe Wood, CPT23 Thundersley Plotlands, CPT38 Brick House Farm Marsh, CPT44 Poors Lane). Except for the amendments proposed to address changes arising from development, I am not convinced from the evidence provided that the proposed extensions are based on robust assessments and do not find them adequately justified. The Council may wish to consider whether it should include these areas as potential local wildlife sites, and state that if they are ultimately endorsed, they would be reconsidered in the review of the Plan. The preparation of further evidence to justify the extensions to the sites as local wildlife sites is likely to give rise to a significant delay to the adoption of the Plan, and I do not request this.

Progress of the examination

83. At this point and subject to the Council's response to this letter, I anticipate that the examination of the Plan will proceed with the preparation and publication of main modifications for consultation as discussed at the hearings and as set out in this letter. These proposed changes should be subject to SA and HRA and those documents should also be published for consultation as per the appropriate Regulations.

84. In a number of cases, the geographical illustration of policies on the map is wrong and makes the policy/plan unsound unless amended. The Council should also undertake consultation on any 'additional modifications' and changes to the Policies Map alongside the main modifications consultation.

85. The Council's Local Development Scheme should be updated to reflect the examination of the Plan being between October 2020 to Autumn/Winter 2021/22 and the anticipated adoption of the Plan being at the end of that period.

Conclusion

86. On the evidence I have read and heard to date, all of the main modifications I set out in this letter are necessary for the Plan to be

sound. I should be grateful if the Council would let me know its response, so I can decide how to take forward the examination. I will contact you separately in regard to the schedule of main modifications compiled following the hearings, via the Programme Officer.

87. On receipt of this letter, the Council should make it available to all interested parties by adding it to the examination website. However, I am not seeking, nor envisage accepting, any responses to this letter from any other parties to the examination.

88. I would like to thank the Council for its co-operation during the examination to date and look forward to working with you during the final stages of the examination.

Yours sincerely

Philip Lewis

INSPECTOR

Appendix – Main Modifications

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

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

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
MM1	2	Paragraph 2.2	Policies in this plan will replace <u>in their entirety</u> the 2007 saved policies from the Castle Point Borough Local Plan adopted in 1998.	This modification makes it clear that this Local Plan will replace all policies from the adopted Local Plan, this will help decision makers navigate the new plan.
MM2	3	Strategic Priorities Bullet Point 3	Promote sustainable development through the effective use of land and ensuring appropriate infrastructure, <u>including flood and transport infrastructure</u> , supports development.	In response to representation 329 from ECC and representation 239 from the Environment Agency.
	4	Strategic Priorities Bullet Point 8	Promote <u>active and</u> sustainable <u>modes of travel (including public transport)</u> and reduce travel times by enhancing existing transport infrastructure, and facilities <u>and services</u> .	This clarifies the expectations for sustainable travel within the Plan, including facilities and service. This also accords with the Local Transport Plan.
	4	Strategic Priorities Bullet Point 10	Ensure attractive design that accentuates the positive features in the natural, built and historic environment <u>and results in well—designed beautiful and safe places</u> .	To accord with the revised NPPF in creating beautiful and safe places.
	4	Strategic Priorities Bullet Point 13	Protect and enhance the environment to ensure that there is a <u>are measurable</u> net <u>biodiversity and</u> environmental gains.	A measurable net gain ensures biodiversity and environmental gains are real and can be evidenced/monitored, this is consistent with the NPPF.
	6	Paragraph 3.9	At the heart of the <i>NPPF</i> is the presumption in favour of sustainable development. The achievement of sustainable development requires consideration of several themes, including but not limited to economic growth, infrastructure, housing, biodiversity and health. <u>When read as a whole this The Local Plan responds positively to the presumption in favour of sustainable development by positively seeking to meet the development needs of the borough in a way which takes local circumstances into account. The Local Plan addresses these development needs through themes themed in policies throughout the Plan. These themed development policies should be read in conjunction with one another, and in conjunction with those policies that are intended to protect and enhance the environment and achieve sustainable outcomes.</u>	This modification is proposed in response to representation 331 from ECC.
	15	Vision for the Future Paragraph 2	Communities will have been improved through appropriate, high quality development <u>that creates beautiful and safe places and</u> that provides a good mix of homes to support citizens throughout the different stages of their lives.	To accord with the revised NPPF in creating beautiful and safe places.
	15	Vision for the Future Paragraph 6	Important features in the natural and historic environment including wildlife, habitats, landscape features, historic buildings and archaeology will have been protected and where possible enhanced	To accord with the revised NPPF, ensuring features in the natural and historic environment are enhanced.
	16	Objective 1	Objective 1: To protect and enhance the range of services that support healthy and active communities within Castle Point <u>and create beautiful and safe places</u> .	To accord with the revised NPPF in creating beautiful and safe places.
	16	Objective 5	Objective 5: To promote more <u>active and</u> sustainable travel patterns within Castle Point through the location of development, and the provision of public transport and cycling <u>active and sustainable transport infrastructure and services</u> , to complement <u>and provide an attractive alternative to</u> the existing highway network.	This clarifies the expectations for sustainable travel within the Plan, including facilities and service. This also accords with the Local Transport Plan.
MM3	16	Objective 6	Objective 6: To protect and enhance the network of <u>green infrastructure and</u> high quality, accessible green and open space throughout Castle Point.	To strengthen the objective ensuring that green infrastructure provision is a strategic priority.
	16	Objective 7	Objective 7: To protect and enhance the quality of the natural, built and historic environment within Castle Point, having regard to features of ecological, landscape and heritage importance, <u>with the aim of securing measurable environmental and biodiversity net gain and resilient ecological networks</u> .	To strengthen the objective ensuring that the natural environment is given a more comprehensive strategic priority.
MM3	17	Chapter 8 Subtitle	Making Effective Use of Land <u>and Creating Sustainable Places</u>	To accord with the revised NPPF in creating sustainable places.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	17	Paragraph 8.5	In considering the location of new residential development the Council has prioritised development within the existing urban areas and previously developed land. Accordingly, together with extant planning permissions and sites development since the 1 st April 2018, urban or previously developed sites account for nearly over 50% of the total land supply during the plan period. This includes sites on the brownfield register; sites promoted in the <i>SHLAA</i> that are policy compliant but too small to include as allocations in this Plan; and allocated sites within the urban areas. It is assumed that due to Green Belt policy constraints most of the expected windfall will also be within urban areas.	Factual update in line with the revised housing trajectory.
	17	Paragraph 8.7	Canvey island is a high-density settlement based on shallow plots with a tight street pattern. Whilst there are several small sites identified in the <i>SHLAA</i> which are policy compliant for development they do not make a significant contribution towards the overall housing need target. <u>It is not therefore possible to secure significant levels of additional growth on Canvey Island through urban intensification.</u> Increasing density within Canvey is not possible. As on the 'mainland'...	This modification is proposed in response to representation 89 from Mr A Carlson.
	19	Paragraph 8.10	Therefore, the Council has optimised development within the urban areas. Strategic Policy SD1 sets out the general principles against which the Council will favourable consider applications for new development which meet the objectives of this Plan, <u>this includes the requirements of the Habitats Regulations and how place making objectives will be applied.</u>	To provide a reasoned justification for the proposed new criterion 1a in policy SD1, this complies with the Habitats Regulations.
	19	Paragraph 8.10	<i>INSERT NEW PARAGRAPH AFTER PARAGRAPH 8.10 AND RENUMBER SUBSEQUENT THEREAFTER ACCORDINGLY</i> <u>Strategic Policy SD1 sets out the requirement for development proposals to meet the requirements of the Habitats Regulations by avoiding adverse effects on the integrity of Habitats sites through an appropriate approach to development. The Habitats Regulations Assessment (HRA) which accompanies this plan identifies the potential for some of the proposals within the plan to cause adverse effects on the integrity of either the Benfleet and Southend Marshes SPA and Ramsar Site, or the Thames Estuary and Marshes SPA and Ramsar site, either alone or in combination with other plans or projects, unless appropriately mitigated. This is highlighted in the relevant policies. It will be necessary for those proposals which have been identified as having the potential to cause an adverse effect on the integrity to be subject to project level HRA to demonstrate that the necessary mitigation measures have been secured, and the proposal will not impact on the integrity of Habitats sites.</u>	To provide a reasoned justification for the proposed new criterion 1a in policy SD1, this complies with the Habitats Regulations.
	19	Paragraph 8.10	<i>INSERT NEW PARAGRAPH AFTER PARAGRAPH 8.10 AND RENUMBER SUBSEQUENT THEREAFTER ACCORDINGLY</i> <u>To ensure that development positively contributes to the Borough by creating beautiful, healthy and sustainable places and spaces consistent with the NPPF, policy SD1 sets out key place making criteria. To support the Plan an Infrastructure Delivery Plan (IDP) has been prepared, this identifies the location, scale, timeframes for delivery and cost of infrastructure required within this Plan. The Council's approach to developer contributions to achieve these place making objectives are set out in strategic policy SD2.</u>	To provide a reasoned justification for the proposed new criterion 2 in policy SD1 in regard to place making.
	18	Policy SD1	<u>Making Effective Use of Land and Creating Sustainable Places</u> <u>1. The Council will seek to make the most effective use of development land in the Borough by:</u> <u>1. Granting permission where detailed proposals come forward for development on sites allocated in this Plan for that purpose and which comply with all other relevant policies in the Plan;</u> <u>a. Approving development proposals that accord with the development plan where it can be demonstrated that there would be no adverse effect on the integrity of the Benfleet and Southend Marshes SPA and Ramsar site or the Thames Estuary and Marshes SPA and Ramsar site, either alone or in combination with other plans and projects. This should be demonstrated through project level HRA for all development proposals where the potential for adverse effects on integrity has been identified in this plan, or because of subsequent information about the condition of Habitats sites.</u> <u>2b. Favouring a design-led approach to establishing site density that maximises the use of land and ensures that proposals are of high quality and compatible with the character of the area.</u> <u>3c. Favouring a design led approach to development, ensuring that proposals are of high quality and compatible with the prevailing character of the area.</u> <u>4d. Recognising this urban intensification and brownfield redevelopment as an important sources of supply, the Council will support proposals for redevelopment and intensification in existing residential areas where</u>	<p>A recommendation was made in the Habitats Regulations Assessment (HRA) 2019, ensuring that applications demonstrate that there will be no adverse effects on the integrity of certain Habitat Sites and where necessary a project level HRA will be required.</p> <p>This modification is proposed to ensure that there is no duplication between policy SD1 (Making Effective Use of Land) and HO1 (Housing Strategy). Part 4 of policy HO1 is proposed to be separated out from policy HO1 and used to amend policy SD1 so that it captures both land use efficiency and also sustainable place making within one policy.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<p><u>appropriate, and</u> development on previously developed land, including land within the Green Belt where those proposals are consistent with the Green Belt policies in this Plan <u>and the provisions of the NPPF.</u></p> <p><u>2. In order to ensure that new development contributes positively towards the quality of the Borough as a place to live and do business, and enable communities and businesses to be sustainable and thrive, the Council will require the following place making objectives to be delivered as part of all proposals in a proportionate way having regard to their scale:</u></p> <p><u>a. The delivery of development must be aligned with the provision of necessary infrastructure;</u></p> <p><u>b. High standards of design that create places people want to live in and work in now and in the future;</u></p> <p><u>c. High standards of sustainability within the design and construction of new buildings so that residents and businesses can enjoy a low cost, healthy living environment;</u></p> <p><u>d. The provision of integrated public open space, and the enhancement of the green infrastructure network to offer a range of health and environmental benefits; and</u></p> <p><u>e. High levels of accessibility by public transport and active modes of travel to employment, education, services and recreation opportunities in order to promote inclusion and encourage community cohesion.</u></p>	
MM4	19	Paragraph 8.16	The Council will implement a Community Infrastructure Levy (CIL) charging schedule to enable contributions to be made towards infrastructure and services from <u>all</u> new development, <u>including those schemes</u> below the qualifying -threshold <u>set out in national Planning Practice Guidance for the use of planning obligations.</u>	Clarification that Community Infrastructure Levy will be used to collect contributions from all developments, including those where the Planning Practice Guidance would indicate a Section 106 agreement should not be used due to its small scale.
	20	Policy SD2	<p><u>1.The Infrastructure Delivery Plan identifies the infrastructure required to meet the demands of new development.</u></p> <p>±2.Where necessary, ±the Council will seek appropriate-contributions towards the provision of infrastructure required to make a development proposal acceptable in planning terms, in accordance with the tests set out in the National Planning Policy Framework and the provisions of the Community Infrastructure Levy Regulations and having regard to the provisions of the Infrastructure Delivery Plan. from qualifying developments in order to support the delivery of new or improved infrastructure necessary to deliver the sustainable development promoted in this Plan.</p> <p>2.Permission will only be granted if it can be demonstrated that there is enough infrastructure capacity to support the development or that additional capacity will be delivered by the proposal. It must further be demonstrated that capacity as is required will prove sustainable over time both in physical and financial terms. Where there is insufficient capacity, development will be constrained until such time as capacity is provided to meet demands: this will apply to health and education.</p> <p>3.Where a development proposal requires additional infrastructure capacity, ± <u>The mechanism for providing the new infrastructure must be agreed with the Council and where necessary, the appropriate infrastructure provider. Such measures, to will be set out in Section 106 Agreements and may include including:</u></p> <ul style="list-style-type: none"> ○ financial contributions towards new or expanded facilities; ○ on-site construction of new provision; ○ off-site capacity improvement works; ○ the provision of land; ○ financial contributions to the future maintenance and management of new infrastructure; and/or ○ Local Management Organisations to maintain and manage public open space and public realm within developments. <p><u>4. Developers and landowners are expected to work positively with the Council, neighbouring authorities and infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time.</u></p>	To better reflect the wording in the NPPF and the legal tests for the use of S106 agreements as set out in the Community Infrastructure Levy Regulations.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			5.The Infrastructure Delivery Plan sets out the infrastructure needs of the Borough to meet the demands of new development. Sites allocated and where appropriate other development will be expected to contribute towards the provision of the infrastructure identified in the Infrastructure Delivery Plan.	
MM5	21	Paragraph 9.5	Since September 2018 the standard methodology has been used as a method to calculate objectively assessed needs. <u>The standard methodology, as set out in national Planning Practice Guidance uses the 2014-based Subnational Household Projections and an adjustment capped at 40% arising from the median house price to workplace-based earnings ratio published by ONS. Due to affordability issues in Castle Point the full 40% applies to the standard methodology calculation, and consequently the need for housing in the Borough derived using the Standard Method sits at 355 homes per year. The SHMA Addendum was produced using the same Subnational Household Projections but tested different scenarios having been prepared prior to the introduction of the standard methodology. Nonetheless, that evidence also indicates that the need in Castle Point is of the order arising from the standard methodology calculation, and the Prior to that the government published housing targets for all local planning authorities in England in September 2017 in the <i>Housing Need Consultation Data</i> Table. Based on the standard methodology the identified target for Castle Point was 342 new homes to be built per annum or 5,130 homes for the Plan period. The Council does not dispute this target and has used it for this plan. Therefore, this Plan will provide a minimum of 5,325 new homes over the Plan period.</u>	This modification highlights the latest housing need figure as required by the National Planning Policy Framework and the national Planning Practice Guidance, and as determined using the standard methodology set out in the national Planning Practice Guidance.
	21	Paragraph 9.6	<u>The NPPF expects Local Plans to identify deliverable and developable sites to meet the need of the Borough for at least ten years after the adoption of the plan, and if possible, for the final five years of the plan period. This means that the housing supply identified in this plan needs to ensure that there is sufficient supply to meet needs to 2032 as a minimum. This would require a supply of at least 4,970 homes for the period 2018 to 2032. This Plan identifies land for 5,284 5,510 new homes, providing enough supply for the plan period to 2033, with a small margin for headroom. In the meantime, the Council will continue to work with partners across South Essex through the preparation of the Joint Strategic Plan to identify a strategic approach to growth across the entire area over the longer term. This will enable the review of this Local Plan to establish how housing needs will be met in full to 2037. This exceeds the OAN by 154 homes and equates to 352 new homes per annum. This exceeds the target of 342 homes per annum. Therefore, there is no unmet need which other local planning authority areas need to include within their emerging local plans.</u>	This modification sets out the requirements of the NPPF and how housing will be implemented within the short and longer term within the borough.
	21	Paragraph 9.7	This plan sets out how the supply of 5,284 5,510 will be met during the plan period. The priority has been to accommodate as much of this supply within existing urban areas. However, as set out in the Housing Sites Topic Paper 2018, developable urban land is a finite resource, and not all the forecast growth can be met within the existing urban areas.	Updated to reflect the latest housing trajectory.
	22	Paragraph 9.9	<u>Subsequent work from the 2018 Housing Sites Options Topic Paper means that housing needs can be met in full. This includes the However, that report which was used to support a November 2018 version of this plan, did not take into consideration inclusion of existing planning consents or completions since April 2018 and , both of which boost the overall supply of new homes. Furthermore, there were several urban sites which were discounted from the Strategic Housing Land Availability Assessment (SHLAA) policy compliant schedule, as the landowner did not respond to the 2018 Call for sites, despite having responded to earlier 'Call for Sites'. These are small sites, which provide a total of 166 dwellings and if they come forward are likely to secure planning consent. These have been added to the housing supply towards the end of the plan period. Therefore, the work completed since 2018 highlights that the OAN can now be met in full.</u>	Clarification that the housing supply identified in the Local Plan is sufficient to meet the identified housing need in full.
	22	Paragraph 9.9	<i>INSERT THE FOLLOWING PARAGRAPH AFTER PARAGRAPH 9.9 AND AMEND THE NUMBERING ON ALL SUBSEQUENT PARAGRAPHS THEREAFTER</i> <u>Whilst the SHLAA identifies specific sites for the purposes of development, it is known that sites have come forward unexpectedly over time for the purpose of redevelopment, increasing housing provision. Typically, this has secured upwards of 20 homes per annum in Castle Point, normally on smaller sites where the intensity of built development can be optimised. It is also common for windfall sites to arise through changes in economic cycles. As an example, the retail sector is currently experiencing significant changes in the way people shop impacting on the amount of built floorspace required in town centres. It is therefore anticipated that these economic changes with drive windfall provision up to around 60 homes per annum.</u>	Clarification over the quantity and type of windfall sites expected within the borough.
	22	Paragraph 9.10	Therefore, the borough has capacity to accommodate in the region of 5,284 5,510 homes. The Council has prioritised capacity within urban areas and / or on brownfield sites from a variety of sources as set out in the table below. This capacity is drawn from the following: <ul style="list-style-type: none"> Housing completions from 1 April 2018 until 31 March 2019-2021; Current extant planning permissions and prior approvals for net new dwellings; 	Updated to reflect the latest housing trajectory.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification																																																																																																
			<ul style="list-style-type: none">Policy compliant sites, which are small sites within the urban area that are featured in the <i>SHLAA</i>;The <i>Brownfield Land Register (BLR)</i> which is a document agreed by the Council which has a number of brownfield sites that are suitable and available for development in the Borough;Small Windfall sites; andStrategic housing allocations, those within urban areas and those outside urban areas.																																																																																																	
	22	Paragraph 9.11	The total housing supply for the plan period is set out in Policy HO1. Of the total 5,284 <u>5,510</u> new homes, approximately half are strategic allocations in non-urban areas:	Updated to reflect the latest housing trajectory.																																																																																																
	23	Paragraph 9.17	<p><i>INSERT THE FOLLOWING TWO PARAGRAPHS AFTER PARAGRAPH 9.17 AND AMEND THE NUMBERING ON ALL SUBSEQUENT PARAGRAPHS THEREAFTER</i></p> <p><u>Due to the significant level of provision expected to be delivered on former Green Belt sites, there is an impact on the delivery of new homes and the housing trajectory over the plan period. This is because in the period prior to the adoption of the plan Green Belt sites are not available for development and it will take some time for them to come forward after the adoption of the plan.</u></p> <p><u>The Council is however putting in place mechanisms to enable permissions on Strategic Allocation Sites come forward promptly after the adoption of this plan. Nevertheless, the report <i>Start to Finish Second Edition February 2020</i> indicates that it can take time for the first completions to be secured on larger sites. To this end, once the plan is adopted there will be stepped increase in housing supply within Castle Point, although ultimately, the level of housing required will be secured over the plan period. To this end the housing requirement set out in Policy HO1 is stepped, at a minimum of 291 new homes per annum for the years 2018/19 to 2025/26, and at least 430 homes per annum from 2026/27 and for the rest of the plan period.</u></p>	Clarification and justification for a stepped trajectory approach to the housing strategy.																																																																																																
	23	Table 9.1	<p><i>REPLACE TABLE 9.1 IN ITS ENTIRETY WITH THE TABLE BELOW</i></p> <table><tr><th>Ref</th><th>Site</th><th>Completion s</th><th>Extant Permissio n</th><th>2018– 2023</th><th>2023– 2028</th><th>2028– 2033</th><th>TOTAL</th></tr><tr><td>HO9</td><td>Land west of Benfleet</td><td>0</td><td>0</td><td>100</td><td>–460</td><td>–290</td><td>850</td></tr><tr><td>HO10</td><td>Land between Felstead Road and Catherine Road</td><td>0</td><td>22</td><td>0</td><td>101</td><td>0</td><td>101</td></tr><tr><td>HO11</td><td>Land off Glyders</td><td>0</td><td>0</td><td>5</td><td>25</td><td>0</td><td>30</td></tr><tr><td>HO12</td><td>Site of the former WRVS Hall, Richmond Avenue</td><td>0</td><td>0</td><td>20</td><td>19</td><td>0</td><td>39</td></tr><tr><td>HO13</td><td>Land east of Rayleigh Road</td><td>0</td><td>0</td><td>–100</td><td>290</td><td>–65</td><td>455</td></tr><tr><td>HO14</td><td>Land at Brook Farm</td><td>0</td><td>0</td><td>0</td><td>173</td><td>0</td><td>173</td></tr><tr><td>HO15</td><td>Land south of Scrub Lane</td><td>0</td><td>0</td><td>0</td><td>55</td><td>0</td><td>55</td></tr><tr><td>HO16</td><td>Land at Oak Tree Farm</td><td>0</td><td>0</td><td>0</td><td>65</td><td>0</td><td>65</td></tr><tr><td>HO17</td><td>Hadleigh Island</td><td>0</td><td>0</td><td>0</td><td>52</td><td>0</td><td>52</td></tr><tr><td>HO18</td><td>Land north of Grasmere Road and Borrowdale Road</td><td>0</td><td>0</td><td>30</td><td>0</td><td>0</td><td>30</td></tr><tr><td>HO19</td><td>Land at Glebelands</td><td>0</td><td>0</td><td>10</td><td>145</td><td>0</td><td>155</td></tr></table>	Ref	Site	Completion s	Extant Permissio n	2018– 2023	2023– 2028	2028– 2033	TOTAL	HO9	Land west of Benfleet	0	0	100	–460	–290	850	HO10	Land between Felstead Road and Catherine Road	0	22	0	101	0	101	HO11	Land off Glyders	0	0	5	25	0	30	HO12	Site of the former WRVS Hall, Richmond Avenue	0	0	20	19	0	39	HO13	Land east of Rayleigh Road	0	0	–100	290	–65	455	HO14	Land at Brook Farm	0	0	0	173	0	173	HO15	Land south of Scrub Lane	0	0	0	55	0	55	HO16	Land at Oak Tree Farm	0	0	0	65	0	65	HO17	Hadleigh Island	0	0	0	52	0	52	HO18	Land north of Grasmere Road and Borrowdale Road	0	0	30	0	0	30	HO19	Land at Glebelands	0	0	10	145	0	155	Updated to reflect the latest housing trajectory.
Ref	Site	Completion s	Extant Permissio n	2018– 2023	2023– 2028	2028– 2033	TOTAL																																																																																													
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Ref	Page	Policy/ Paragraph	Main Modification								Reason for Modification																																				
			HO2 0	The Chase	0	10	0	320	20	340																																					
			HO2 1	Land fronting Rayleigh Road	0	0	0	0	60	60																																					
			HO2 2	Land at Thames Loose Leaf	0	0	0	0	12	12																																					
			HO2 3	Land east of Canvey Road	0	0	0	262	38	300																																					
			HO2 4	Land west of Canvey Road	0	57	0	-19	177	196																																					
			HO2 5	Land at Thorney Bay Caravan Park	-90	0	-0	-210	-300	-510																																					
			HO2 6	Land at The Point	0	0	0	0	100	100																																					
			HO2 7	Walsingham House	0	0	16	16	0	32																																					
			HO2 8	Land at Admiral Jellicoe	0	0	-40	-0	0	40																																					
			HO2 9	Land south of Haron Close	0	0	-10	-0	0	10																																					
			HO3 0	Land at Haystack car park	0	0	14	0	0	14																																					
			HO3 1	Land at Kings Park	0	0	-25	-25	0	50																																					
			HO3 2	244-258 London Road	0	0	0	0	50	50																																					
			Total from strategic allocations		90	89	-370	-2,237	-1,112	3,719																																					
			Completions				-200	0	0	-200																																					
			Extant planning permissions				-605	0	0	-605																																					
			Policy compliant sites				-29	78	186	-293																																					
			Brownfield Land Register				-125	-63	-15	-203																																					
			Windfall				-80	-110	-110	-300																																					
			Gross total				-1,409	-2,488	-1,423	-5,320																																					
			Replacement dwellings on strategic allocations						-36																																						
			Net Total						5,284																																						
			<table><tr><th>Ref</th><th>Site</th><th>Cap acit y</th><th>Losse s</th><th>Extant Permissio n (as of 31.03.21)</th><th>201 8/19 = 202 0/21</th><th>202 1/22 = 202 5/26</th><th>202 6/27 = 203 0/31</th><th>203 1/32 = 203 2/33</th></tr><tr><td>HO9</td><td>Land west of Benfleet</td><td>850</td><td>-</td><td>-</td><td>0</td><td>150</td><td>500</td><td>200</td></tr><tr><td>HO9</td><td>Land west of Benfleet Care Home (60 bed)</td><td>33</td><td>-</td><td>-</td><td>0</td><td>0</td><td>33</td><td>0</td></tr><tr><td>HO10</td><td>Land between Felstead Road</td><td>125</td><td>-12</td><td>24</td><td>0</td><td>65</td><td>60</td><td>0</td></tr></table>									Ref	Site	Cap acit y	Losse s	Extant Permissio n (as of 31.03.21)	201 8/19 = 202 0/21	202 1/22 = 202 5/26	202 6/27 = 203 0/31	203 1/32 = 203 2/33	HO9	Land west of Benfleet	850	-	-	0	150	500	200	HO9	Land west of Benfleet Care Home (60 bed)	33	-	-	0	0	33	0	HO10	Land between Felstead Road	125	-12	24	0	65	60	0
Ref	Site	Cap acit y	Losse s	Extant Permissio n (as of 31.03.21)	201 8/19 = 202 0/21	202 1/22 = 202 5/26	202 6/27 = 203 0/31	203 1/32 = 203 2/33																																							
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Ref	Page	Policy/ Paragraph	Main Modification										Reason for Modification
				and Catherine Road									
			HO11	Land off Glyders	30	-	-	0	30	0	0		
			HO12	Site of the former WRVS Hall, Richmond Avenue	39	-	-	0	15	24	0		
			HO13	Land east of Rayleigh Road	455	-	-	0	165	275	15		
			HO14	Land at Brook Farm	173	-	-	0	165	8	0		
			HO15	Land south of Scrub Lane	55	-	-	0	55	0	0		
			HO16	Land at Oak Tree Farm	65	-	-	0	65	0	0		
			HO17	Hadleigh Island	52	-	-	0	38	14	0		
			HO18	Land north of Grasmere Road and Borrowdale Road	30	-	-	0	0	0	30		
			HO19	Land at Glebelands	155	-	-	0	155	0	0		
			HO20	The Chase	430	-13	18	0	183	247	0		
			HO20	The Chase Care Home (60 bed)	33	-	-	0	33	0	0		
			HO21	Land fronting Rayleigh Road	60	-1	-	0	0	0	60		
			HO22	Land at Thames Loose Leaf	12	-	-	0	12	0	0		
			HO23	Land east of Canvey Road	300	-	-	0	150	150	0		
			HO24	Land west of Canvey Road	199	-3	-	0	0	150	49		
			HO24	Land west of Canvey Road Care Home (57 bed)	32	-	32	0	32	0	0		
			HO25	Land at Thorney Bay Caravan Park	820	-590	-	195	375	250	0		
			HO26	Land at The Point	100	-2	-	0	0	50	50		
			HO27	Walsingham House	32	-	32	0	32	0	0		
			HO28	Land at Admiral Jellicoe	14	-	-	0	14	0	0		
			HO29	Land south of Haron Close	24	-	24	0	24	0	0		
			HO30	Land at Haystack car park	14	-	14	0	14	0	0		
			HO31	Land at Kings Park	50	-	-	0	0	50	0		
			HO32	244-258 London Road	50	-5	-	0	0	0	50		

Ref	Page	Policy/ Paragraph	Main Modification								Reason for Modification																																				
			<u>Total from strategic allocations</u>	<u>423</u> <u>2</u>	<u>-626</u>	<u>144</u>	<u>195</u>	<u>177</u> <u>2</u>	<u>181</u> <u>1</u>	<u>454</u>																																					
			Other Completions 2018 – 2021 (Net)	434	-88	-	434	0	0	0																																					
			Extant planning permissions at 1 April 2021 (Net)	502	-	-	0	475	27	0																																					
			Policy compliant sites	272	-	-	0	20	138	114																																					
			Brownfield Land Register	179	-	-	0	44	85	50																																					
			Windfall	600	-	-	0	180	300	120																																					
			<u>Total from other sites</u>	<u>198</u> <u>7</u>	<u>-88</u>	-	<u>434</u>	<u>719</u>	<u>550</u>	<u>284</u>																																					
			Total Supply	621 9																																											
			Losses	- 709																																											
			Total (Net)	551 0																																											
	24	Policy HO1	1. In order to deliver <u>sufficient homes to meet housing need</u> at least 5,284 homes-within Castle Point Borough during the period 2018 to 2033 <u>the Council will</u> This will be achieved by: a. <u>Identify a specific supply of at least 5,325 homes for the period to 2033, comprising the following:</u> <table><tr><th>Source</th><th>Total</th><th>Percentage of net total</th></tr><tr><td>Completions (2018/192021)</td><td>200 434</td><td>3.75 <u>6.9</u>%</td></tr><tr><td>Extant permissions (31.3.2019/2021)</td><td>605 502</td><td>11.37 <u>8</u>%</td></tr><tr><td>Brownfield Register</td><td>203 179</td><td>3.81 <u>2.8</u>%</td></tr><tr><td>Policy Compliant SHLAA</td><td>293 272</td><td>5.5 <u>4.3</u>%</td></tr><tr><td>Windfall</td><td>300 600</td><td>5.63 <u>9.6</u>%</td></tr><tr><td>Strategic Allocations on <u>Urban or</u> Brownfield sites</td><td>974 <u>1,272</u></td><td>18.3 <u>20.4</u>%</td></tr><tr><td><i>Total completions, consented, urban or brownfield</i></td><td>2,575 <u>3,259</u></td><td>48.4 <u>52</u>%</td></tr><tr><td>Strategic allocations outside urban areas</td><td>2,745 <u>2,960</u></td><td>51.6 <u>48</u>%</td></tr><tr><td><i>Gross total</i></td><td>5,320 <u>6,219</u></td><td><u>100</u>%</td></tr><tr><td>Potential demolitions</td><td>-36 <u>-709</u></td><td></td></tr><tr><td>Net Total Supply</td><td>5,284 <u>5,510</u></td><td></td></tr></table> b. <u>Prepare a Joint Strategic Plan in conjunction with partner authorities in South Essex to determine how longer-term housing needs will be secured across the area and review this plan to reflect the outcomes of the Joint Strategic Plan.</u> 2. <u>The housing requirement for the plan period as a whole is a minimum of 5,325 homes. For the years 2018/19 to 2025/26 an annualised housing requirement of at least 291 homes per annum applies. For the years 2026/27 and for the remainder of the plan period, the annualised housing requirement is at least 430 homes per annum.</u>								Source	Total	Percentage of net total	Completions (2018/ 19 2021)	200 434	3.75 <u>6.9</u> %	Extant permissions (31.3.2019/2021)	605 502	11.37 <u>8</u> %	Brownfield Register	203 179	3.81 <u>2.8</u> %	Policy Compliant SHLAA	293 272	5.5 <u>4.3</u> %	Windfall	300 600	5.63 <u>9.6</u> %	Strategic Allocations on <u>Urban or</u> Brownfield sites	974 <u>1,272</u>	18.3 <u>20.4</u> %	<i>Total completions, consented, urban or brownfield</i>	2,575 <u>3,259</u>	48.4 <u>52</u> %	Strategic allocations outside urban areas	2,745 <u>2,960</u>	51.6 <u>48</u> %	<i>Gross total</i>	5,320 <u>6,219</u>	<u>100</u> %	Potential demolitions	-36 <u>-709</u>		Net Total Supply	5,284 <u>5,510</u>		Part 1 and a new part 2 have been included to reflect the latest housing trajectory and the requirements of the NPPF in respect of the plan period. It also adds clarification as to how housing needs will be met beyond the plan period. To avoid duplication with other parts of the Plan, part 2 and 3 of the policy have been removed. Part 4 of the policy has been incorporated within policy SD1.
Source	Total	Percentage of net total																																													
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<i>Gross total</i>	5,320 <u>6,219</u>	<u>100</u> %																																													
Potential demolitions	-36 <u>-709</u>																																														
Net Total Supply	5,284 <u>5,510</u>																																														

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<p>2. To deliver homes to meet need, the Council will:</p> <ul style="list-style-type: none"> a. Make the most effective use of land within existing residential areas for the provision of new homes; b. Support development in town centres to incorporate residential development on upper floors, and in locations on the edge of town centres; c. Support development on the Housing Strategic Allocations sites; d. Ensure that the mix of new homes provided in the Borough is aligned with the local needs. This will enable first time buyers, growing families and those looking to downsize to meet their accommodation needs; e. Secure specific provision of specialist accommodation for older people, and other vulnerable adults living in our communities; f. Publicise and maintain its self build and custom build housing register, and provide opportunities for local people to build their own homes through the identification of sites identified either specifically for self build development, or as part of a larger development site; and g. Put in place appropriate policies which seek to meet the special accommodation needs of our Gypsy, Traveller and Travelling Showpeople population. <p>3. For local people whose housing needs are not met by the market, the Council will seek to ensure that provision is made for affordable homes inclusive of the total housing target for the Borough. This will be achieved by:</p> <ul style="list-style-type: none"> a. Seeking a proportion of new homes provided by developers to be affordable; b. Delivering affordable homes via the Council's own house building programmes; and c. Appropriate policies to meet the accommodation needs of Gypsies and Travellers. <p>4. In order to ensure new homes contribute positively towards the quality of the Borough as a place to live, and enable communities to be sustainable and thrive, the Council will require the following:</p> <ul style="list-style-type: none"> a. The delivery of homes must be phased to align with infrastructure provision; b. High standards of design that create places people want to live now and in the future; c. High standards of sustainability within the design and construction of new homes so that residents can enjoy a low cost, healthy living environment; d. The provision of integrated public open space, and the enhancement of the green infrastructure network to offer a range of health and environmental benefits; and e. High levels of accessibility by public transport and active modes of travel to employment, education, services and recreation opportunities in order to promote inclusion and encourage community cohesion. 	
MM6	26	Policy HO2	<p>1. The Council expects master plans and/or planning or development briefs for all <u>major allocations for housing development within this plan, to be prepared having regard to local design guidance set out in the Essex Design Guide, and where relevant the National Design Guide and National Model Design Code proposals.</u></p> <p>2. The Council will expect entering into voluntary planning performance agreements (PPA) with promoters of such development, to cover matters such as <u>master planning, the pre-application process and a timetable for key events and the nature of engagement with the Council and the community.</u></p> <p>3. In order to demonstrate its commitment to the master plan process, the Council will in appropriate cases, adopt master plans/planning development briefs as supplementary planning documents and will then accord significant weight to them in the determination of any subsequent planning applications. <u>The Council will consider the complexity of landownership.</u></p>	<p>To reflect the 2021 revision to the NPPF in regard to the National Design Guide and National Model Design Code.</p> <p>Clarifications explaining what is meant by a major housing development proposal in part 1; that a PPA can cover the master planning and pre-application process in part 2; and the circumstances under which the Council will consider adopting a master plan or development as an SPD under part 3.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification																								
			the infrastructure requirements of the site, and the scale of development when determining whether to adopt a masterplan/development brief as an SPD.																									
MM7	27	Paragraphs 9.26 to 9.32 and Table 9.2	<p><i>RENUMBER PARAGRAPH NUMBERS AS APPROPRIATE</i></p> <p>9.26 The <i>Addendum to the South Essex Strategic Housing Market Assessment (SHMA) for Castle Point (2020)</i> (2016) identified-reviewed the need for different house sizes and types to meet the changing needs of the Borough’s population. <i>This Addendum concluded that there will be demand from a range of different household types, although demand will be particularly strong from families with children and people of retirement age. There is a demand of 32% of total supply for smaller units (1 or 2 bedroom housing), reflecting the demographic trends of the Borough led by younger people looking to set up their first home. This means that there is also a strong demand, for 3 or 4-bedroom properties reflecting the need of growing families. It is important that these homes are provided as they will help to attract more professional and working aged people to live in the area. This is particularly important for both business growth and in sustaining public services, such as healthcare.</i></p> <p>9.27 The <i>SHMA Addendum</i> also identifies-in identifying a housing pressure arising from the growing population of older people, highlights the desirability of bungalows in Castle Point. Bungalows make up 29% of the housing stock currently, and it is expected that there will be demand for additional bungalows in the plan period, reflecting the characteristics of the local housing stock. It also identifies the need for specialist accommodation for older people, suggesting a need for around 45 units per annum of sheltered housing types. In addition to this around 20 additional bedspaces are required each year in residential care/nursing accommodation. Despite the need for specialist accommodation, it is expected that the majority of older people will however live in bungalows or houses within the community, and these will therefore require adaptations to remain fit for purpose. Where homes have been built to higher accessibility standards as outlined in Part M of the Building Regulations, these adaptations can be easier to deliver and ensure people can remain in their homes for longer. Properties designed to such standards may also be suitable for other people who require support such as children and working aged adults with disabilities. This has implication for the turnover of existing homes and for the demand for homes suitable for older people who may need to live in supported housing</p> <p>9.28 The <i>SHMA 2016</i> and the <i>SHMA Addendum 2017</i> examined the current dwelling characteristics for all authorities across South Essex <i>Addendum</i> identifies the potential demand for different housing types and sizes, as set out in table 9.2 below. It is anticipated that by securing this mix of development across the borough, the future needs of the borough will be met, although it is noted that this demand may shift over time based on changes in the local market.</p> <p>9.29 Given the mix of house types and sizes required, the Council will be seeking a mix of different housing types and sizes on appropriate sites in order to ensure that development proposals are contributing to The Council will consider accommodation requirements for specific groups as part of creating sustainable, mixed, socially inclusive communities. In relation to the size of properties, the SHMA identifies the proportional split by type and number of bedrooms for additional households. The Council will therefore expect developers to have regard to table 9.2 in making provision for a housing mix on an individual development site. To remain flexible and reflect changes in local market factors, the most recent SHMA outputs will guide the appropriate mix in future.</p> <p>Table 9.2 Housing Mix requirements in the SHMA</p> <table><tr><th colspan="4">Type of Accommodation Required</th></tr><tr><th>Detached Semi Detached Houses</th><th>Terraced Bungalows</th><th colspan="2">Flats</th></tr><tr><td>43.6% 41.7% 68%</td><td>5.5% 25%</td><td colspan="2">9.2% 7%</td></tr><tr><th colspan="4">Size of Accommodation Required</th></tr><tr><th>1-bed</th><th>2-bed</th><th>3-bed</th><th>4 or more bed</th></tr><tr><td>7% 6%</td><td>25% 22%</td><td>42% 43%</td><td>27% 29%</td></tr></table> <p>9.30 The evidence base indicates that there is a clear need for a diverse mix of house sizes and types in Castle Point in order to respond to demographic trends in the borough for first time buyers and an including an increasing number of</p>	Type of Accommodation Required				Detached Semi Detached Houses	Terraced Bungalows	Flats		43.6% 41.7% 68%	5.5% 25%	9.2% 7%		Size of Accommodation Required				1-bed	2-bed	3-bed	4 or more bed	7% 6%	25% 22%	42% 43%	27% 29%	<p>Modifications are proposed to reflect the latest Strategic Housing Market Assessment (SHMA) – H-014 - Addendum to the South Essex Strategic Housing Market Assessment for Castle Point 2020</p> <p>In addition to the latest SHMA, further clarification has been made to ensure flexibility, taking into account the local context of a particular proposal site.</p>
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			<p>older people. By securing an appropriate mix of homes on development sites, these difficulties can be addressed <u>needs can be met</u>.</p> <p>9.31 In addition, the housing mix should also reflect the local context of the site, as it is recognised that it it will not be possible to secure a full mix of house sizes and types on all sites. Very small sites will be constrained by site capacity and the existing street scene. However, larger sites will be able to make an increasingly more significant contribution to the mix within the local housing market. <u>In taking the local context into account it is recognised that some sites may provide mainly flatted developments, whilst others will potentially provide more houses and bungalows. Consideration will be made on an individual site basis.</u></p> <p>9.32 Some sites in highly sustainable locations such as near railway stations and town centres should secure a significant <u>uplift in density, consistent with the requirements of the NPPF. This may see more flatted developments, and alternative house types such as town houses and maisonettes provided in these locations.</u> The <i>Essex Design Guide</i> considers densities for sustainable development, areas that are located within sustainable locations <u>such as these and should be referred to when seeking to prepare proposals which</u> are encouraged to produce a higher density. The <i>Castle Point Large Site Capacity Assessment 2018</i> assesses various sites within Castle Point and evaluates the optimum density based on constraints and the surrounding environment. <u>This provides an indication of the house types that may be appropriate on the strategic allocations set out in this plan. For other sites, a context appraisal will be required.</u></p> <p><i>ADD NEW PARAGRAPH AND NUMBER ACCORDINGLY</i></p> <p><u>Within this plan are two allocations which are expected to come forward for the provision of park homes, aimed at retirees. These will make a substantial contribution to addressing the needs of this age group but may not be a form of development which is desirable or appropriate for all, especially those requiring additional support. To this end, there will remain a need for accommodation for older people to be met on sites across the borough, through more traditional or formalised forms of accommodation.</u></p>	
	28	Policy HO3	<p><i>REPLACE POLICY HO3 WITH THE FOLLOWING POLICY TEXT:</i></p> <p>In order to achieve a local housing supply that responds to local housing need, the following sizes and types of homes should be included:</p> <p style="padding-left: 40px;">Sites of between 0.5 and 4ha should comprise at least 35% 1 or 2 bedroom homes for general needs; and</p> <p style="padding-left: 40px;">Sites over 4ha should comprise at least 25% 1 or 2 bedroom homes for general needs.</p> <p>The requirements of this policy will be weighed against regeneration objectives where the proposal under consideration is for a mixed use development comprising an element of housing and is within the following areas identified on the Policies Map:</p> <p style="padding-left: 40px;">A town centre location; or</p> <p style="padding-left: 40px;">Canvey Seafront Entertainment Area.</p> <p><u>In order to achieve a local housing supply that responds to local housing need, the Council will require a mix of different sized and type homes to be secured within developments, contributing to the creation of sustainable communities. In determining if a sufficient and appropriate mix has been achieved, the Council will have regard to the most recent SHMA outputs (currently set out in Table 9.2), and the location and context of the site.</u></p> <p><u>Where a site is 1ha in size or larger, the Council will expect developers to have considered how homes specifically aimed at older people can be accommodated within the site, and where appropriate made provision for such homes as part of the overall housing mix. Such homes could take the form of bungalows, specialist accommodation, or houses which meet Part M4(2) of the Building Regulations. In determining an appropriate form for older people's accommodation regard should be had to the requirements of policy CC2 on Canvey Island.</u></p>	<p>Modifications are proposed to reflect the latest Strategic Housing Market Assessment (SHMA) – H-014 - Addendum to the South Essex Strategic Housing Market Assessment for Castle Point 2020</p> <p>In addition to the latest SHMA, further clarification has been made to ensure flexibility, taking into account the local context of a particular proposal site.</p>
MM8	28	Paragraph 9.35	<p>The <i>Whole Plan Viability Assessment</i> identifies a viable level of affordable housing taking into account other infrastructure requirements and development costs. In the case of Canvey Island, the additional groundwork costs indicate that the provision of affordable housing at the same level as the mainland, will affect commercial viability of development. Therefore, separate rates are proposed for Canvey Island of between 15% and 40% and for <u>South Benfleet, Hadleigh and Thundersley</u> of 40%. <u>Whilst the requirement for affordable housing can be applied to specialist accommodation for older people in the South Benfleet, Hadleigh and Thundersley area without affecting viability, the additional costs associated with building such schemes on Canvey Island is likely to render such development unviable.</u></p>	<p>To reflect viability of specialist accommodation on Canvey Island to reflect the updated evidence - EXM-040 - PPE Addendum Viability Testing Older Person Accommodation</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<u>Therefore, specialist accommodation for older people on Canvey Island cannot provide affordable housing without affecting overall delivery.</u>	
	29	Paragraph 9.39	The Council will therefore seek the affordable housing element of development proposals to provide at least 50% social or affordable rented accommodation affordable housing for rent, as defined in the NPPF, available to those in need of social housing, and with the remainder no more than 50% provided in the form of affordable homes to buy, as defined in the NPPF, intermediate housing aimed at helping local first-time buyers access the housing market. Any national requirements aimed at improving access to affordable homes to buy, such as First Homes, should be met from that element of the affordable housing supply, and does not affect the requirement for 50% of affordable homes to be affordable housing to rent. Affordable housing definitions may change over the life of this Plan, and proposals should have regard to the latest definitions as set out in national policy.	To reflect the wording of the NPPF and clarify the types of affordable homes that should be provided, including First Homes.
	29	Paragraph 9.41	Payment in lieu of on-site provision will only be accepted in exceptional circumstances. In such circumstances, the payment will be equivalent to the cost of on-site provision proposals as well as large housing proposals. However, in accordance with the NPPF affordable housing will only be sought for proposals of 10 units or more. Details on how off-site provision should be provided will be set out in a Developers Contributions Guidance n Affordable Housing Supplementary Planning Document.	Modification is proposed to improve the readability of the paragraph and to reference to the correct document Supplementary Planning Document.
	30	Policy HO4	<p>1. All proposals for housing development, and mixed-use proposals that include an element of housing, resulting in 11 <u>10</u> or more net additional homes will be required to make the following level of provision for 40% affordable housing of affordable housing, with the following exceptions:</p> <ul style="list-style-type: none"> a. Up to 40% for development sites on the mainland (Benfleet, Hadleigh and Thundersley) b. On Canvey Island: <ul style="list-style-type: none"> <u>a. 0% affordable housing is required for standalone developments comprising solely specialist accommodation for older people on Canvey Island;</u> <u>bi. 15% affordable housing is required for all developments of less than 100 dwellings which includes comprise solely flats on Canvey Island; and</u> <u>cii. 25% affordable housing is required for all other developments of less than 100 dwellings on Canvey Island which does not include flats; and.</u> iii. Up to 40% for all developments of 100 dwellings or more. <p>2. Affordable housing provision will normally be provided on-site. The Council will also consider proposals for off-site provision where the provision of affordable housing is equivalent to the level of requirement set out under part 1 of this policy. Payments in lieu of on-site provision will only be permitted in exceptional circumstances. Such payments should be equivalent to the cost of on-site provision.</p> <p>3. The targets set out in <u>Part 1a</u> above represent the target for all development of 11 <u>10</u> or more units. In exceptional circumstances where there is evidence that a development is unviable at those levels, including below 40%, it will be the responsibility of the <u>applicant development</u> to make the case to the satisfaction of the Council.</p> <p>4. The Council will seek no less than 50% of all new affordable housing as affordable or social rented to be affordable housing for rent, with the remainder and 50% as intermediate housing affordable home ownership products, as defined in the NPPF. The Council will seek nomination rights in the Section 106 Agreement.</p>	<p>Modification are proposed to better reflect the provisions within the NPPF and maximise affordable housing.</p> <p>To reflect viability of specialist accommodation on Canvey Island to reflect the updated evidence - EXM-040 - PPE Addendum Viability Testing Older Person Accommodation</p>
MM9	32	Paragraph 9.54	Thorney Bay provides rented accommodation within previous holiday type caravans, as well as owner-occupied accommodation in modern 'park homes'. There are some health and well-being issues associated with the residential use of holiday-type caravans, particularly during winter months. There are proposals to redevelop most of this park for traditional homes, however around 300 caravans may continue to be provided towards the western extent of the site under existing planning permissions.	To reflect existing development on Thorney Bay.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	32	Policy HO6	<p>1. Proposals for new caravan parks, and for extensions to existing caravan parks in Castle Point will only be supported where robust evidence can be provided that demonstrates a significant need for such additional provision in Castle Point, and that the proposed site is suitable for the accommodation of caravans in terms of access, layout, amenities, flood risk and impact on the surrounding area. <u>Where appropriate a project level HRA may be required alongside consideration of the proposal, as per the requirements set out in policy SD1</u></p> <p>2. In the instance where the above requirements can be met, consideration will be given as to whether a condition should be used to restrict the winter use of caravans. Winter use will be restricted where:</p> <p>a. The site has been exceptionally permitted following the application of the sequential and exception tests but is not suitable for permanent residential use due to its location in flood risk zone 3; or</p> <p>b. The quality of the proposed caravans to be located on the site is not suitable for year-round occupation without risk to the health and well-being of potential occupiers.</p>	A modification is proposed to ensure that applications demonstrate that there will be no adverse effects on the integrity of certain Habitat sites and where necessary a project level HRA will be required.
MM10	34	Paragraphs 9.64 – 9.66	<p>DELETE PARAGRAPHS 9.64 AND 9.66 AND INSERT THE NEW PARAGRAPHS BELOW. RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY</p> <p>There is no need for additional pitches in Castle Point from the CPLNAA period to 2034 for Gypsy and Traveller households that meet the planning definition as none were identified; a need for up to one additional pitch for Gypsy and Traveller households that may meet the planning definition; and a need for five additional pitches for Gypsy and Traveller households who do not meet the planning definition.</p> <p><u>There are currently two existing Gypsy and Traveller sites within the borough these are called Janda Fields and Orchard Place. Since the publication of the Greater Essex Gypsy, Traveller and Travelling Showpeople Accommodation Assessment in 2018 an application for additional static caravans on the existing private Janda Fields site was allowed on appeal (PINS Ref: 3213684). At the Appeal Hearing the residents of the site confirmed that the additional static caravans would be sufficient to meet all of their current and future needs.</u></p> <p><u>There was no need identified in the Gypsy, Traveller and Travelling Showpeople Accommodation Assessment for households that met the PPTS planning definition of a Traveller, other than that which has now been addressed through the additional static caravans at the site at Janda Fields. The remaining need in the Gypsy, Traveller and Travelling Showpeople Accommodation Assessment arises from households where it was not possible to complete an interview (undetermined households), and from households that did not meet the PPTS planning definition of a Traveller.</u></p> <p><u>In order to meet the needs of Gypsies and Travellers in the borough and due to the size of Orchard Place, there is scope to provide further pitches. As a result, this site is allocated for Gypsy and Traveller accommodation needs only. This site, as identified on the Policies Map, is inset from the Green Belt and allocated for Gypsy and Traveller accommodation only. Applications for Gypsy and Traveller accommodation outside of this site and within the Green Belt would be inappropriate development and relevant Green Belt policies within this Plan would apply.</u></p> <p>There were no Travelling Showpeople identified living in Castle Point so there is no current or future need for additional plots.</p> <p>The needs of those households that may meet the planning definition and households that do not meet the planning definition results in requirement for a total of six dwellings over the plan period. Due to the acute housing constraints in the borough, and the relatively limited scale of need identified by independent objective research, no specific sites have been identified to meet the needs of these households, instead a local criteria based policy will be applied.</p>	Clarifications and updates of the existing permissions that are being implemented within the borough and where additional provision can be located within the existing Orchard Place site.
	34	Policy HO7	<p><u>1. Orchard Place as identified on the Policies Map, is allocated for Gypsy and Traveller accommodation only.</u></p> <p><u>2. Applications Sites for Gypsy and Traveller accommodation outside of the Gypsy and Traveller Site identified on the Policies Map will be permitted in Castle Point where proposals meet the following criteria:</u></p> <p>a. <u>A project level HRA, where appropriate, may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1;</u></p> <p>a<u>b</u>. <u>The proposed site location has good access to healthcare, schools and other community facilities;</u></p>	<p>A modification is proposed to ensure that applications demonstrate that there will be no adverse effects on the integrity of certain Habitat sites and where necessary a project level HRA will be required.</p> <p>A further modification to make explicit that sites achieve adequate living conditions in response to matters discussed in the hearing sessions under Matter 4.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<p>bc. The location of the proposed site is safe, <u>achieves adequate living conditions</u> and does not pose a risk to potential occupants from natural or man-made hazards, including but not limited to:</p> <ul style="list-style-type: none"> i. Flood risk; ii. Proximity to hazardous installations or operations; iii. Air quality; iv. Excessive noise; and v. Highway safety. <p>ed. The privacy and amenity of neighbouring properties would not be adversely affected; and</p> <p>de. The proposed design and layout of the site should be sensitive to the local environment, setting and landscape in which the site is located.</p> <p>2. A proposal for Gypsy and Traveller accommodation within the Green Belt will only be permitted where It can be demonstrated that very special circumstances justify an exception to Green Belt policy.</p> <p>3. In order to protect the limited supply of lawful Gypsy and Traveller sites in the borough, proposals that would lead to the loss of sites will only be permitted where it is demonstrated that there is no longer an identified need for the site, or that replacement provision on a site that is equal or of better quality is provided subject to the policies in this plan.</p>	
MM11	35	Paragraphs 9.68 – 9.70	<p><i>DELETE PARAGRAPHS 9.68 – 9.70 AND REPLACE WITH THE BELOW TEXT</i></p> <p>9.68 Residential annexes are a common form of development that are generally proposed in order to allow relatives to live with their family with a degree of independence. This type of development can be very beneficial and provides suitable accommodation which allows vulnerable or less able people within the community the opportunity to live independently in close proximity to family members.</p> <p>9.69 In many cases, such proposals may be considered acceptable, however, caution needs to be exercised to ensure that this does not result in proposals which effectively create new independent dwellings to the rear of existing homes as in many cases this can result in the provision of accommodation of a poor design, inappropriately located and lacking adequate facilities and amenities.</p> <p>9.70 The addition of annexes to residential properties can also have a considerable impact upon the character and amenity of an area through the intensification of development. Through this policy the Council will seek to ensure that any residential annexe development is solely provided as ancillary accommodation to the original dwelling and not as a new dwelling.</p> <p><u>Limited housing supply, increasing house prices and an increase in the number of people in the community with care needs, can result in extended families, including adult children, in some cases with children of their own, and elderly parents all occupying a single residential property. Annexes for family members, particularly elderly relatives, can help to meet social needs whilst reducing pressure on other types of accommodation. However, such accommodation can have other implications such as on-site car parking provision, amenity space and local amenity.</u></p> <p><u>Annexes may be created through the extension of host dwellings, the conversion of attached and detached outbuildings and the provisions of new structures within the curtilage of the host dwelling. In order to most effectively maintain a long term ancillary link and to consolidate the built form, where possible, the Planning Authority will encourage the provision of annexes through the extension of the host dwellinghouse.</u></p> <p><u>Where annexes are no longer required for their original purpose, some homeowners may seek to dispose of the Annexe as self-contained and independent accommodation. Such disposal can result in the creation of dwellings out of character with their surrounding pattern of spatial development which lack appropriate setting and amenities and place pressure on parking and infrastructure provision.</u></p> <p><u>Where it appears likely that an annexe has the potential to be used in the future as self-contained and independent accommodation, and this would be inappropriate spatially or have a detrimental impact on character, amenity or infrastructure, where consistent with the statutory tests for planning obligations, applicants will be required to enter into a S106 Agreement to ensure that the permitted Annexe is retained as such.</u></p>	Clarification to the reasoned justification of what constitutes a residential annex and what is appropriate.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	36	Policy HO8	<p>DELETE WORDING OF POLICY HO8 AND REPLACE WITH THE BELOW TEXT</p> <p>1. Planning permission for the creation of a residential annexe will only be granted if all the following criteria are met:</p> <p class="margin-left: 40px;">a. the annexe shall be within the same ownership as, and will be occupied in conjunction with, the original dwelling;</p> <p class="margin-left: 40px;">b. the annexe does not appear tantamount to the creation of a new dwelling or separate planning unit;</p> <p class="margin-left: 40px;">c. the annexe is ancillary and subordinate in size and scale to the original dwelling, and of a design which, taken as a whole, complements the original dwelling;</p> <p class="margin-left: 40px;">d. the occupant(s) of the annexe share(s) the access, garden and parking areas of the original dwelling;</p> <p class="margin-left: 40px;">e. there is a clear functional relationship between the occupant(s) of the annexe and the original dwelling;</p> <p class="margin-left: 40px;">f. the provision of services and utilities to the annexe are provided via the original dwelling; and</p> <p class="margin-left: 40px;">g. the proposal does not cause any other harm, such as, but not limited to, amenity (including on occupiers of the annexe, the original dwelling and neighbours), heritage and biodiversity assets, highways, parking, flood risk or character of the locality.</p> <p>2. Development of detached residential annexes within the defined property boundary will only be permitted where it is demonstrated that the accommodation cannot reasonably be provided as an extension to the original dwelling. Development of residential annexes within the Green Belt will only be permitted where they are an extension to the existing dwelling or the conversion of an existing outbuilding where there is a close physical relationship with the main dwelling. Any proposal for the creation of a new detached building for use as an annexe in the Green Belt will be treated as a new dwelling, and proposals considered as such.</p> <p><u>1. In the determination of any application for the provision of a residential annexe within the curtilage of an existing dwellinghouse, either through extension, conversion or new build, the Local Planning Authority will give weight to the following considerations:</u></p> <p><u>(a) Ancillarity:</u> <u>The proposed Annexe shall be ancillary to the host dwellinghouse. The applicant will be required to demonstrate a clear functional connection with, and degree of dependency on, the host dwellinghouse.</u></p> <p><u>(b) Size:</u> <u>The proposed Annexe shall be subordinate in size and scale to the host dwellinghouse and shall demonstrate a level and scale of accommodation that can be justified for its intended users.</u></p> <p><u>(c) Design and Layout:</u> <u>The design of the Annexe shall be sympathetic to the locality and the Annexe shall not be sited in a manner likely to result in an unacceptable loss of parking or amenity space for the residents of the host dwellinghouse, or the privacy and amenity of adjoining residents. There shall be no demarcation or subdivision of the garden areas between the Annexe and the host dwellinghouse and access to the Annexe shall be shared with the host dwelling.</u></p> <p><u>2. Proposals for the provision of Annexes to dwelling houses in the Green Belt will also be considered within the context of Policies GB1, GB2 and GB3 of this Local Plan.</u></p> <p><u>3. Where consistent with the statutory tests for planning obligations, applicants will be required to enter into a S106 Agreement to secure the retention of the Annexe for purposes ancillary to the host dwelling</u></p>	Clarification to the reasoned justification of what constitutes a residential annex and what is appropriate.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
MM12	37	Paragraph 10.1	The sites identified in this Plan aim to achieve the total supply of 5,284 <u>5,510</u> new homes by 2033.	To reflect the updated housing trajectory.
	37	Paragraph 10.3	<i>INSERT NEW PARAGRAPH AFTER 10.3 AND RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY</i> <u>The site capacities for the allocations within this chapter are a consequence of site capacity evidence work through the Large Site Capacity Assessments or the Strategic Housing Land Availability Assessment (SHLAA). For the purposes of plan making an indicative number of dwellings expected to be delivered on each site is stated, taking into account individual site constraints and infrastructure requirements. The specific number of dwellings expected on each site will however be determined through the development management process, having regard to site constraints, opportunities and housing mix.</u>	In response to paragraph 35 in the Inspector's post hearings letter.
MM13	38	Paragraph 10.13	It is considered that given the diverse nature of the site, it should be developed through a master plan approach. Taking a plan-led approach to development in this location presents the opportunity to design and create a landscaped western gateway into the borough framed by a landscaped buffer along the whole of the western boundary of the borough, both to the north and south of the A130 <u>creating an attractive, high quality development and environment. The master plan will also set out the detailed infrastructure requirements as outlined in the policy and the phasing.</u>	Clarification to the text to make other proposed changes sought make sense.
	38	Paragraph 10.14	Furthermore, such a <u>The provision of a landscape buffer provides the opportunity to create a strategic greenway running north south along eastern boundary, which can incorporate accessible public footpaths and cycleways, linking to existing and proposed footpaths, cycle routes, open spaces, and natural features. It also provides the opportunity to effectively integrate biodiversity into the development through the creation of a community woodland which will also lessen the visual impact of the development. Due to the location of this site, and the scale of development proposed, it will be necessary for the master plan for this site to be accompanied by a project level Habitats Regulation Assessment which ensures that the detailed proposals do not pose a risk of adverse effects to the integrity of the nearby Benfleet and Southend Marshes SPA. On-site green infrastructure provision within this development is expected to play a significant role in ensuring harm is prevented to this off-site natural asset.</u>	A modification is proposed to ensure that this site provides a project level HRA and highlights the role that on-site green infrastructure can have in mitigating harm to nearby Habitat sites.
	38	Paragraph 10.15	In terms of Green Infrastructure, it is expected that a A-master plan will establish how the public open spaces throughout the site are to be utilised. Furthermore, a master plan will need to consider how to integrate any development with the diverse topography of the site, as well as the existing landscape features and the strategic landscape buffer and Ggreenway. The masterplan will set out the detailed infrastructure requirements as outlined in the policy and phasing.	Clarification to the text to make other proposed changes sought make sense.
	38	Paragraph 10.16	<u>It will also be necessary to demonstrate integration of sustainable drainage techniques as part of the green infrastructure requirements, particularly given the site's topography, and proximity to Flood Zones 2 and 3 to the south east of the site. This will be to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site. Furthermore, there is existing Anglian Water infrastructure within the boundary of the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repairs could be restricted. The layout of any development should ensure existing sewers are located within the highway or open space. If this is not possible a formal application to divert these assets may be required.</u>	Modification sought to ensure development considers existing Anglian Water infrastructure.
	38	Paragraph 10.17	<u>To support the scale of the development on this site community infrastructure provision is also required. The development will provide a residential care home, a new co-located primary school with early years and childcare nursery and medical facilities are also required as set out in the Infrastructure Delivery Plan. Community Infrastructure, including the residential care home should be appropriately located on site to provide good access to residents, preferably via active travel modes. Guidance should be sought from the relevant infrastructure/service providers in this regard, with ECC setting out detailed guidance on the location for school sites in the Developers Guide to Infrastructure Contributions. The Essex Design Guide meanwhile provides guidance on the location of accommodation for older people within developments to support their ongoing wellbeing.</u>	To clarify the requirements within the policy for a residential care home.
	39	Paragraph 10.19	<u>The principal access to the site will be from the A130, but the education and medical facilities will need to be accessible from the existing communities to the east. In providing such access from roads to the east, a not through road (for non-public transport and emergency vehicles) shall be created to the A130, however this route will be accessible for public transport and emergency vehicles only. This is to avoid an alternative through route being created to the detriment of the existing highway network and residential amenity of the area. It is expected that active and sustainable travel infrastructure, facilities and services will be secured alongside the highway improvements, including the provision of a bus service through the site, to which the development will be expected to contribute towards.</u>	Clarification of the access and sustainable travel through the site, including service provision.

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	39	Paragraph 10.19	<p><i>INSERT NEW PARAGRAPH AFTER PARAGRAPH 10.19 AND RENUMBER ALL REMAINING PARAGRAPHS ACCORDINGLY</i></p> <p><u>Given the location of this site on the borough boundary, the adjoining borough and parish Councils will be invited to be engaged in the master planning process. Due to the highway, education and social care infrastructure requirements it will also be critical to engage with the County Council and other relevant infrastructure and service providers.</u></p>	This modification highlights key stakeholders that should be engaged with in the master planning process due to the infrastructure requirements for this site.
	39	Policy HO9	<p>1. Land West of Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver <u>around 850</u> new homes; a nursery and primary school <u>co-located with early years and childcare nursery</u>; medical facilities; a residential care home; and, associated infrastructure as identified in the Infrastructure Delivery Plan.</p> <p>2. A master plan <u>should be prepared and submitted to the Council for its approval for approach to this site</u> will be taken to ensure that the development is attractively designed, contributing to environmental quality, and that enough infrastructure is provided. The master plan must include the following:</p> <p>a. An urban design framework using a mix of urban design approaches <u>for all development</u> having regard to the local context to create an attractive, green, parkland environment, integrated into the existing landscape and topography;</p> <p>b. A landscape, <u>ecology and biodiversity</u> strategy for the site that includes:</p> <p>i. The provision of a landscaped buffer along the whole of the site's western boundary, to create a green and attractive character to the entrance into the borough;</p> <p>ii. The provision of a strategic greenway running along the whole of the site's eastern boundary, incorporating and linking to existing network of public footpaths, cycleways, public open space including a new community woodland and equipped children's play areas, natural features, and green infrastructure <u>to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites</u>;</p> <p>iii. An approach to wildlife that results in a <u>measurable</u> net gain in biodiversity;</p> <p>iv. Retains, as far as possible, the established hedgerow field boundaries;</p> <p>v. Access to the adjoining allotments and recreational open space;</p>	<p>The modifications to policy HO9 include:</p> <ul style="list-style-type: none"> • Part 1 - Clarity to the requirements for infrastructure provision, such as size and scale. • Part 1 – provide flexibility in relation to housing number to allow for market conditions, consistent with the requirements of the NPPF. • Part 2 – to clarify the master plan process requirements for the site • Part 2b – in response to representation from Essex Wildlife Trust, and to reflect recommendations of the HRA. • Part 2c – in response to representation from ECC to clarify provision of sustainable and active travel, including services. • Part 2d) – improved clarity regarding community infrastructure requirements on site. • Part 2e) – in response to representation by Anglian Water seeking assurances that access to existing utility infrastructure is maintained on the site. • Part 3 - to clarify the master plan process requirements for the site

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			<p>vi. An increase in public open space provision across the site, including additional children's play areas; and</p> <p>vii. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties.</p> <p>c. The principal access to the site from the A130 Canvey Way, comprising a roundabout junction and a segregated northbound carriageway for existing traffic which will be provided before the homes are occupied. Access from the existing highway network to the east shall be restricted to accessing the school and medical facilities only and no through route shall be created, except for public transport and emergency services. The installation of a roundabout will be dependent on the outcomes of a transport modelling exercise to determine the impact of the strategic route network and any mitigations required, including increased capacity on the A130 northwards of the roundabout to Sadlers Farm and improvements to the slip road from Canvey Way to A13. <u>Active and sustainable travel infrastructure, facilities and services should be provided alongside these highway infrastructure improvements.</u></p> <p>d. <u>A Community hub at a suitable location within the site with good access to active and sustainable travel modes. This shall comprise:</u></p> <p>i. <u>2.9ha of land to deliver a new primary school with commensurate co-located with early years and childcare nursery provision, with and associated play space;</u></p> <p>ii. <u>Land for a 1,500sqm healthcare facility with adequate parking and servicing provision; and</u></p> <p>iii. <u>A residential care home comprising around 60 bedspaces.</u></p> <p>e. <u>A development layout which safeguards suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utility assets identified as being present on site.</u></p> <p>3. <u>Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.</u></p> <p>4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.</p> <p>54. Ensure access to public transport facilities and services in order to promote sustainable transport patterns.</p>	
MM14	40	Paragraph 10.20	This site is approximately 12 ha in size. The northern section of the site fronting London Road has been developed for housing over the past 5 years or has extant planning permission for new homes. The remainder of the site is heavily wooded, interspersed by sporadic dwellings and unmade roads. 0.6 ha of the site has a Local Wildlife Site designation of a Lowland mixed deciduous woodland <u>and 0.7 ha of the site is designated as a Potential Local Wildlife Site.</u>	In response to paragraph 82 in the Inspector's post hearings letter.
	40	Paragraph 10.21	Any development of this site would need to consider how biodiversity, particularly in relation to the trees and woodland, the topography, as well as the compartmentalised landscape and semi-rural nature of the site, could be effectively integrated into the development, and how an overall net gain in biodiversity could be achieved. <u>Also, any development should take into account the requirements of policy NE4 in relation to Local Wildlife Sites and Potential Local Wildlife Sites.</u> The site is dissected by a number of footpaths, plotland roads and bridleways, <u>some of which are Public Rights of Way, and</u> which should be retained and enhanced.	This modification provides greater context for the constraints within the site and clarification for the position in relation to Local and Potential Wildlife Sites.
	40	Paragraph 10.22	The main part of the development could be adjacent to Felstead Road <u>with a</u> of master planned 'Arcadia' urban design approach with discrete groupings of dwellings, and create an attractive green, woodland environment where the natural environment and residential homes co-exist side by side. This environment should include open spaces, pocket woodlands, and greenways which create links to be enjoyed by all. This should be integrated into the development already underway on the northern part of the site adjoining the A13. <u>The master plan for this site will be prepared and approved by the Council with input from landowners, key stakeholders and the public. The master plan will set out how applications for different parcels of land within the site can come forward.</u>	This modification highlights how the master plan will be brought forward and how applications will be dealt with.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	40	Paragraph 10.23	The site is allocated for a total of around 183 185 dwellings. A higher density of development has been secured through consents on the frontage of the London Road where there is outstanding planning permission for of which 22 24 flats, and where have permission and 60 flats have been built. The Large Site Capacity Assessment 2019 reviewed the potential for the remainder of the site. Taking into account environmental constraints and the character of the area, this concluded that around a further 101 homes could be secured. This leaves 101 homes to be built. However, as the site is already scattered with houses, the replacement or retention of these dwellings, leaves a remaining would deliver a net addition of around 89 units <u>new homes</u> . Therefore, this policy only sets out the requirement for the remaining net additional 89 units provision.	Additional text has been added to indicate how the evidence has been used and clarify the Council's position for the capacity of the site.
	41	Paragraph 10.25	Given the proximity to the two primary schools and the access onto the A13, consideration should be given to how additional traffic flows in the area around this site will be accommodated and directed to minimise off-site junction congestion <u>and any negative impact on the environment around the schools</u> . The need for improving public transport facilities and services to encourage their use is required.	This modification has been proposed in response to representation 358 from Essex County Council.
	41	Policy HO10	<p><i>DELETE WORDING OF POLICY HO10 AND REPLACE WITH THE BELOW TEXT</i></p> <p>1. Land between Felstead Road and Catherine Road, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 89 additional new homes by 2033.</p> <p>2. A master plan approach to this site will be taken to ensure that the development is attractively designed, contributing to environmental quality, and that sufficient infrastructure is provided to support growth in this location. The master plan must deliver the following:</p> <p class="margin-left: 40px;">a. An Arcadia urban design approach, to create an attractive green, wooded environment, integrated into the existing landscape and topography;</p> <p class="margin-left: 40px;">b. An approach to wildlife that results in a net gain in biodiversity;</p> <p class="margin-left: 40px;">c. Respects and retains, as far as possible, the hedge and tree lined established plot boundaries;</p> <p class="margin-left: 40px;">d. The provision of greenways and public pathways through the site, linking to the existing network of green infrastructure;</p> <p class="margin-left: 40px;">e. An increase in public open space provision across the site, delivering additional accessible natural green space and children's play equipment; and</p> <p class="margin-left: 40px;">f. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties</p> <p>3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.</p> <p>4. Development of homes on this site will require improvements to public transport waiting facilities and junction improvements to access on Kent's Hill Road and the A13.</p> <p><u>1. Land between Felstead Road and Catherine Road, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver around 89 additional new home by 2033.</u></p> <p><u>2. The site is comprised of two distinct development areas:</u></p> <p class="margin-left: 40px;"><u>a. Land south of Bowers Road and between Felstead Road and Downer Road</u></p> <p class="margin-left: 40px;"><u>b. Land to the east of Downer Road</u></p> <p><u>3. A master plan approach should be taken which establishes the capacity and access arrangements for each development area within the overall site and secures:</u></p> <p class="margin-left: 40px;"><u>a. Urban design which echoes the principles of the Arcadia approach as defined in Appendix 2, to create an attractive, green, parkland environment integrated into the existing landscape;</u></p>	<p>The modifications proposed are in response to the issues discussed at hearing session in relation to Matter 5 – Benfleet, as well as improvements to the policy in terms of NPPF compliance.</p> <p>Representations from Essex County Council, the Essex Bridleway Association and Essex Wildlife Trust are captured in the revised wording.</p> <p>The recommendations of the HRA are captured in the revised wording.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<p><u>b. A comprehensive strategy for wildlife protection, management, mitigation and compensation for the allocation area that results in a measurable net gain in biodiversity;</u></p> <p><u>c. A comprehensive Green Infrastructure Strategy which:</u></p> <p><u>i. Ensures the retention of existing Public Rights of Way and through a comprehensive approach identifies where new greenways should be provided to enhance opportunities for active travel and recreation to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u></p> <p><u>ii. Identifies where new public open space provision should be secured within the allocation area, to deliver accessible natural green space and children's play equipment.</u></p> <p><u>d. A comprehensive approach to securing sustainable drainage measures which integrates with Green Infrastructure provision and ensures that there is no increase in the risk of surface water flooding to any of the proposed development areas within the allocation, or to existing properties nearby.</u></p> <p><u>e. General design principles for the site which will ensure development is well landscaped and integrated into the existing landscape and topography, respecting and retaining as far as possible existing hedge and tree-lined plot boundaries.</u></p> <p><u>4. Detailed applications for individual development sites within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.</u></p> <p><u>5. Detailed design proposals for individual development sites within the allocation must have regard to the Council's Residential Design Guidance SPD.</u></p> <p><u>6. Development of homes within this allocation should ensure that any local environmental impacts around the adjacent primary schools are minimised and will be required to deliver necessary improvements to public transport waiting facilities and junction improvements on Kents Hill Road and the A13.</u></p>	
MM15	42	Paragraph 10.26	<p>This site is approximately 1.95 ha in size. The site is bounded on three sides by residential development, with the Hadleigh Castle and Marshes Historic Natural Landscape to the east. <u>A Site of Special Scientific Interest (SSSI) sits adjacent to the south-eastern corner of the site within the Historic Natural Landscape.</u> The site <u>itself</u> is open land bisected through the centre in a north south direction by a bank of hedgerow trees and scrub. The topography of the site is challenging, sloping upwards in both a west to east direction and north to south, resulting in the south eastern section of the site being highly prominent.</p>	Clarification to the context of the surrounding area of the site.
	42	Paragraph 10.28	<p>It will also be necessary to demonstrate integration of sustainable drainage techniques, to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site, given the site's topography, its location within a Critical Drainage Area, and immediately adjacent to a potential surface water flooding location. This can be achieved through the provision of open space and Green Infrastructure that will also provide benefits in terms of recreation, nature conservation and active travel. <u>It may be necessary for sustainable drainage measures to be provided on adjacent Green Belt land to the east of the site, such measures may be above or below ground and appropriate engineering works may be required. Due to the Green Belt designation on the adjacent land such measures are required to be compatible with the Green Belt and maintain openness.</u></p> <p><i>INSERT TWO NEW PARAGRAPHS AFTER PARAGRAPH 10.28 AND RENUMBER THE REMAINING PARAGRAPHS THEREAFTER ACCORDINGLY</i></p> <p><u>Alongside demonstrating that sustainable drainage measures can be implemented to manage flood risk on this site, measures should also be undertaken to ensure land stability is achieved and the development does not pose a risk to neighbouring or nearby properties. The NPPF directs that assessments of land stability should be carried out by a competent person and the developer is responsible for ensuring that the development is safe in relation to land stability.</u></p>	<p>This modification highlights that sustainable drainage measures can be achieved on the adjacent land, ensuring that it is compatible with Green Belt uses.</p> <p>Additionally, and in line with the NPPF recognises the topography of the site and ensures that land stability is taken into account at an early stage of the development process.</p>

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			<u>A high-pressure underground gas pipeline that runs from north to south is adjacent to the site boundary. Any development or tree planting on this site should have regard to restrictions on the types permitted within specific buffer zones from the edge of the pipeline. Applicants must consult with relevant bodies on the types and location of development or planting in the development brief preparation and at the planning application stage.</u>	
	42	Paragraph 10.29	... Having regard to this design approach, it is considered that up to <u>around</u> 30 homes could be accommodated across the site.	Modification clarifies the changes proposed to policy HO11.
	42	Paragraph 10.29	<i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 10.29 AND RENUMBER THE REMAINING PARAGRAPHS THEREAFTER ACCORDINGLY</i> <u>Highway access to this site is from Glyders. However, this site is close to Benfleet Railway Station which is a public transport hub providing opportunities for residents of this site to travel via multiple modes. This site is also adjacent to the western extent of Hadleigh Castle Country Park and the Public Rights of Way network, providing opportunities for active leisure within the vicinity of this site. The proposals for this site, and associated transport infrastructure improvements should focus on enhancing these active and sustainable travel linkages to promote active travel and to improve connectivity for the future occupants of this site.</u>	This modification identifies the importance of sustainable and active travel linkages of this site and how they should be enhanced.
	42	Policy HO11	<p>1. Land off the Glyders, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around</u> 30 new homes by 2033.</p> <p>2. It is expected that a <u>A development brief will be prepared approach to for this site and applications must have regard to the development brief will be taken</u> in order to ensure that the development is of a high quality and responds to local circumstances. The development must:</p> <ul style="list-style-type: none"> a. Adopt a Contextual approach to urban design in order to integrate with the existing built form and existing landscape, the topography and the Historic Natural Landscape; b. Deliver a landscape strategy that comprises mature planting along the eastern boundary of the site; c. Make provision for open spaces and green infrastructure within the site, with links to existing green infrastructure <u>to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u> d. Adopt an approach to wildlife that <u>protects and enhances the adjacent SSSI, and</u> results in a <u>measurable</u> net gain in biodiversity; e. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. <u>This may include the provision of attenuation and conveyance of water on land adjoining the allocation, provided such measures do not harm the Green Belt except in very special circumstances; and</u> f. <u>Measures will be implemented by the developer to ensure no increase in the risk of land instability to the site or nearby properties; and</u> f.g. <u>Main vehicular access to the site will be from Glyders, with improvements also made to active and sustainable travel infrastructure, facilities and services nearby the site to promote modal shift and improve connectivity to services, jobs and to the natural environment.</u> <p>3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.</p>	<p>The modifications proposed to site HO11 include:</p> <ul style="list-style-type: none"> • Part 1 – to better aligned with the NPPF, ensuring an effective use of land and flexibility in order to accommodate market conditions. • Part 2 – to clarify the development brief requirements for the site. • Part 2c – to reflect the recommendations of the HRA • Part 2d – in response to representations from Natural England and the Essex Wildlife Trust • Part 2e - Provision of off-site sustainable drainage on adjacent land which allows the site to create a more robust Green Belt boundary, which is consistent with the NPPF as discussed during the hearing sessions under Matter 5 – Benfleet. • Part 2f – in response to representations regarding the topography of the site received from local residents. • Part 2g – in response to representations from ECC.

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MM16	43	Paragraph 10.31	The site is classed as adjacent to a flood storage area as classified by the Environment Agency. <u>The South Benfleet Playing Fields flood storage area, which is recognised by the Environment Agency as a large raised reservoir under the Reservoirs Act provides a 1 in 1,000-year standard of protection to people and property at the southern end of Benfleet Hall Sewer. Benfleet Hall Sewer is adjacent to the site, and therefore the site itself is within a Critical Drainage Area and is located in flood zones 2 and 3a. It is therefore it is essential that tidal, fluvial and surface water is managed appropriately on this site in order to prevent flooding of properties on or nearby the site. This may require flood attenuation mitigations within Richmond Park the open space provision nearby. Benfleet Hall Sewer enters the South Benfleet Playing Fields flood storage area, which is recognised by the Environment Agency as a large raised reservoir under the Reservoirs Act. This flood storage area provides a 1 in 1,000-year standard of protection to people and properties at the southern end of Benfleet Hall Sewer.</u>	This modification provides greater clarity to the different types of flood risk in the adjacent land to site HO12.
	43	Paragraph 10.31	<i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 10.31 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i> <u>Further to the matters above, there are existing foul and surface water sewers in Anglian Water's ownership within the boundary of this site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highway or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u>	This modification highlights that development should ensure access to existing utility infrastructure is maintained on the site.
	43	Policy HO12	1.The site of the former WRVS Hall, Richmond Avenue, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around</u> 39 new homes by 2033. 2.A development brief approach will be <u>prepared for taken to</u> this site, and should follow a village green urban design approach. Applications must have regard to the development brief in order to ensure that the development is of a high quality and responds to local circumstances. The development must deliver the following: a. High quality design and layout which integrates into the existing landscape; b. An approach to wildlife that results in a <u>measurable</u> net gain in biodiversity; c. The provision of open space across the site, delivering accessible natural green space and greenways through the site, linking to the existing network of green infrastructure <u>to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u> <u>d. The management of tidal flood risks from the Thames Estuary and fluvial flood risks from the Benfleet Hall Sewer;</u> e. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. No development shall impede upon or impact on the flood storage area in Richmond Park at South Benfleet Playing Fields; f. Improvements to the footpaths and cycleways through Richmond Park. <u>South Benfleet Playing Fields;</u> <u>g. The safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure; and</u> h. Main vehicular access to the site will be from Richmond Avenue. 3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD	The modifications proposed to site HO12 include: <ul style="list-style-type: none">• Part 1 – to better aligned with the NPPF, ensuring an effective use of land, and flexibility in order to accommodate market conditions.• Part 2 – clarification regarding the requirements for a development brief.• Part 2b – in response to representations received from Essex Wildlife Trust.• Part 2c – to reflect the recommendations of the HRA.• Part 2d and 2e – in response to representation from the Environment Agency.• Part 2f – name correction• Part 2g – in response to representation from Anglian Water.
MM17	44	Paragraph 10.33	This site is approximately 28 ha in size. In the eastern part of the site, 3.5ha is designated as part of a Historic Natural Landscape. <u>This eastern edge also coincides with the extent of the Little Haven Complex nature reserve managed by Essex Wildlife Trust. The Cottage plantation woodland reserve sits nearby to the south-east of the site.</u> The site itself is mainly open farmland which is compartmentalised by established hedge and tree lined field boundaries. There is a cluster of existing farm buildings occupied by several small commercial uses, as well as some stables located to the southern part of the site. An existing community use fishing lake is also contained within the site.	This modification is proposed to provide greater context to the surrounding uses.
	44	Paragraph 10.34	Any development in this location should seek to follow urban design approaches, which ensure low density and integration into the existing landscape.	This modification reflects the different urban design approaches across site HO13.

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	44	Paragraph 10.35	Given the mainly undeveloped nature of the site, and the ancient landscape area a master plan would need to consider how biodiversity, the topography, the compartmentalised landscape and semi-rural nature of the site could be effectively integrated into the development, and how an overall net gain in biodiversity could be achieved. <u>Buffering should be provided to the Little Haven Complex, and consideration should be given as to how additional recreational disturbance of nearby wildlife assets should be avoided.</u>	This modification is proposed to ensure that recreational disturbance is avoided.
	44	Paragraph 10.36	Due to the size of the site, its varying landscape and neighbouring land uses there is the opportunity to integrate several different urban design approaches. The 'Arcadia' approach is considered appropriate for the areas of the site located within the Historic Natural Landscape and in the vicinity of important landscape features within the site, with the Boulevard approach being appropriate for the main routes through the site. Any entrances to this site lend themselves to being designed using elements of the Major Entry Point urban design approach. It is considered with these main urban design approaches setting the framework for the site, the remainder of development could result from a combination of the other urban design approaches set out in Appendix Two. All approaches should be linked together by public open spaces, and greenways which provide <u>multi-user access to all and connect to the wider network.</u> Having regard to these design approach, it is considered that approximately 455 homes could be accommodated across the whole site.	As discussed in the hearing sessions under Matter 5 – Thundersley.
	44	Paragraph 10.37	It will also be necessary to demonstrate integration of sustainable drainage techniques, to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site. This can be achieved through the provision of open space and Green Infrastructure that will also provide benefits in terms of recreation, nature conservation and active travel. <u>Additionally, there are existing foul and surface water sewers in Anglian Water's ownership within the boundary of the site and the site layout will need to be designed to take these into account. The existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance or repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u>	To ensure access is maintained to utility infrastructure.
	45	Paragraph 10.40	Community facilities should be provided in the form of local shops , an early years and childcare nursery, a multi-purpose community hall <u>(equivalent to being able to accommodate a minimum of 2 badminton courts in terms of size and height), the need for which is identified through the Castle Point Built Facilities Strategy 2018, and a healthcare facility to serve the Daws Heath area comprising 750 - 1000sqm of floorspace, as required by the NHS Mid and South Essex STP.</u>	To improve effectiveness by including size of required facilities and infrastructure requirements within the modified policy HO13.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	45	Policy HO13	<p>1. Land east of Rayleigh Road, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver around 455 new homes by 2033.</p> <p>2. A master plan <u>should be prepared and submitted to the Council for its approval for approach to this site to ensure will be taken to ensure</u> that the development is attractively designed, contributing to environmental quality, and that infrastructure is provided to support growth in this location. The master plan must deliver the following:</p> <p>a. Access arrangements for the site, which also addresses peak time congestion at nearby junctions;</p> <p>b. An urban design framework using a mix of urban design approaches built around the Arcadia approach in areas located within the Historic Natural Landscape and in the vicinity of important landscape features, and the Boulevard and Major Entry Point approaches, to create an attractive green, parkland environment, integrated into the existing landscape and topography;</p> <p>c. Respects and retains as a far as possible the hedge and tree-lined boundaries established;</p> <p>d. An approach to wildlife that results in a <u>measurable</u> net gain in biodiversity, <u>including the provision of a buffer to the Little Haven Complex nature reserve;</u></p> <p>e. The provision of greenways <u>providing multi-user access</u> through the site, linking to the existing network of green infrastructure <u>which provide opportunity for active travel and recreation but which avoid or otherwise manage additional recreational disturbance to sensitive wildlife assets nearby;</u></p>	<p>The modifications proposed to site HO13 include:</p> <ul style="list-style-type: none"> • Part 2 – to clarify the master plan process requirements for the site • Part 2d – in response to representations 36 (Mrs L Woodgate), 66 (Mr M Cronin) and 430 (Essex Wildlife Trust). • Part 2e – in response to representation 274 from Essex Bridleways Association and 430 from the Essex Wildlife Trust. Additionally, the term ‘multi-user access’ is a consequence of discussions at the hearing sessions under Matter 5 – Hadleigh. • Part 2f - to reflect the recommendations within the HRA • Parts 2h and 2i - Floorspace included for effectiveness, and in response to MIQ 113. • Part 2k – in response to representation 125 from Anglian Water Services. • Part 3 - to clarify the master plan process requirements for the site • Part 4 – in response to representation 362 from Essex County Council.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<p>f. An increase in public open space provision across the site consistent with the requirement of policy HS3, delivering <u>children's play equipment and additional accessible natural green space and children's play equipment to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u></p> <p>g. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties;</p> <p>h. The provision of a multi-use community hall, and the provision of land or a suitable building to provide up to 1000sqm of space for healthcare services building on site;</p> <p>i. <u>Provision of 0.13ha of land</u> Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery;</p> <p>j. Main vehicular access will be taken from Stadium Way in the north and Daws Heath Road in the south.</p> <p>k. <u>Safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utilities infrastructure identified on site.</u></p> <p>3. <u>Planning applications for the development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.</u></p> <p>34. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance.</p> <p>45. <u>Public transport waiting facilities and services must be improved on Rayleigh Road and Daws Heath Road. Improvements to active and sustainable infrastructure, facilities and services should be secured within and as part of this development to promote modal shift and improve connectivity. This should include a public transport only route through the site, bringing all new homes on the site within 400m of public transport provision.</u></p>	
MM18	46	Paragraph 10.42	<p>Given the mainly undeveloped nature of the site, any development of this site would need to consider how biodiversity could be effectively integrated into the development and an overall net gain in biodiversity could be achieved. Furthermore, the compartmentalised landscape and semi-rural nature of the site are important features and should be used to aid the integration of development into this important landscape. The development must provide access to the open areas to the south and west-east of the site whilst ensuring they are protected and enhanced. <u>This area of land, as identified in the Policies Map as 'new open space' can be utilised for compensatory improvements to the environmental quality and accessibility of remaining Green Belt land, so long as the use is compatible with the functions of Green Belt policy.</u></p>	To clarify the location and how the adjacent land will be incorporated into the development.
	46	Paragraph 10.44	<p>The overall design for the site should ensure linkages to nearby public open spaces, and greenways <u>providing multi-user access through the site and linking to adjacent land.</u> It will also be necessary to demonstrate integration of sustainable drainage techniques, as the site is identified as being in a Critical Drainage Area. This can be achieved through the provision of open space, <u>greenways</u> and Green Infrastructure. Having regard to these design approaches, it is considered that approximately 173 homes could be accommodated across the whole site.</p>	Modification proposed in response to MIQ 121, highlighting how public rights of way will be incorporated into the development.
	46	Paragraph 10.45	<p><u>There are plenty of opportunities within the vicinity of this site for walking, cycling and horse riding for leisure purposes, and new or improved links to this network should be provided. However, t</u>This site is not within easy walking distance of local services and facilities and it is therefore important that cycling infrastructure, and public transport services are improved, in terms of routing and frequency, in this part of the borough.</p>	Modification proposed in response to representation 363 from Essex County Council.
	46	Paragraph 10.46	<p><i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 10.46 AND RENUMBER REMAINING PARAGRAPHS THEREAFTER ACCORDINGLY.</i></p> <p><u>Anglian Water has identified existing foul and surface water sewers within the boundary of this site which they own, and which need to be taken into account in the site layout. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing</u></p>	In response to representation 126 from Anglian Water, which seeks to safeguard access to utility infrastructure.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<u>sewers should be located in the highway or in public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u>	
	47	Policy HO14	<p>1. Land at Brook Farm, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver up to around 173 new homes by 2033.</p> <p>2. It is expected that a <u>A master plan should be prepared and submitted to the Council for its approval for this site. approach will be taken to this site, using</u>. The master plan should incorporate using multiple urban design approaches to ensure that the development is of a high quality and responds to local circumstances.</p> <p>3. The development should:</p> <p>a. Adopt a Contextual approach to urban design to the northern parts of the site immediately adjacent to the existing development in order to integrate with the existing built form;</p> <p>b. Adopt the Arcadia approach to urban design across the southern parts of the site adjacent to the open farmland in order to integrate with the semi-rural environment;</p> <p>c. Deliver a landscape strategy that comprises mature planting along the southern boundary of the site;</p> <p>d. Respects and retains, as far as possible the established hedge and tree-lined field boundaries;</p> <p>e. Make provision of <u>multi-user</u> greenways through the site, linking to the existing network of green infrastructure <u>and providing opportunities for active travel and daily recreation and to divert and deflect visitors from Habitats sites;</u></p> <p>f. Adopt an approach to wildlife that results in a <u>measurable</u> net gain in biodiversity. <u>This may include habitat enhancement on land adjoining the allocation, provided such measures are compatible with the Green Belt;</u></p> <p>g. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. <u>This may include the provision of attenuation and conveyance of water on land adjoining the allocation, provided such measures do not harm the Green Belt except in very special circumstances; and</u></p> <p>h. <u>Take m</u>ain vehicular access will be taken from Daws Heath Road; <u>and</u></p> <p>i. <u>Safeguard suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utility infrastructure identified to be on site.</u></p> <p>4. <u>Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.</u></p> <p>45. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.</p> <p>56. A contribution should be made to the <u>necessary</u> improvement of <u>active and sustainable travel infrastructure, facilities and services for this site, including improvements to cycling infrastructure and</u> public transport services along Daws Heath Road to improve accessibility to the site and reduce the need for travel by car.</p>	<p>The modifications proposed to site HO14 include:</p> <ul style="list-style-type: none"> • Part 1 – to ensure NPPF compliance to allow to policy to be flexible enough to respond to market conditions. • Part 2 – to clarify the master plan process requirements for the site • Part 3e - in response to representation 275 from Essex Bridleways Association. Additionally, the term 'multi-user access' is a consequence of discussions at the hearing sessions under Matter 5 – Hadleigh. This modification also seeks to divert and deflect recreational users away from Habitats sites in accordance with the HRA. • Part 3f – in response to representation 431 from the Essex Wildlife Trust and the use of the term 'measurable'. The additional sentence is in response to representation 108 from Countryside Properties. • Part 3g - the additional sentence proposed to this criteria is in response to representation 108 from Countryside Properties. • Part 3i – is in response to representation 126 from Anglian Water Services. • Part 4 - to clarify the master plan process requirements for the site. • Part 6 – in response to representation 363 from Essex County Council.
MM19	47	Paragraph 10.47	<p>This site is approximately 1.5 ha in size. The site is adjacent to the Hadleigh Infant School and is an undeveloped, unused piece of land fenced off from the school playing fields, which are shared with Hadleigh Junior School. The site is within reasonable walking distance of Hadleigh Town Centre, <u>and opportunities to promote active and sustainable travel to this centre should be secured alongside development.</u></p>	<p>Modification proposed in response to representation 364 from Essex County Council, ensuring active and sustainable travel opportunities are secured.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	48	Policy HO15	<p>1. Land south of Scrub Lane, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around</u> 55 new homes by 2033.</p> <p>2. A development brief <u>will be prepared for approach to this site and applications must have regard to the development brief in order</u> will be taken to ensure that the development is attractively designed and contributing to environmental quality. The development brief should deliver the following:</p> <p>a. A Boulevard urban design approach to the Scrub Lane frontage, complemented by a contextual urban design approach to the remainder of the site;</p> <p>b. Access for the school to maintain and improve accessibility to the school from Scrub Lane;</p> <p><u>c. Provide access to natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u></p> <p><u>d. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and</u></p> <p><u>e. Main vehicular access will be taken from Scrub Lane with improvements also made to active and sustainable travel infrastructure, facilities and services nearby the site to promote modal shift and improve connectivity to services and jobs in Hadleigh Town Centre.</u></p> <p>3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.</p> <p><u>4. The loss of playing field land and land last used as playing fields should be mitigated by an appropriate financial contribution being secured towards new or enhanced playing field projects within the Borough.</u></p>	<p>The modifications proposed to site HO15 include:</p> <ul style="list-style-type: none"> Part 1 - to ensure NPPF compliance to allow to policy to be flexible enough to respond to market conditions and in response to representation 442 from Essex County Council (Property and Facilities). Part 2 – to clarify the development brief process requirements for the site. Part 2c - to divert and deflect recreational users away from Habitats sites in accordance with the HRA. Part 2e – in response to representation 364 from Essex County Council. Part 4 – is in response to representation 55 from Sport England and a later Statement of Common Ground (SCG-007) with Sport England.
MM20	49	Paragraph 10.51	The northern edge of the site coincides with a watercourse which puts the northern boundary into a flood risk zone 2 and 3. The overall design for the site should <u>follow the sequential approach and avoid development on land within flood risk zones 2 and 3. Elsewhere within the site development proposals should integrate</u> ensure integration of sustainable drainage techniques, in order to ensure that surface water is managed appropriately. This can be achieved through the provision of open space and green infrastructure that will also provide benefits in terms of recreation, nature conservation and active travel. Having regard to these design approaches it is considered that 65 homes could be accommodated on this site.	In response to representation 244 from the Environment Agency to identify the flood zones in and nearby the site.
	49	Paragraph 10.52	Given the mainly undeveloped nature of this site and the proximity to a Potential Local Wildlife Site and SSSI, any development of this site would need to consider how biodiversity could be effectively integrated into the development, <u>impacts on the SSSI can be avoided, managed or mitigated,</u> and an overall net gain in biodiversity could be achieved. The use of landscaping to mitigate the impacts of the development on the semi-rural landscape in this location could for example provide the opportunity to create wildlife corridors that link the network of woodlands and support this areas role as a Historic Natural Landscape. <u>Vehicular access to the site will be from Central Avenue only, in order to avoid conflict with the Public Rights of Way on Poors Lane and to avoid the unnecessary harm to the adjacent Local Wildlife Site and SSSI.</u>	<p>In response to representation 310 from Natural England to identify and ensure protection of the habitats sites near the site.</p> <p>A further modification in regard to access is in response to paragraph 39 in the Inspector's post hearings letter.</p>
	49	Paragraph 10.53	The <i>SHLAA 2018</i> estimates an additional 61 dwellings and this is corroborated by the <i>Castle Point Large Site Capacity Study</i> which estimates that the site has a capacity for 65 additional dwellings made up of semi-detached and detached homes as well as open space. The northern part of the site with within Flood Zone 3 and appropriate mitigation should be put in place including on-site SUDS and / or attenuation. <u>Vehicular access to the site should be taken from Central Avenue, with improvements also made to active and sustainable travel within and around the site to promote active travel and access to the countryside in this part of the borough. There is scope for non-vehicular access to be secured from Poors Lane.</u>	<p>The proposed deleted text repeats an earlier part of the reasoned justification for policy HO16.</p> <p>The additional text is in response to representation 365 from Essex County Council in regard to providing opportunities for active and sustainable travel.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	49	Policy HO16	<p>1. Land at Oak Tree Farm, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around</u> 65 new homes by 2033.</p> <p>2. It is expected that a <u>A master plan should be prepared and submitted to the Council for its approval for approach will be taken to</u> this site using a contextual urban design approach to ensure that the development is of a high quality and responds to the local circumstances.</p> <p>3. The development should:</p> <p>a. Adopt a contextual approach to urban design which integrates with the existing built form and is also sensitive to the openness of the surrounding farmland and ancient woodland;</p> <p><u>b. Adopt the sequential approach and ensure that no housing development is proposed on land within flood risk zones 2 and 3 on the site as defined by the most up to date modelling, and taking climate change into account;</u></p> <p>bc. Implement Sustainable drainage measures will be implemented <u>to ensure no increase in the risk of surface water flooding to the site or nearby properties;</u></p> <p><u>d. Adopt an approach to wildlife that protects and enhances the adjacent SSSI, and results in a measurable net gain in biodiversity. Where greenways are provided as part of the design for this site, they should avoid or otherwise manage recreational disturbance in the adjacent SSSI including access from Pools Lane to the SSSI. Access should be provided to natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u></p> <p>ee. Respects and retains, as far as possible the established hedge and tree-lined field boundaries; and</p> <p>ef. Main vehicular access will be taken from Central Avenue only, with improvements also made to active and sustainable travel infrastructure, facilities and services nearby the site to promote modal shift and improve connectivity to services, jobs and to the natural environment.</p> <p>4. <u>Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.</u></p> <p>45. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.</p>	<p>The modifications proposed to site HO16 include:</p> <ul style="list-style-type: none"> • Part 1 - to ensure NPPF compliance to allow to policy to be flexible enough to respond to market conditions. • Part 2 – to clarify the master plan process requirements for the site. • Part 3b – in response to representation 244 from the Environment Agency. • New part 3d – new criteria in response to representations 276 from the Essex Bridleways Association, 310 from Natural England and 432 from the Essex Wildlife Trust. • Previous part 3d – in response to representation 366 from Essex County Council and to divert and deflect recreational users away from Habitats sites in accordance with the HRA. • Part 4 - to clarify the master plan process requirements for the site.
MM21	50	Paragraph 10.55	Control of the land is vested in the County Council and Borough Council, both of whom aspire to bring forward mixed use redevelopment in order to support the town centre. The site will be subject to a development brief master plan which sets out how the new development can be integrated into the existing fabric of the town centre; seek to retain if viable the old fire station; retain and provide facilities for the community uses on the site; provide commercial ground floor opportunities; and residential development. <u>The proposals for this site will seek to support and contribute towards opportunities to promote active and sustainable travel in this already accessible location.</u>	In response to representation 366 from Essex County Council in regard to providing opportunities for active and sustainable travel.
	50	Paragraph 10.56	This site is identified as being within a Critical Drainage Area and within the Southend Water Recycling Centre catchment area, and it is necessary to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site. <u>Anglian Water has also identified the presence of existing surface water sewers on this site, and these will need to be considered in the layout of the development. This existing infrastructure is protected by easements and should not be built over or located in private areas where access for maintenance and repair could be restricted. The existing sewers should be located in the highway or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u>	In response to representation 127 from Anglian Water Services in safeguarding access to utility infrastructure.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	50	Policy HO17	<p>1. Land at Hadleigh Island, Hadleigh, as identified on the Policies Map, is allocated for mixed use residential purposes, to deliver up to <u>around</u> 52 new homes by 2033.</p> <p>2. It is expected that a planning and development brief approach will be taken to this site; <u>A development brief will be prepared for this site and applications must have regard to the development brief in order to ensure that the development is of a high quality and responds to local circumstances. The development brief will use ing a contextual urban design approach.</u></p> <p>3. A master plan <u>development brief</u> for the site should deliver:</p> <p class="margin-left: 40px;">a. A high-quality design and layout which complements the existing urban environment and seeks to enhance the character of the town centre;</p> <p class="margin-left: 40px;">b. Enhancements to the public realm within the site and along the A13 frontage, <u>including contributions towards active and public transport provision within the vicinity of the site to promote modal shift in a town centre location;</u></p> <p class="margin-left: 40px;">c. Enhancements to the public realm within the site and along the A13 frontage; and</p> <p class="margin-left: 40px;"><u>d. Provide access to natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u></p> <p class="margin-left: 40px;">e. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties.; <u>and</u></p> <p class="margin-left: 40px;"><u>f. Safeguarding of suitable access for the maintenance of surface water drainage infrastructure, and any other utility infrastructure identified within this site.</u></p> <p>4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.</p>	<p>The modifications proposed to site HO17 include:</p> <ul style="list-style-type: none"> • Part 1 - to ensure NPPF compliance to allow to policy to be flexible enough to respond to market conditions. • Part 2 and 3 – to clarify the development brief process requirements for the site. • Part 3b – in response to representation 366 from Essex County Council. • Part 2d - to divert and deflect recreational users away from Habitats sites in accordance with the HRA. • Part 3f – new criteria in response to representation 127 from Anglian Water Services.
MM22	51	Paragraph 10.58	<p>Grasmere Road Pastures (PLoWS 8) is a potential wildlife site that lies immediately north and west of the site, therefore it is important for any new development to take into account and achieve an overall net gain in biodiversity. <u>An existing Public Right of Way passes through the site in the form of a bridleway.</u></p>	<p>In response to representation 277 from Essex Bridleways Association, highlighting existing constraints within the site.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	51	Policy HO18	<p>1. Land north of Grasmere Road and Borrowdale Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around 30</u> new homes by 2033.</p> <p>2. It is expected that a A development brief approach will be prepared for this site will be taken to this site using a contextual urban design approach to ensure that the development is of a high quality and responds to the local circumstances. <u>Applications for this site must have regard to the development brief.</u></p> <p>3. The development should:</p> <p>a. Adopt a contextual approach to urban design which integrates with the existing built form and is also sensitive to surrounding uses;</p> <p>b. <u>Implement</u> Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties;</p> <p>c. Respects and retains, as far as possible the established hedge and tree-lined field boundaries;</p> <p><u>d. Retain the existing Public Right of Way passing through the site, and ensure it remains suitable for use as a bridleway;</u></p> <p>ge. Take Aan approach to wildlife that results in a <u>measurable</u> net gain in biodiversity;</p> <p><u>f. Provide access to natural greenspace within walking distance needed for daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; and</u></p> <p>hg. Vehicular access will be from Grasmere Road, Borrowdale Road, and Silverdale with improvements also made to active and sustainable travel infrastructure, facilities and services nearby the site to promote modal shift and improve connectivity to services, jobs and to the natural environment.</p> <p>4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.</p>	<p>The modifications proposed to site HO18 include:</p> <ul style="list-style-type: none"> • Part 1 - to ensure NPPF compliance to allow to policy to be flexible enough to respond to market conditions. • Part 2 – to clarify the development brief process requirements for the site. • Part 3b (previously 3e) – modifications proposed to improve readability of the policy. • Part 3d – in response to representation 277 from Essex Bridleways Association. • Part 3e (previously 3g) – in response to representation 433 from Essex Wildlife Trust. • Part 3f - to divert and deflect recreational users away from Habitats sites in accordance with the HRA. • Part 3g (previously 3h) – Amendments to access as access from Borrowdale Road is not achievable and improvements to active and sustainable travel infrastructure ensures consistency with other policies.
MM23	52	Paragraph 10.65	<p>Access for this site is taken from residential side roads which also serve two primary schools. Public transport services and facilities should also be improved near to the development site on the A13 London Road and Rushbottom Lane. <u>The transport assessment for this site should include the Tarpots junction in order to identify the extent of any improvements needed.</u></p>	<p>In response to representation 367 from Essex County Council in requiring specific junctions in the transport assessment.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	52	Policy HO19	<p>1. Land at Glebelands, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around</u> 155 new homes by 2033.</p> <p>2. A master plan <u>should be prepared and submitted to the Council for its approval for this site approach to this site will be taken</u> to ensure that the development is attractively designed, contributing to environmental quality, and that contributions to health and school infrastructure is made to support growth in this location. The master plan must deliver the following:</p> <p>a. An urban design framework using a mix of urban design approaches built around the Arcadia approach with elements of the Village Green and Landscape Square approaches, to create an attractive green, parkland environment, integrated into the landscape; and</p> <p>b. A landscape strategy for the site that includes:</p> <p>i. The provision of a strategic landscaped buffer along the whole of the sites western boundary, to create a green and attractive character to the entrance into the borough;</p> <p>ii. The provision of a strategic greenway running along the whole of the site's western boundary, incorporating and linking to existing network of public footpaths, cycleways, public open space, natural features, and green infrastructure <u>to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u></p> <p>iii. An approach to wildlife that results in a <u>measurable</u> net gain in biodiversity;</p> <p>iv. An increase in public open space provision across the site consistent with the requirement of policy HS3; and</p> <p>v. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties</p> <p><u>3. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.</u></p> <p>34. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.</p> <p>45. A contribution will be made towards the improvement of <u>active and sustainable transport infrastructure, facilities and services within and nearby the site in order to encourage modal shift. This includes improvements to public transport waiting facilities and services near to the site in order to promote sustainable travel.</u></p> <p>56. Main vehicular access will be from Glebelands.</p>	<p>The modifications proposed to site HO19 include:</p> <ul style="list-style-type: none"> • Part 1 - to ensure NPPF compliance to allow to policy to be flexible enough to respond to market conditions. • Part 2 – to clarify the master plan process requirements for the site. • Part 2bii - to divert and deflect recreational users away from Habitats sites in accordance with the HRA. • Part 2biii – in response to representation 343 from Essex Wildlife Trust. • Part 3 - to clarify the master plan process requirements for the site. • Part 4 – improvements to active and sustainable travel infrastructure ensures consistency with other policies.
MM24	53	Paragraph 10.69	Throughout the remainder of the site it is considered that the <u>principles of an Arcadia urban design approach, as set out in appendix two</u> should be applied to create an attractive green, parkland environment where the natural environment and residential homes co-exist side by side. This environment should include open spaces and greenways which create links and build on the existing public rights of way network which already exists in this location. It should also integrate sustainable drainage techniques given that the site is within a Critical Drainage Area, and there is potential for a small area of surface water flooding towards the north of the site. The <i>SHLAA 2018</i> indicated that the site could deliver 476 new homes. Having regard to the most appropriate design approach taking account of landscape constraints, it is considered that approximately <u>430</u> 350 homes could be accommodated on the site.	<p>In response to representation 278 from Essex Bridleways Association and to clarify the urban design approaches.</p> <p>In regard to the capacity of the site, this is in response to paragraph 40 in the Inspector's post hearings letter.</p>
	54	Paragraph 10.70	Part of the site already has planning permission for 180 units, therefore this policy will look to accommodate the remaining 340 <u>412</u> units.	This is in response to paragraph 40 in the Inspector's post hearings letter.
	54	Paragraph 10.70	<p><i>INSERT A NEW PARAGRAPH AFTER 10.70, AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i></p> <p><u>Due to the existing development in this area, there are existing foul and surface water sewers in Anglian Water's ownership within the boundary of the site. The site layout will therefore need to be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where</u></p>	In response to representation 129 from Anglian Water Services in safeguarding access to utility infrastructure.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<u>access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u>	
	54	Paragraph 10.71	<i>INSERT A NEW PARAGRAPH AFTER 10.71, AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i> <u>Main vehicular access to the site from the south of The Chase will primarily be from Kiln Road, and land to the north of The Chase will primarily be accessed from Runnymede Chase or Rayleigh Road. There may be limited access from other roads to small pockets of development.</u>	Access arrangements were discussed during the virtual hearings under Matter 5 – Thundersley session. This modification is made in response to such discussions.
	54	Paragraph 10.72	<u>The site also contains playing fields used by the nearby USP College. These are remote from the college which limits their use. It is intended that these are relocated to facilitate greater use by the community. To enable greater use, it is intended that the relocated provision will principally be in the form of a full size flood lit 3G pitch capable of use for both football and rugby. The location of the new pitch should be determined through the master planning process and ensure that the flood lighting and noise does not give rise to amenity issues for existing or future residents. Any development of these playing fields should be supported by the provision of a new 3G pitch to serve the needs of the college.</u> The relationship between the site and adjoining land uses is critical and the master plan should set out how the site integrates with, inter alia, the USP college campus and the Council Offices and leisure uses off Kiln Road. Land for a new pre-school will also be required to increase capacity within the area as a result of this development.	In response to representation 56 from Sport England and a later Statement of Common Ground (SCG-007) with Sport England.
	54	Paragraph 10.72	<i>INSERT TWO NEW PARAGRAPHS AFTER PARAGRAPH 10.72 AND RENUMBER ALL SUBSEQUENT PARAGRAPHS ACCORDINGLY</i> <u>The IDP indicates that specific improvements to community infrastructure are required to support the growth arising at this site. There is a requirement for a 26-place pre-school to be provided. This is in addition to the pre-school which already operates out of Runnymede Hall. There is also a need, as identified by the NHS, for a new healthcare hub in this location comprising between 750sq m and 1,000 sq m of floorspace. It is anticipated that these requirements will be secured alongside the residential development through a master planned approach. It may be that this could be through the reuse of existing buildings if they are available, and if they are suitable for the intended purpose.</u> <u>The site is in multiple ownership and lends itself to a multi-phased scheme. In order to ensure a co-ordinated response to development across the site a master plan will be prepared by the Council within six months of adoption of the Local Plan. The master plan will be informed by the development aspirations for the various parcels within the site. The role of the master plan will be strategic place-making, establishing parameters for development and dealing with site wide issues such as drainage, flooding, infrastructure and net biodiversity gain.</u>	<p>The initial requirement for a medical facility was highlighted in response to representation 676 from the NHS. The size of the childcare facility has also been included to improve the effectiveness of policy HO20.</p> <p>The role of the Master Plan, as described in the second proposed new paragraph is in response to the discussion that took place during the virtual hearing sessions under Matter 5 – Thundersley.</p>
	54	Policy HO20	<i>DELETE WORDING OF POLICY HO20 AND REPLACE WITH THE BELOW TEXT</i> 1. 28ha of land off Kiln Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 340 new homes by 2033. It is expected that a comprehensive master plan approach to this site will be taken to ensure that the development is attractively designed, contributing to environmental quality, and that enough infrastructure is provided to support growth in this location. 2. A master plan will be required to deliver: a. An Arcadia urban design approach, to create an attractive, green, parkland environment, integrated into the existing landscape; b. An approach to wildlife that results in a net gain in biodiversity; c. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; d. The provision of greenways through the site, linking to the existing network of green infrastructure;	<p>The modifications proposed are in response to the issues discussed at hearing session in relation to Matter 5 – Thundersley. In addition to the hearing sessions a number of earlier points were made during the Regulation 19 consultation that influenced this policy, this includes:</p> <ul style="list-style-type: none"> • Improvements to the policy in terms of NPPF compliance and flexibility to respond to market conditions. • Representation 435 from Essex Wildlife Trust in regard to biodiversity net gain. • Representation 56 from Sport England in regard to playing pitch provision. • Specific size requirements for the early years facility in response to representation 368 from Essex County Council and the medical facility in response to representation 676 from the NHS. • The requirement to safeguard access to utility infrastructure is in response to representation 129 from Anglian Water Services. • In regard to the capacity of the site, this is in response to paragraph 40 in the Inspector's post hearings letter. • Clarifications to the requirements of the master plan process.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<p>e. The provision of open space and where appropriate, playing fields within the site consistent with the requirement of policy HS3, delivering additional accessible natural green space;</p> <p>f. Identify means of access to the site without the creation of a through route and highways improvements to the unmade highway sections within the allocated area to ensure the accessibility of new development and junction improvements on Kenneth Road;</p> <p>g. Integration with the USP College and Council Offices and adjoining leisure uses off Kiln Road. This includes the re-provision of a 3G pitch to compensate for the loss of the USP playing pitch if required;</p> <p>h. Land (circa 0.058 ha) for a stand alone 26 place Pre-school (Use Class D1); and</p> <p>i. Main vehicular access to the south of the Chase will be taken from Kiln Road, and land to the north of The Chase from Runnymede Chase or Rayleigh Road.</p> <p>3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.</p> <p>4. Public transport waiting facilities and services will be improved near to the site on Kiln Road, Rayleigh Road and Kenneth Road in order to promote sustainable travel patterns.</p> <p><u>1.28ha of land off Kiln Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver around 412 new homes by 2033.</u></p> <p><u>2. A master plan covering the allocated 28ha will be prepared for the site to ensure that the development is attractively designed, contributing to environmental quality, and that the identified infrastructure is provided to support growth in this location. The master plan will set out how applications for different development parcels within the site can come forward.</u></p> <p><u>3. A master plan will be prepared within six months of the adoption of the Plan, which will establish the capacities of development parcels within the overall site. Each development parcel should have regard to the master plan which will secure:</u></p> <p><u>a. Urban design which echoes the principles of the Arcadia approach as defined in Appendix 2, to create an attractive, green, parkland environment, integrated into the existing landscape;</u></p> <p><u>b. An approach to wildlife that results in a measurable net gain in biodiversity;</u></p> <p><u>c. The retention of existing Public Rights of Way through the site, and the provision of greenways through the site, linking to the existing network of green infrastructure;</u></p> <p><u>d. The provision of open space and where appropriate, playing fields within the site consistent with the requirement of policy HS3, delivering additional accessible natural green space to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u></p> <p><u>e. An approach to playing pitch provision which fully compensates for any losses arising on site or in an accessible location nearby, and provides for any additional need arising from growth at the site, in consultation with Sport England and the relevant sport governing bodies;</u></p> <p><u>f. Main vehicular access to the south of the Chase from Kiln Road, and land to the north of the Chase from Runnymede Chase or Rayleigh Road;</u></p>	<ul style="list-style-type: none"> Requirements to divert and deflect recreational users away from Habitats sites in accordance with the HRA.

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			<p><u>g. Coordinated access to the development areas within the site without the creation of a motorised vehicular through route. As appropriate, the need for highways improvements, including to unmade sections of highway within the site will be secured to enable access to new development;</u></p> <p><u>h. Active travel connections through the site linking through the new development to the USP College and Council Offices and adjoining leisure uses off Kiln Road;</u></p> <p><u>i. The provision of a new stand-alone 26 place Pre-school, and the provision of a building to accommodate 1,000sqm of space for healthcare services. This may be provided in-kind, or through the provision of land comprising 0.058ha for the pre-school and 0.3ha for the healthcare building, with proportionate financial contributions towards the delivery of the facilities;</u></p> <p><u>j. Sustainable drainage measures to ensure no increase in the risk of surface water flooding to the site or nearby properties; and</u></p> <p><u>k. The safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utility infrastructure identified on site.</u></p> <p><u>4. Applications for individual development parcels within the allocated site must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that development parcel acceptable in planning terms. Any applications received in advance of the master plan must incorporate the requirements of part 3 of this policy and must not undermine the comprehensive development of the wider allocated site.</u></p> <p><u>5. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.</u></p> <p><u>6. In order to mitigate impacts of the development at this site on the surrounding road network necessary contributions will be secured towards junction improvements on Kenneth Road, and towards public transport waiting facilities and services nearby the site on Kiln Road, Rayleigh Road and Kenneth Road in order to promote sustainable travel patterns.</u></p>	
MM25	55	Paragraph 10.73	<p><i>INSERT AN ADDITIONAL PARAGRAPH AFTER PARAGRAPH 10.73 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i></p> <p><u>This site is adjacent to the Rayleigh Road and has regular bus services passing by and experiences high traffic flows. There is therefore a need for any development in this location to support localised improvements to active travel and enable mode shift to public transport in order for occupants of this site to be able to travel by these means, reducing the impact of this development on local congestion.</u></p>	In response to representation 369 from Essex County Council in regard to providing opportunities for active and sustainable travel.
	55	Policy HO21	<p>1. Land fronting Rayleigh Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around</u> 60 new homes, by 2033.</p> <p>2. A master plan should be prepared and submitted to the Council for its approval for this site approach will be taken to this site using a contextual urban design approach to ensure that the development is of a high quality and responds to the local circumstances.</p> <p>3. The development must:</p> <p>a. Deliver a high-quality design and layout which complements the existing urban environment and reflects the surrounding character given the prominence of the site. In particular, the site layout must seek to mitigate against noise impacts arising from surrounding junctions and main roads and respect the surrounding land uses;</p>	<p>The modifications proposed to site HO21 include:</p> <ul style="list-style-type: none"> • Part 1 - Improvements to the policy in terms of NPPF compliance and flexibility to respond to market conditions. • Part 2 – to clarify the master plan process requirements for the site. • Part 2b - to divert and deflect recreational users away from Habitats sites in accordance with the HRA. • Part 3d – in response to representation 369 from Essex County Council. • Part 4 - to clarify the master plan process requirements for the site.

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			<p><u>b. Provide access to natural greenspace within walking distance for daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u></p> <p>bc. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and</p> <p>ed. <u>Take mMain vehicular access will be taken from Kingsley Lane, and contribute towards active and sustainable transport infrastructure, facilities and services nearby the site in order to encourage modal shift. This includes improvements to public transport waiting facilities and services near to the site.</u></p> <p><u>4. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.</u></p> <p>45. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.</p>	
MM26	56	Paragraph 10.75	This site is approximately 0.16 ha in size and is bounded by residential development on the western, northern and eastern boundaries. Kiln Road offers the southern boundary and will act as the main access to the site. <u>There are existing active and sustainable travel opportunities on Kiln Road, which this development should contribute toward the improvement of in order to support a shift to these modes of travel.</u>	To ensure consistency in the reasoned justification with other policies.
	56	Paragraph 10.76	The site is comprised of a manufacturing commercial business, but located within a predominately residential area, and close to residential property. The site is adjacent to three storey terraced town houses to the west and two storey chalet style homes to the east, with large semi-detached homes on the opposite side of Kiln Road. <u>Based on the scale of surrounding development it is considered that this site can accommodate around 12 new homes.</u>	To justify the capacity of the site within the policy.
	56	Paragraph 10.76	<i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 10.76 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i> <u>There is an existing surface water sewer in Anglian Water's ownership within the boundary of this site, and consequently the site layout should be designed to take this into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highway or in public open space. If this is not possible a formal application to divert the asset may be required.</u>	In response to representation 128 from Anglian Water Services.
	56	Policy HO22	<p>1. Land at Thames Loose Leaf, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around</u> 12 new homes by 2033.</p> <p>2. A planning and development brief will be prepared for this site and applications must have regard to the development brief. approach will be taken to this site, <u>This site will use</u>ing a contextual urban design approach.</p> <p>3. The development must deliver:</p> <p>a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses;</p> <p>b. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and</p> <p><u>c. Provide access to natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u></p>	<p>The modifications proposed to site HO22 include:</p> <ul style="list-style-type: none"> • Part 1 - Improvements to the policy in terms of NPPF compliance and flexibility to respond to market conditions. • Part 2 – to clarify the development brief process requirements for the site. • Part 2c - to divert and deflect recreational users away from Habitats sites in accordance with the HRA. • Part 2d – to ensure consistency with modifications sought for other policies. • Part 2e – new criteria in response to representation 128 from Anglian Water Services in safeguarding access to utility infrastructure.

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			<p><u>ed. Main vehicular access from Kiln Road, and contribute towards active and sustainable transport infrastructure, facilities and services nearby the site in order to encourage modal shift; and</u></p> <p><u>e. Safeguarding of suitable access for the maintenance of surface water drainage infrastructure, and any other utility infrastructure identified on this site.</u></p> <p>4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.</p>	
MM27	57	Paragraph 10.78	The site is located on Canvey Island, and as such is located within Flood Risk Zone 3. The <i>Strategic Flood Risk Assessment (SFRA) Level Two 2018</i> indicates that this site is at high risk of flooding and therefore its development needs to be considered against the Sequential Test, and Exception Test. The Sequential Test, prepared to accompany this plan, indicates that the site would pass the Sequential Test in attempting to deliver the objectively assessed need for housing and when it can be demonstrated that there is an insufficient five year land supply from sites with a lower flood risk . It will however be necessary for any planning application to demonstrate that any proposals are designed to meet the Exceptions Test, particularly in relation to flood resistance and flood resilience.	To reflect the modification to policy HO23.
	57	Paragraph 10.79	The <i>Essex County Council Interactive Flood and Water Management Map</i> identifies areas of high risk of surface water flooding <u>including areas on Canvey Island</u> . The Canvey Island Six Point Plan is a multi-agency plan which sets out how <u>surface water flood risk on Canvey should be managed</u> . This includes <u>increasing the capacity of the drainage network and investing in green surface water storage</u> . On this site there are existing drainage ditches running along the southern and part of the eastern boundary of the site. It will therefore be necessary to demonstrate integration of sustainable drainage techniques, to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site. This can be achieved through the provision of open space and Green Infrastructure that will also provide benefits in terms of recreation, <u>active travel and nature conservation, including helping to ensure the integrity of the nearby Benfleet and Southend Marshes SPA and Ramsar site by assisting in the management of water quality</u> . and active travel.	As a consequence of a recommendation made in paragraph 5.3.65 in the Habitats Regulations Assessment 2020 (EQ-010).
	57	Paragraph 10.79	<p><i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 10.79 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i></p> <p><u>There are also built drainage assets on this site. There is an existing foul sewer and a number of discharge points (both foul and surface water) in Anglian Water's ownership within the boundary of the site. The site layout will therefore need to be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in a highway or public open space. If this is not possible a formal application to divert this asset may be required. There is also a foul sewerage pumping station adjacent to this site. Improvements may be required to this pump to accommodate the development of this site. To avoid odour complaints arising from any new residents, a 15m buffer should be applied around the pumping station.</u></p>	In response to representation 130 from Anglian Water Services in safeguarding access to utility infrastructure.
	57	Paragraph 10.80	<u>This site is nearby the Canvey Wick SSSI, valued for its invertebrate species</u> . Due to the sites its undeveloped nature it is necessary for ecological survey work to be undertaken having regard to <u>invertebrates</u> , flora, reptiles and nesting birds. Consideration should be given as to how any biodiversity can be effectively integrated into the development proposals to achieve a net gain.	In response to representation 310 from Natural England identifying nearby habitats sites.
	57	Paragraph 10.80	<p><i>INSERT TWO NEW PARAGRAPHS AFTER PARARAPH 10.80 AND RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY</i></p> <p><u>A Scheduled Monument comprising the remains of a Roman saltern is located to the north-east of this site. A Heritage Impact Assessment has been undertaken in order to understand the implications of development on this heritage asset. There is the potential for development of this site to harm the setting of this scheduled monument, and to disturb archaeology related to the saltern within the wider area. To this end, it is necessary for further archaeological assessment to be undertaken prior to master planning, and for master planning to seek to conserve the scheduled monument, its setting and any archaeological remains of significance related to the saltern.</u></p> <p><u>In order to minimise potential impacts to the setting of the Roman Saltern, the openness of the area to the west and north of the Saltern should be retained as far as possible. Development to the boundary would isolate the Roman Saltern from the wider historic marshes to the west. It is recognised that a new access from Canvey Road is required for this development and any such highway should be designed into the landscape respecting the character of the historic setting and reducing the visual impact from the highway. Development should take opportunities to sustain,</u></p>	Representation 265 from Historic England led to a Heritage Impact Assessment for this site (DSH-011) which influenced the modification to the reasoned justification. Further modifications were proposed in response to MIQ 176.

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			<u>enhance and protect the significance of the Scheduled Monument, this could include diverting pedestrians away from the historic asset, provision of information boards and fencing.</u>	
	58	Policy HO23	<p>1. 16.7 ha of Land east of Canvey Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around 300</u> new homes by 2033.</p> <p>2. Housing development may be brought forward on this development site only at a time where there is an insufficient supply of land to ensure a five year housing land supply, thereby passing the sequential test for flood risk.</p> <p>32. A master plan <u>should be prepared and submitted to the Council for its approval for this site</u> approach to this site will be taken to ensure that the development is attractively designed, contributing to environmental quality and that infrastructure is provided to support growth in this location. The master plan must deliver the following:</p> <p>a. <u>Protection of the Scheduled Monument located to the north-east of the site and the preservation and enhancement of its setting. To secure this, any development of the land to the west and the north of the Scheduled Monument which would result in substantial harm to the setting of the Scheduled Monument, or will lead to less than substantial harm to the setting of the Scheduled Monument, will be determined in accordance with national planning policy as set out in the NPPF.</u></p> <p>b. <u>Preservation of any archaeological remains of significance related to the Scheduled Monument identified within the wider site. This should be informed by detailed heritage assessment work, the scope of which should be agreed with the Council and inform the master plan;</u></p> <p>a.c. An urban design framework using a mix of urban design approaches built around the Boulevard urban design approach, complemented with the design of a Major Entry Point to the site, to create an attractive, green environment <u>that complements the local landscape;</u></p> <p>b.d. A landscape strategy for the site that includes:</p> <p>i. The provision of a strong landscaped buffer along the whole of the sites northern boundary;</p> <p>ii. The provision of greenways running through the site connecting the development with existing residential areas and with open spaces and green infrastructure nearby <u>to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u></p> <p>iii. An approach to wildlife that <u>protects and enhances the nearby SSSI and</u> results in a <u>measurable</u> net gain in biodiversity;</p> <p>iv. The provision of public open space within <u>and on land adjacent to</u> the site including a new community park with play equipment at the southern end of the site. This will be accessible to the new and existing communities; and</p> <p>v. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. <u>This may include the provision of attenuation and conveyance of water on land adjoining the allocation, provided such measures do not harm the Green Belt except in very special circumstances. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan and the requirements of part 2a of this policy.</u></p> <p>ee. Homes designed to be resistant and resilient to flooding from tidal and surface water sources, <u>and with</u> the provision of safe, on-site refuge facilities. <u>Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted; and</u></p> <p>f. <u>The safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure, and other utilities infrastructure identified on the site, and the provision of a 15m buffer around the foul sewerage pumping station located on the south western corner of this site to avoid odour nuisance to any adjoining properties; and</u></p>	<p>The modifications proposed to site HO23 include:</p> <ul style="list-style-type: none"> • Part 1 - Improvements to the policy in terms of NPPF compliance and flexibility to respond to market conditions. • Part 2 – Deleted policy requirement as it was inconsistent with the NPPF as a Sequential and Exception Test (CC-014) has been completed at the plan-making stage. • Part 2 (previously 3)– to clarify the master plan process requirements for the site. • Part 2a and 2b – new criterions - Representation 265 from Historic England led to a Heritage Impact Assessment for this site (DSH-011) which influenced the modification to the policy. Further modifications were proposed in response to MIQ 176 and discussions held in the hearing sessions under Matter 5 – Canvey Island. • Part 2c (previously 3a) - this representation is a consequence of discussions held in the virtual hearing sessions under Matter 5 – Canvey Island. This led to an evidence document called ‘Note on Urban design Principles and the Essex Design Guide’ (EXM-053). • Part 2dii (previously 3bii) - to divert and deflect recreational users away from Habitats sites in accordance with the HRA. • Part 2diii (previously 3biii) - is in response to representations 310 from Natural England and 436 from Essex Wildlife Trust. • Part 2div (previously 3biv) – in response to representation 712 from Persimmon Homes. • Part 2dv (previously 3bv) – In response to representation 712 from Persimmon Homes in regard to the use of adjacent land. The use of the Canvey Island Six Point Plan is in response to a recommendation made in paragraph 5.3.65 in the Habitats Regulations Assessment 2020 (EQ-010). • Part 2e (previously 3c) – in response to representation 245 from the Environment Agency. • Part 2f – new criteria - in response to representation 130 from Anglian Water Services. • Part 2g – to clarify the requirements and location of adjacent land to the development. • Part 3 - to clarify the master plan process requirements for the site. • Part 5a - To reflect mitigation elsewhere in the policy, and in response to MIQ 176 and discussions held in the hearing sessions under Matter 5 – Canvey Island. • Part 6 – in response to representation 370 from Essex County Council.

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			<p>eg. As identified on the Policies Map, the provision of 6 ha of an area of adjacent land to the north east of the site be made available for community uses at the north east corner of the site, adjacent to a new access, of 6 ha in extent.</p> <p>3. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.</p> <p>4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.</p> <p>5. Homes on this site may not be occupied until such time as:</p> <ol style="list-style-type: none"> A new access to Canvey Road has been created to serve the site comprising a roundabout, which is designed to respect the landscape, to preserve the openness of the Green Belt and conserve the significance of the adjacent Scheduled Monument and its setting. Access from Dyke Crescent will be for emergency vehicles only; A safe pedestrian crossing route has been provided from the site to the open space located on the western side of Canvey Road; and A secondary vehicular access has been created from the site to serve the adjacent secondary school. <p>6. A contribution towards the improvement of active and sustainable transport infrastructure, facilities and services within and nearby the site in order to encourage modal shift. This includes improvements to public Public transport waiting facilities and services should be improved on Canvey Road in order to promote sustainable travel patterns.</p> <p>7. The main vehicular access to the site will be from Canvey Road.</p>	
MM28	59	Paragraph 10.86	The site is located on Canvey Island, as such is located within Flood Risk Zone 3. The <i>Strategic Flood Risk Assessment Level Two 2018</i> indicates that this site is at high risk of flooding and therefore its development needs to be considered against the Sequential Test, and Exceptions Test. The <i>Sequential and Exceptions Test</i> prepared to accompany this plan indicates that the site would pass the Sequential Test in attempting to deliver the objectively assessed need for housing and when it can be demonstrated that there is an insufficient five year land supply from sites with a lower flood risk. It will however be necessary for any planning application to demonstrate that any proposals are designed to meet the Exceptions test, particularly in relation to flood resistance and flood resilience.	To reflect the modification to policy HO24.
	59	Paragraph 10.87	The <i>Essex County Council Interactive Flood and Water Management Map</i> identifies existing drainage ditches running through the site and along the southern and part of the eastern boundary of the site. It will therefore be necessary to demonstrate integration of sustainable drainage techniques, to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site and ensure that land is safeguarded either side of these drainage ditches to allow for enhancements of the associated flood defences. This can be achieved through the provision of open space and green infrastructure that will also provide benefits in terms of recreation, nature conservation and active travel. The Canvey Island Six Point Plan is a multi-agency plan which sets out how surface water flood risk on Canvey should be managed. This includes increasing the capacity of the drainage network and investing in green surface water storage, as suggested above. In managing surface water in this way, the development will be helping to ensure the integrity of the nearby Benfleet and Southend Marshes SPA and Ramsar site through improved water quality.	<p>The safeguarding of land to the side of the drainage ditches is in response to representation 246 from the Environment Agency.</p> <p>The use of the Canvey Island Six Point Plan is in response to a recommendation made in paragraph 5.3.65 in the Habitats Regulations Assessment 2020 (EQ-010).</p>
	59	Paragraph 10.88	This site is nearby the Canvey Wick SSSI, valued for its invertebrate species, and is itself identified as a Local Wildlife Site (CPT4) in the <i>Local Wildlife Site Register 2019</i> . It is therefore necessary for ecological survey work to be undertaken having regard to invertebrates , flora, reptiles and nesting birds for this site. Consideration should be given as to how any biodiversity can be effectively integrated into the development proposals to achieve a net gain and or investment made to support biodiversity and the protection of species rich areas in west Canvey. This should include improving access for pedestrians, cyclists and horse riders across Canvey Way to link the site with the West Canvey Marshes and Canvey Wick Nature Reserves. This crossing should include provision for horse riders.	In response to representation 310 from Natural England identifying the nearby habitat site.
	59	Paragraph 10.88	<p><i>INSERT A NEW PARAGRAPH AFTER 10.88 AND RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY</i></p> <p><u>A Grade II listed building, the Dutch Cottage is located adjacent to Canvey Road. A Scheduled Monument comprising a Roman saltern is located further away also to the west. A <i>Heritage Impact Assessment</i> has been prepared for this site which recommends that the master plan for this site preserves and enhances the setting of the Dutch Cottage, which historically sat in a rural setting. It also recommends that further archaeological work is undertaken to determine if any</u></p>	Representation 266 from Historic England led to a Heritage Impact Assessment for this site (DSH-012) which influenced the modification to the reasoned justification.

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			<u>significant remains associated with the Roman saltern are present within this site, <i>albeit</i> it is removed from the Scheduled Monument. This work should be undertaken prior to the master planning in order to ensure the preservation of any significant assets which may exist.</u>	
	60	Paragraph 10.90	Part of the site already has <u>outline</u> planning permission for a <u>57 bed care home, units</u> , therefore this policy will look to accommodate the remaining 196 units.	Factual update.
	60	Policy HO24	<p>1. Land west of Canvey Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around</u> 196 new homes and a residential care home by 2033.</p> <p>2. Housing development may be brought forward on this development site only at a time when there is an insufficient supply of land to ensure a five year housing land supply, thereby passing the sequential test for flood risk.</p> <p>32. A master plan should be prepared and submitted to the Council for its approval for this site approach to this site will be taken to ensure that the development is attractively designed, contributing to environmental quality and health and education infrastructure is provided to support growth in this location. The master plan must deliver the following:</p> <p>a. An urban design framework using a mix of urban design approaches built around the Boulevard urban design approach, complemented with the design of a Major Entry Point to the site, to create an attractive, green environment;</p> <p>b. A landscape strategy for the site that includes:</p> <p>i. <u>An appropriate setting for the Grade II Listed Dutch Cottage, and appropriate settings for any archaeological assets of significance identified within this site. This should be informed by detailed heritage assessment work, the scope of which should be agreed by the Council;</u></p> <p>i-ii. <u>The provision of a strong landscaped buffer to the western boundary;</u></p> <p>ii-iii. <u>The provision of greenways running through the site connecting the development with existing residential areas and with open spaces and green infrastructure nearby, including a link across Roscommon Way to the Canvey Wick and West Canvey Nature Reserves for pedestrians, cyclists and horse riders to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;</u></p> <p>iii-iv. <u>An approach to wildlife that protects and enhances the nearby SSSI, and makes space for priority and protected species within the development design and layout, resulting results in a measurable net gain in biodiversity;</u></p> <p>iv-v. <u>The provision of public open space within the site consistent with the requirement of policy HS3; and</u></p> <p>v-vi. <u>Sustainable drainage measures will be implemented to ensure no increase in the risk of flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and</u></p> <p><u>vii. A 19m wide protected zone either side of the Hill Hall Dyke, in order to accommodate any potential enhancements required to the defences along that Dyke over the lifespan of the development.</u></p>	<p>The modifications proposed to site HO24 include:</p> <ul style="list-style-type: none"> • Part 1 - Improvements to the policy in terms of NPPF compliance and flexibility to respond to market conditions. • Part 2 – Deleted policy requirement as it was inconsistent with the NPPF as a Sequential and Exception Test (CC-014) has been completed at the plan-making stage. • Part 3 – to clarify the master plan process requirements for the site. • Part 2bi (previously under part 3b) – new criteria - Representation 266 from Historic England led to a Heritage Impact Assessment for this site (DSH-012) which influenced the modification to the policy. • Part 2biii (previously 3bii) - to divert and deflect recreational users away from Habitats sites in accordance with the HRA. • Part 2biv (previously 2biii) – in response to representation 310 from Natural England and 437 from Essex Wildlife Trust. • Part 2bvi (previously 3bv) – In response to a recommendation made in paragraph 5.3.65 in the Habitats Regulations Assessment 2020 (EQ-010) and MIQ 233. • Part 2bvii – new criteria in response to representation 246 from the Environment Agency. • Part 2c – in response to representation 246 from the Environment Agency. • Part 3 - to clarify the master plan process requirements for the site.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<p>c. Homes designed to be resistant and resilient to flooding from tidal, <u>fluvial</u> and surface water sources, and with the provision of safe, on-site refuge facilities. <u>Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted.</u></p> <p>3. <u>Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.</u></p> <p>4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.</p> <p>5. Public transport waiting facilities and services should be improved on both Canvey Road, and Northwick Road in order to promote sustainable travel patterns.</p> <p>6. Homes on this site may not be occupied until such time as a new access to the site from either Canvey Road and/or Northwick Road has been created to serve the site.</p>	
MM29	61	Paragraphs 10.91 – 10.97	<p><i>REPLACE THE REASONED JUSTIFICATION FOR POLICY HO25 IN ITS ENTIRETY</i></p> <p>10.91 This site is approximately 28 ha in size. The land is currently in use as a caravan park. However, it benefits from a resolution to grant outline planning consent for housing development and has capacity in the region of 600 homes plus a residential institution. A further resolution to grant full planning permission for 118 houses on what is in effect Phase 1 is also in place. The eastern boundary of the site adjoins public open space. Since the start of the Plan period, 1 April 2018, 90 new 'park homes have been built on the site. These are registered for council tax purposes as first homes and occupied all year round. These new homes contribute to the overall supply of housing and are not double counted in this allocation.</p> <p>10.92 The western part of the site falls within the Health and Safety Executive consultation zone drawn around the nearby Calor Gas terminal. This effectively precludes any new residential development at this part of the site, unless the Health and Safety Executive (HSE) advice were to change in the life of the Plan.</p> <p>10.93 As the site is located on Canvey, it was considered against the sequential test, and as far as possible against the exception test as part of the planning application process as well as through the <i>Sequential and Exceptions Test</i> to support the Plan. It will however be necessary to demonstrate flood resilience and resistance through the application for detailed matters.</p> <p>10.94 It will also be necessary to demonstrate on-site surface water management when considering detailed matters ensuring that surface water is managed appropriately. This can be achieved through the provision of open space and Green Infrastructure.</p> <p>10.95 The site is adjacent to the coast, and there are opportunities through the design of the development on this site to improve the relationship between the existing urban area and the coast. Boulevards and greenways which integrate Green Infrastructure should be used within the design of this development to draw people towards the coast. Furthermore the entrances to this site lend themselves to being designed using elements of the Major Entry Point urban design approach.</p> <p>10.96 As people are currently living within caravans on this site, it is unlikely that the replacement of these caravans with fewer houses will impact on the capacity of healthcare providers or schools significantly. It is necessary to ensure that public transport provision is extended to service this part of Canvey Island to encourage sustainable travel patterns.</p> <p>10.97 The proposed extension to Roscommon Way runs through the northern part of this site. This road is proposed in order to relieve existing east-west routes on Canvey Island, and it is therefore important that land is safeguarded to enable the delivery of this route to the benefit of all Canvey residents.</p> <p><u>This site is approximately 28 ha in size. At April 2018 this site was in use as a caravan park having been consented for such use during the 1950's through to the 1970's. At April 2018 this took the form of static caravans stationed in fields across the site. Whilst some of these are traditional holiday lets, a number have fallen into residential use and</u></p>	Due to ongoing activity on this site to redevelop it as a park home retirement village, the policy as worded was not deliverable. The policy and its reasoned justification have been reviewed fully in light on this taking on board representations raised by consultees such as Anglian Water (131), Natural England (310), Essex County Council (372), the Environment Agency (247) and Essex Wildlife Trust (438). In addition to these, further modifications are proposed in response to recommendations to the HRA.

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			<p><u>permanently occupied as such. As of April 2018 there were 590 static caravans providing residential accommodation on the site according to Council Tax data.</u></p> <p><u>Since the start of the Plan period, 1 April 2018, work has been undertaken under the existing consents for the siting of caravans to deliver new park homes for permanent occupation as retirement accommodation for the over 55's on the site. The street plan provided for Council Tax purposes indicates that there will be around 820 park homes delivered on this site overall, gradually replacing the existing static caravans and their occupants. At April 2020, 146 new park homes had already been delivered on this site, with construction underway for further provision at that time. This has resulted in the loss of static caravans providing residential accommodation on the site and will continue to do so as further park homes are provided. This site will therefore deliver a net gain of around 230 homes.</u></p> <p><u>Given the consents that already exist, the principle of this development, and indeed many of the detailed requirements normally secured through the Local Plan and the subsequent planning consents cannot be addressed through this Local Plan.</u></p> <p><u>However, as the site will benefit from a residential allocation going forward, it is important to ensure that critical requirements for this site, if an application for alternative proposals was brought forward during the plan-period, are identified. This will ensure the wellbeing of future residents of the site, the wider population of Canvey Island, and also the wellbeing of the natural environment.</u></p> <p><u>A significant issue for this site is its proximity to the Calor Gas terminal located on the site's western boundary. Parts of the site falls within the Health and Safety Executive consultation zone drawn around this terminal. This would normally preclude any new residential development at this part of the site, unless the Health and Safety Executive (HSE) advice were to change in the life of the Plan.</u></p> <p><u>Additionally, the Canvey Water Recycling Centre, in the ownership of Anglian Water, is located to the north-west of this site. To avoid impact on residential amenity arising from odours emanating from such facilities it is normal for a buffer of 400m to be maintained around these facilities. Policy 2 of the Waste Local Plan supports this approach and seeks for a Waste Impact Assessment to be prepared where there is a risk of conflict between a waste facility and proposed development to help determine whether the development is appropriate. Such an assessment would normally be required for development on this site. Furthermore, there are other Anglian Water drainage assets within the boundaries of this site. There is an existing rising main (pressurised foul sewer) and the site layout should be designed to take this into account. This sewer is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located on highway or public open space. If this is not possible, a formal application to Anglian Water to divert the sewer may be necessary.</u></p> <p><u>As the site is located on Canvey, it would normally be the case that development proposals be considered against the sequential test, and the exception test. To comply with the exceptions test buildings would normally need to demonstrate that they are flood resilient and resistant. A site level flood risk assessment will be required for any development proposed for this site.</u></p> <p><u>In additional to tidal flood risk, there are also issues associated with fluvial flood risk and surface water management in relation to this site, with the fluvial risk arising from the Marine Parade Delph ditch. Surface water management, including the provision of open space, especially close to the ditch, and other Green Infrastructure throughout the site is therefore necessary to reduce risk to properties within the site, and to manage water quality, and consequently the quality of nearby Habitats sites such as the Benfleet and Southend Marshes SPA. The Canvey Island Six Point Plan amongst other measures seeks to implement increased drainage capacity and investment in green surface water storage, both of which should be a consideration for the development of this site. It should be noted that ditch forms ponds to the north of the site, and the ponds and associated reed beds are identified as a priority habitat in the Biodiversity Assessment 2018. The provision of homes on this site should therefore avoid harm to this wildlife asset.</u></p> <p><u>Any application for housing on this site will be required to contribute towards affordable housing and community infrastructure provision in line with the requirements of policy, and the needs of infrastructure providers. For clarity policy HO4 will apply to the gross number for any permanent homes provided on this site, as park homes are not eligible for vacant building credit as they are not permanent structures. Other contributions will be determined on a case-by-case basis depending on the impact of the proposed development. It should however be expected that family homes will need to make a full contribution towards early years, childcare and education provision, as the current park home development does not generate demand for such services due to its limitations on occupation.</u></p>	

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<u>In order to ensure good and sustainable access to this site, and to support the wider sustainability of Canvey Island, there is a need for transport improvements associated with this site, which the Council will take every opportunity to secure. The site is located on an existing bus route. Waiting facilities need to be improved in this location to promote take up. This could be supplemented with on-site real time information for residents to promote use of local public transport services.</u>	
	62	Policy HO25	<p>REPLACE POLICY HO25 IN ITS ENTIRETY</p> <ol style="list-style-type: none"> 1. Land at Thorney Bay Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, except for areas shown as the Health and Safety Executive consultation zone, the area reserved for the construction of Phase 3 of Roscommon Way, and the area shown as reserved for future flood defences. It is expected to deliver up to 510 new homes and a residential care home by 2033. 2. A master plan approach to this site will be taken to ensure that the development is attractively designed, contributing to environmental quality, and contributions are made to health and education infrastructure to support growth in this location. The master plan must deliver the following: <ol style="list-style-type: none"> b. A Boulevard urban design approach, complemented with the design of Major Entry Points to the site, to create an attractive green, coastal environment; c. Resilience and resistance to flooding from tidal and surface water sources, and the provision of safe, on-site refuge facilities; d. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; e. The provision of greenways through the site, linking to the existing network of green infrastructure and the coast; f. The provision of open space, and an increase in open space across the site consistent with the requirement of policy HS3; g. The provision of greenways throughout the site, with links to existing and proposed green infrastructure and the coast; h. Main vehicular access from Thorney Bay Road; i. A protected line of land for delivery of the Roscommon Way Phase 3; h. A protected zone alongside the existing sea defences, in order to accommodate any potential future enhancements; and i. No development in the Health and Safety Executive consultation Zone 3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD. 4. Public transport services and facilities will be improved in Thorney Bay Road and Craven Avenue nearby to provide opportunities for sustainable travel patterns. 5. The land safeguarded for Roscommon Way within the site, should be provided for the construction of the new road and to provide access to the new development. 	Due to ongoing activity on this site to redevelop it as a park home retirement village, the policy as worded was not deliverable. The policy and its reasoned justification have been reviewed fully in light on this taking on board representations raised by consultees such as Anglian Water (131), Natural England (310), Essex County Council (372), the Environment Agency (247) and Essex Wildlife Trust (438). In addition to these, further modifications are proposed in response to recommendations to the HRA and in response to MIQ233.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<p><u>1.Land at Thorney Bay Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, except for areas shown as the Health and Safety Executive consultation zone and the area shown as reserved for future flood defences.</u></p> <p><u>2.This site is being redeveloped for the provision of around 820 park homes in the period to 2033 under existing consents for the siting of caravans on this land. This development will secure 230 homes net.</u></p> <p><u>3. Where the Council receives planning applications for residential development on this site, the Council will seek to secure the following:</u></p> <p><u>a. No residential development within the Health and Safety Consultation Zone, for the benefit of and safety of future residents;</u></p> <p><u>b. No unacceptable impact on future residents arising from odour, and no residential development located so as to act as a determinant to the continuous operation of the Canvey Island Water Recycling Centre. A detailed odour assessment based on summer time emission rates should be used to inform an appropriate distance to be maintained by residential development on this site, and should be submitted with relevant planning applications;</u></p> <p><u>c. Sufficient space in order to accommodate any potential future enhancements to the sea defences over the lifespan of the development as required by Policy CC2;</u></p> <p><u>d. Safeguarded access for the maintenance of foul drainage infrastructure and any other utilities infrastructure identified on the site;</u></p> <p><u>e. Homes designed to be resistant and resilient to flooding from tidal and surface water sources, with the provision of safe, on-site refuge facilities;</u></p> <p><u>f. Sustainable drainage measures implemented across the site to ensure no increase in the risk of flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan;</u></p> <p><u>g. A measurable biodiversity net gain at and around the Marine Parade Delph ditch;</u></p> <p><u>h. A contribution towards affordable housing provision consistent with the requirements of policy HO4;</u></p> <p><u>i. A contribution towards necessary infrastructure provision as determined by infrastructure providers at the time of application having regard to the impact of the proposal;</u></p> <p><u>j. Applications for this site must be accompanied by relevant site level flood risk assessments which address the tidal, fluvial and surface water flood risks affecting this site; and</u></p> <p><u>k. Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.</u></p>	
MM30	63	Paragraph 10.100	<p>It will also be necessary to demonstrate on-site surface water management when considering detailed applications as the <i>Essex County Council Interactive Flood and Water Management Map</i> identifies areas at risk of surface water flooding within the site. The <i>Canvey Island Six Point Plan</i> is a multi-agency plan which sets out how surface water flood risk on <u>Canvey should be managed. This includes increasing the capacity of the drainage network and investing in green surface water storage. On this site, surface water management should</u> This can be achieved through the provision of open space and Green infrastructure that will also provide benefits in terms of recreation, <u>active travel and</u> nature conservation, <u>including helping to ensure the integrity of the nearby Benfleet and Southend Marshes SPA and Ramsar site by assisting in the management of water quality, and active travel.</u></p>	In response to a recommendation made in paragraph 5.3.65 in the Habitats Regulations Assessment 2020 (EQ-010).
	63	Paragraph 10.101	<p>The site is adjacent to the coast, and there are opportunities through the design of the development on this site to improve the relationship between the existing urban area and the coast. <u>This site is nearby to Smallgains Marina which provides opportunity for water sports. The creek in proximity to this site is designated as a Sport Opportunity Zone through the <i>Thames Vision</i>, and development at this site will need to retain access to the Marina.</u></p>	In response to representation 446 from the Port of London Authority.

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			<p><i>SPLIT PARAGRAPH 10.101 INTO TWO PARAGRAPHS AND START A NEW PARAGRAPH WITH THE TEXT BELOW AND RENUMBER SUBSEQUENT PARAGRAPHS THEREAFTER</i></p> <p>Given the limited size of the site, its partial containment by the seawall to the north, and its close relationship with the existing residential area to the east, west and south, it is not considered appropriate to apply any of the specific urban design approaches in this instance. The design and development of the site should follow the context appraisal approach, drawing on the analysis of the surrounding built form and constraints, and seeking to integrate any schemes into the existing environment.</p>	
	63	Paragraph 10.101	<p><i>INSERT A NEW PARAGRAPH 10.101 (AS AMENDED) AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i></p> <p><u>In considering the layout of development on this site, it should be noted that there is an existing foul sewer in Anglian Water's ownership on the boundary of this site. This sewer is protected by easements and should not be built over or located in private gardens where access for maintenance or repair could be restricted. The existing sewer and water main should be located in the highway or public open space. If this is not possible a formal application to divert these assets may be required.</u></p>	In response to representation 132 from Anglian Water Services in safeguarding access to utility infrastructure.
	64	Policy HO26	<p>1. Land at Point Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around</u> 100 new homes by 2033.</p> <p>2. It is expected that a development brief approach will be taken to this site, A development brief will be prepared for this site and applications must have regard to the development brief. This site will use <u>ing a contextual approach to urban design, in order to ensure the development integrates with the existing built form and the coastal environment.</u></p> <p>3. In order to ensure that the development is of a high quality and responds to local circumstances the development must:</p> <p>a. Make provision for open spaces within the development, linking to existing green infrastructure <u>to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.</u> In addition, maintain and the coast, <u>access to Smallgains Marina for water based recreation;</u></p> <p>b. Be resistant and resilient to flooding from tidal and surface water sources, and make provision for safe, on-site refuge facilities. <u>Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted;</u></p> <p>c. Provide main vehicular access from Point Road;</p> <p>d. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. <u>Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and</u></p> <p><u>e. Safeguard suitable access for the maintenance of foul sewerage and mains water infrastructure, and any other utilities infrastructure identified on this site; and</u></p> <p>e-f. Provide sufficient space for a protected zone alongside of the existing sea defences, in order to accommodate any future potential enhancements to the sea defences over the lifespan of the development in accordance with Policy CC2.</p> <p>4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.</p>	<p>The modifications proposed to site HO26 include:</p> <ul style="list-style-type: none"> • Part 1 - Improvements to the policy in terms of NPPF compliance and flexibility to respond to market conditions. • Part 2 – to clarify the development brief process requirements for the site. • Part 3a – in response to representation 446 from Port of London Authority and to divert and deflect recreational users away from Habitats sites in accordance with the HRA.. • Part 3b – in response to representation 348 from the Environment Agency. • Part 3d – As a consequence of a recommendation made in paragraph 5.3.65 in the Habitats Regulations Assessment 2020 (EQ-010). • Part 3e – new criteria in response to representation 132 from Anglian Water Services. • Part 3f (previously 3e) – in response to representation 248 from the Environment Agency. • Part 5 – to ensure consistency with the changes sought in respect of other allocation policies. • Part 6 – new criteria to policy HO26 as a consequence of recommendations made in paragraphs 5.4.48 and 5.5.28 in the Habitats Regulation Assessment 2019 (EQ-009).

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			<p>5. <u>Contribute towards active and sustainable transport infrastructure, facilities and services nearby the site in order to encourage modal shift. Specifically, this site must deliver improvements to public transport waiting facilities and services must be improved nearby in Point Road to provide opportunities for sustainable travel patterns.</u></p> <p>6. <u>A project level HRA will be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.</u></p>	
MM31	65	Paragraph 10.105	<p><i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 10.105, AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i></p> <p><u>There is an existing surface water sewer in Anglian Water's ownership within the boundary of this site and the site layout determined through the detailed application should be designed to take this into account. The existing infrastructure is protected by an easement and should not be built over or located in private gardens where access for maintenance or repairs may be restricted. The existing sewer and water main should be located in the highway or in public open space. If this is not possible a formal application to divert existing assets may be required.</u></p>	In response to representation 133 from Anglian Water Services in safeguarding access to utility infrastructure.
	65	Policy HO27	<p>1. Land at Walsingham House, off Lionel Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around 32</u> new homes by 2033.</p> <p>2. It is expected that a planning and development brief approach will be taken to this site, using a contextual urban design approach.</p> <p>3. Deliver a landscape strategy for the site that includes:</p> <p style="padding-left: 40px;">a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses;</p> <p style="padding-left: 40px;">b. The provision of a strategic landscaped buffers as necessary, to create a green and attractive character; and</p> <p style="padding-left: 40px;">c. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. <u>Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and</u></p> <p style="padding-left: 40px;"><u>d. Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.</u></p> <p>4. Homes must be designed to be resistant and resilient to flooding from tidal and surface water sources, and with the provision of safe, on-site refuge facilities. <u>Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted.</u></p> <p>5. Detailed design proposals for the site must <u>safeguard suitable access for the maintenance of surface water drainage and mains water infrastructure, and any other utilities infrastructure identified on site, and</u> deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.</p> <p>6. Main vehicular access from Lionel Road.</p>	<p>The modifications proposed to site HO27 include:</p> <ul style="list-style-type: none"> • Part 1 - Improvements to the policy in terms of NPPF compliance and flexibility to respond to market conditions. • Part 2 – to clarify the development brief process requirements for the site. • Part 3c - As a consequence of a recommendation made in paragraph 5.3.65 in the Habitats Regulations Assessment 2020 (EQ-010). • Part 3d - to divert and deflect recreational users away from Habitats sites in accordance with the HRA. • Part 4 – in response to representation 249 from the Environment Agency. • Part 5 – in response to representation 133 from Anglian Water Services.
MM32	66	Paragraph 10.106	<p>The site is approximately 0.35ha in size and is currently derelict-vacant following the closure-demolition of the public house and <u>removal of the associated car parking</u>. It is located between Winterswyk Avenue and High Street. There is <u>an Anglian Water foul water sewer within the eastern part of the site, a pumping station within the south-east corner of the site,</u> residential development on both the eastern and western boundaries of the site, and some commercial uses on High Street.</p>	As a consequence of discussions at the hearing sessions under Matter 5 – Canvey Island.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	66	Paragraph 10.107	The SHLAA 2018 estimates the site has capacity for 40 new residential dwellings. The site has a resolution to grant permission for up to 40 dwellings, but <u>as of 15.06.2021</u> the Section 106 Agreement has not been completed and no decision notice issued.	Factual update.
	66	Paragraph 107	<i>INSERT THE FOLLOWING PARAGRAPHS AFTER PARAGRAPH 10.107 AND RENUMBER PARAGRAPHS THEREAFTER ACCORDINGLY</i> <u>Planning permission was granted for the development of the northern half of the site with eight detached houses on 23rd March 2021.</u> <u>There is an existing foul water sewer in Anglian Water's ownership within the boundary of this site and the site layout determined through the detailed application should be designed to take this into account. The existing infrastructure is protected by an easement and should not be built over or located in private gardens where access for maintenance or repairs may be restricted. The existing sewer should be located in the highway or in public open space. If this is not possible a formal application to divert existing assets may be required.</u> <u>Subject to the appropriate protection and retention of access to the existing foul water sewer crossing the site and the mitigation of the impact of the operation of the foul water pumping station, it is considered that the southern half of the allocated site could accommodate around six additional dwellings of a similar form to that provided to the north.</u>	Factual update on recent planning applications.
	66	Policy HO28	1.Land at the Admiral Jellicoe, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 40 <u>around 14</u> new homes by 2033. 2. It is expected that a planning and development brief approach will be taken to this site, using a contextual urban design approach. 3 <u>2.</u> In order to ensure that the development is of a high quality and responds to local circumstances the development must deliver: a. A high-quality design and layout which complements the existing urban environment, and <u>reflects the character of adjacent uses and provides suitable access for the maintenance of foul water infrastructure;</u> b. Vehicular access from Point Road and/or Winterswyk Avenue; and c. Sustainable drainage measures will be implemented <u>to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan;</u> ; <u>d. Appropriate mitigation of the impact of the operation of the adjoining foul water pumping station on future residents and ;</u> <u>e. Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.</u> 4-3. Homes must be designed to be resistant and resilient to flooding from tidal and surface water sources, and the provision of safe, on-site refuge facilities; 5-4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.	The modifications proposed to site HO28 include: <ul style="list-style-type: none">• Part 1 - factual update in relation to a planning application, as discussed under Matter 5 – Canvey Island during the hearing sessions.• Part 2 – factual update in relation to a planning application.• Part 2a and 2d - in response to representations from Anglian Water Services.• Part 3c - as a consequence of a recommendation made in paragraph 5.3.65 in the Habitats Regulations Assessment 2020 (EQ-010).• Part 2e - to divert and deflect recreational users away from Habitats sites in accordance with the HRA.
MM33	66	Paragraph 10.109	10.109-10.124 The SHLAA 2018 estimates the site has capacity for 10 new residential dwellings. <u>A resolution to grant planning consent on this site for a sheltered accommodation scheme comprising 24 apartments was issued in July 2020.</u>	Factual update.
	67	Policy HO29 Part 1	1. Land south of Haron Close, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 10 <u>around 24</u> new homes by 2033.	Factual update.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	67	Policy HO29 Part 2	2. It is expected that a planning and development brief approach will be taken to this site, using a contextual urban design approach.	Consistency with other policies.
	67	Policy HO29 Part 3	Deliver a landscape strategy for the site that includes: a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses; b. The provision of strategic landscaped buffers is necessary, to create a green and attractive character; and c. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. <u>Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and</u> <u>d. Access for natural greenspace within walking distance needed to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.</u>	In response to recommendations made in the Habitats Regulations Assessment 2020 (EQ-010), including to divert and deflect recreational users away from Habitats sites in accordance with the HRA and the inclusion of the Canvey Island Six Point Plan, consistent with other policies.
MM34	67	Paragraph 10.111	The <i>SHLAA 2018</i> estimates the site has capacity for 14 new residential dwellings. <u>Full planning consent for a mixed-use scheme comprising retail units at ground floor and 14 residential apartments above is extant for this site.</u>	Factual update.
	67	Policy HO30 Part 1	1. Land at Haystack car park, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to <u>around</u> 14 new homes by 2033.	Factual update.
	67	Policy HO30 Part 2	2. It is expected that a planning and development brief approach will be taken to this site, using a contextual urban design approach.	Consistency with other policies.
	68	Policy HO30 Part 3	In order to ensure that the development is of a high quality and responds to local circumstances the development must deliver: a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses; b. Main vehicular access from Long Road; and c. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. <u>Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and</u> <u>d. Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.</u>	In response to recommendations made in the Habitats Regulations Assessment 2020 (EQ-010), including to divert and deflect recreational users away from Habitats sites in accordance with the HRA and the inclusion of the Canvey Island Six Point Plan, consistent with other policies.
MM35	68	Paragraph 10.113	The <i>SHLAA 2018</i> estimates the site has capacity for 50 new residential dwellings. <u>Access to the site would be by way of the adjoining Kings Park Village using a route set away from the Benfleet and Southend Marshes SPA and Ramsar site to the north to avoid air quality impacts. It is anticipated that this development will form an extension to Kings Park Village.</u>	In regard to the Benfleet and Southend Marshes and access arrangements, this is in response to a recommendation made in the Habitats Regulations Assessment 2020 (EQ-010). The modification to include that this site is anticipated to be an extension of the existing Kings Park Village is in response to representation 100 from Mr A Carlson.
	68	Paragraph 10.113	<i>INSERT THE FOLLOWING TWO NEW PARAGRAPHS AFTER PARAGRAPH 10.113 AND RENUMBER PARAGRAPHS THEREAFTER ACCORDINGLY</i> <u>As this site is within flood risk zone 3, and adjacent to the flood defences, the outcomes of the SFRA and the Sequential and Exceptions Test 2018 are relevant. Development on this site will need to be designed to be resilient and resistant to</u>	The additional text provides a justification to the main policy requirements within policy HO31. Furthermore, recommendations in the Habitats Regulations Assessment 2020 (EQ-010) under paragraph 5.3.65 influenced the modifications in relation to the Benfleet and Southend Marshes SPA and Ramsar site.

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			<p>flood risk and will also need to leave a gap with the existing flood defences to enable those defences to be enhanced in line with the <i>Thames Estuary 2100 Plan</i>. The Benfleet and Southend Marshes SPA and Ramsar site is located adjacent to the site, and therefore development on this site needs to be supported by a project level Habitats Regulations Assessment which shows that the integrity of the site is not harmed by the development. This includes, but is not limited to matters of noise disturbance, recreational disturbance, air pollution and water pollution. Measures should be taken within the developments design to avoid impacts including directing vehicle movements to the south of the site and incorporating sustainable drainage in accordance with the Canvey Island Six Point Plan. Furthermore, this greenfield site is adjacent to Canvey Heights Country Park, consideration will also need to be given to securing a biodiversity net gain as part of the development.</p> <p>The site is adjacent to a historic landfill site. It has also been the subject of fly tipping in the past, which was removed at the time. Any planning application would need to have regard to the potential for ground and/or water contamination and meet the requirements of Strategic Policy NE8, and where necessary, deliver a comprehensive remediation strategy prepared in consultation with ECC, as the Waste Disposal Authority.</p>	<p>Additional requirements have been included in response to the adjacent historic landfill, this was discussed at the hearing sessions under Matter 5 – Canvey Island and a note was prepared - EXM-046 - Note on Landfill Position of Policy HO31 - Land to the east of Kings Park Village.</p>
	68	Policy HO31	<p>1. Land to the east of Kings Park Village, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to around 50 new homes by 2033.</p> <p>2. It is expected that a planning and development brief approach will be taken to this site. A development brief will be prepared for this site and applications must have regard to the development brief. This site will use a contextual urban design approach.</p> <p>3. In order to ensure that the development is of a high quality and responds to local circumstances the development must deliver:</p> <ul style="list-style-type: none"> a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses; b. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. <u>Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan;</u> c. <u>Sufficient space</u> A protected zone alongside the existing sea defences in order to accommodate any potential future enhancements <u>to the sea defences over the lifespan of the development as required by Policy CC2;</u> d. An approach to wildlife that results in a <u>measurable</u> net gain in biodiversity; and e. Vehicular access through the existing Kings Park Village; and f. <u>Provide access to the adjacent Canvey Heights Country Park to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.</u> <p>4. Homes must be designed to be resistant and resilient to flooding from tidal and surface water sources, and with the provision of safe, on-site refuge facilities. <u>Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted.</u></p> <p>5. <u>Development will be expected to deliver an appropriate comprehensive remediation strategy, in consultation with ECC, as the Waste Disposal Authority, to address any outstanding historic contamination issues, and to prevent any new contamination pathways arising. Consistent with the NPPF, the responsibility for delivering the remediation including any ongoing measures will fall to the developer.</u></p> <p>5-6. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.</p> <p>7. <u>A project level HRA will be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.</u></p>	<p>The modifications proposed to site HO31 include:</p> <ul style="list-style-type: none"> • Part 1 - Improvements to the policy in terms of NPPF compliance and flexibility to respond to market conditions. • Part 2 – to clarify the development brief process requirements for the site. • Part 3b- As a consequence of a recommendation made in paragraph 5.3.65 in the Habitats Regulations Assessment 2020 (EQ-010) and in response to MIQ 233. • Part 3c – in response to representation 253 from the Environment Agency. • Part 3d – to ensure consistency with modification sought to other allocation policies. • Part 3f – new criteria in response to MIQ 233 and recommendations within the Habitats Regulations Assessment 2020 (EQ-010) to divert and deflect recreational users away from Habitats sites. • Part 4 – in response to representation 253 from Environment Agency. • Part 5 – in response to discussions held under Matter 5 – Canvey Island during the hearing sessions, a note was produced in response to this discussion (EXM-046). • Part 7 – new criteria to policy HO31 as a consequence of recommendations made in paragraphs 5.4.48 and 5.5.28 in the Habitats Regulation Assessment 2019 (EQ-009).

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MM36	69	Paragraph 10.115	This site falls within Hadleigh town centre and as such the development should be fully integrated into the fabric of <u>the town centre, providing an appropriate mix of ground floor commercial opportunities with residential development above. This site is located opposite the Grade I Listed St James the Less Church and there is therefore the opportunity for the redevelopment of this site to enhance both the quality of Hadleigh town centre, and also the setting of this significant heritage asset. A Heritage Impact Assessment has been prepared for this site and highlights this opportunity. It is also the case that the development site itself is located on the site of former medieval and post medieval buildings. Archaeological investigation of this site is therefore recommended in between demolition of the existing building and construction of any new development.</u> that create high quality redevelopment in Hadleigh town centre.	Representation 267 from Historic England led to a Heritage Impact Assessment for this site (DSH-013) which influenced the modification to the reasoned justification.
	69	Policy HO32	<p>1. Land at 244 – 258 London Road, Hadleigh, as identified on the Policies Map, is allocated for mixed use residential purposes, to deliver up to <u>around</u> 50 new homes by 2033.</p> <p>2 It is expected that a planning and development brief approach will be taken to this site, A development brief will be prepared for this site and applications must have regard to the development brief. This site will useing a contextual urban design approach.</p> <p>3. A planning and development brief for the site should deliver:</p> <ul style="list-style-type: none"> a. A high-quality design and layout which complements the existing urban environment and seeks to enhance <u>the setting of the Grade I Listed St James the Less Church and contributes overall to an enhancement of the character of the town centre.</u> b. A mixed-use development of residential and commercial uses; c. Main vehicular access from Castle Lane; d. Enhancements to the public realm within the site and along the A13 frontage, including a contribution towards active and public transport provision within the vicinity of the site to promote modal shift; and <u>including a contribution towards active and public transport provision within the vicinity of the site to promote modal shift; and</u> e. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and; f. <u>Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.</u> <p>4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.</p> <p>5. <u>In the period between demolition of the existing building and construction of any new development on this site, archaeological investigation of the site must be undertaken, and any findings recorded in accordance with best practice. The scope of these investigations must be agreed with the Council.</u></p>	<p>The modifications proposed to site HO32 include:</p> <ul style="list-style-type: none"> • Part 1 - Improvements to the policy in terms of NPPF compliance and flexibility to respond to market conditions. • Part 2 – as a consequence of discussions during the Matter 5 – Hadleigh hearing sessions and to ensure consistency with other allocation policies and to clarify the development brief process requirements for the site. • Part 3 – to ensure consistency with part 2 of the policy. • Part 3a - in response to representation 267 from Historic England which led to a Heritage Impact Assessment for this site (DSH-013) which influenced the modification to the policy. • Part 3d – consistent with the change sought to nearby site HO17. • Part 3f - to divert and deflect recreational users away from Habitats sites in accordance with the HRA. • Part 5 - new criteria in response to representation 267 from Historic England which led to a Heritage Impact Assessment for this site (DSH-013).
MM37	71	Paragraph 11.4	The key strengths were identified as: low unemployment; reasonable transport links; above average business formation rates and high levels of self-employment indicating entrepreneurial activity; low cost base (premise and wages); and resilient manufacturing base less affected by global pressures. <u>The South Essex Grow-on Space Study 2019 also concludes that Castle Point has a sufficient supply of start-up and grow-on space accommodation for small businesses looking to establish and grow in the borough. The need to diversify the employment stock to cater for these types of business was assessed as low.</u>	In response to representation 375 made by Essex County Council.
	71	Paragraph 11.5	The key weaknesses were identified as: lack of modern employment premises; out commuting for work; below average skills and workplace wages; low representation in growth and knowledge based sectors; cutbacks in public sector employment; no strong sectors with growth potential businesses; limited attraction to inward investment; and competition from larger centres nearby. <u>The EDNA identifies the main sectors driving growth in South Essex. There are a number of businesses and facilities within Castle Point that contribute to these main sectors and are therefore important to both the Castle Point and wider South Essex economies.</u>	To reflect the evidence and in response to representation 447 by the Port of London Authority and representation 694 made by Oikos Storage Limited.

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	72	Paragraph 11.8	<i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 11.8 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i> Details of two potential employment sites are set out in the supporting text to policy EC2. Depending on the mix of commercial and industrial uses secured on those sites, they have the potential to deliver between 1,260 and 2,500 additional jobs within the borough over the plan period assuming a mix of B1c/B2 and B8 uses and using the HCA Density Guide Third Edition, 2015.	In response to representation 373 made by Essex County Council in determining the likely number of new jobs arising from employment allocations.
	72	Paragraph 11.9	It is necessary for this plan to protect both the existing <u>employment sites in Castle Point</u> and <u>to bring forward the potential employment sites</u> , since the EDNA 2017 also found that <u>concluded that there is a need for additional 9ha of employment land in Castle Point. The EDNA 2017 was informed by the emerging Local Plan and the proposed allocations at Canvey Island which are carried forward from the 1998 Local Plan. By allocating the sites on Canvey previously identified in the 1998 Local Plan, there is new employment land provision amounting to 20ha. Whilst this exceeds the need identified through the EDNA 2017, it ensures local business needs are catered for and sustainable access to jobs is secured. It provides a flexible supply of land for commercial purposes to respond to unidentified demands, ensuring that Castle Point provides opportunities for economic investment.</u> there is an additional need of 1 hectare of employment land and 6,605 square metres of space to support employment growth of 462 jobs in Castle Point. including the re-location of industrial needs from London.	Clarification in relation to need and supply, and in response to MIQ 245 and representation 373 from Essex County Council.
	72	Policy EC1	1. In order to support the wider economy in South Essex, the economy of Castle Point will be enhanced through: a. The protection of the existing employment land as shown on the policies map for uses <u>principally</u> falling within the <u>Classes B2, B8 and E(g) Use Classes</u> of the Use Classes Order, <u>as far as possible having regard to permitted development rights;</u> <u>b. The retention of the port and port related facilities at South Canvey for the purposes of commercial and industrial activity; and</u> b-c. The provision of at least an additional 204 hectares of land identified for employment development falling within the B-Use Classes B1, B2 and E(g) of the Use Classes Order. - and c. Support for the provision of at least an additional 1 hectare of land and 6,605 square metres of floorspace elsewhere in the borough for employment development falling within the B Use Classes of the Use Classes Order. 2. This will be achieved by: a. Working with partners to deliver improvements to the quality of public space within employment areas in Castle Point, including the quality of open spaces, landscaping, roads, drains and communication infrastructure, <u>and improvement of access for those travelling by active and sustainable modes;</u> b. Encouraging the improvement and redevelopment of private land within existing employment areas in order to enable business growth and improve the attractiveness of these areas; c. Maintaining a flexible employment land supply within established and proposed employment sites identified on the Policies Map, to provide or deliver employment floorspace for employment development falling within the B Use Classes <u>B2, B8 and E(g)</u> of the Use Classes Order;	To reflect the change in the Use Classes Order and to reflect the evidence within the South Essex Economic Development Needs Assessment. Due to the breadth of use class E, some uses may sit well within the employment areas and some may not. Policy NE7 is likely to have increased relevance in relation to employment areas, and it is important that it is clear that applications will be considered against a wider range of policies. Further modifications in response to representation 376 from Essex County Council and MIQ 245 and as a consequence of the discussions held at the hearing sessions under Matter 6 and paragraphs 45 – 52 in the Inspector’s post hearings letter.

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			<p>d. Seeking the provision of suitable, flexible floorspace that can be used by office or knowledge-based businesses; and</p> <p>e. Seeking the provision of small business units and specific start-up facilities to support indigenous business growth.</p> <p>3. Applications for uses falling outside Use Classes B2, B8 or E(q) of the Use Classes Order will be permitted within the employment areas of this plan where they accord with <u>all other relevant policies within this plan, and</u> the following criteria:</p> <p>a. It can be demonstrated that the use will provide an equivalent <u>or greater</u> number of jobs compared to an employment development falling within Use Classes B of the Use Classes Order use of on the site; and</p> <p><u>b. It can be demonstrated that the ongoing operation of existing businesses nearby will not be adversely affected, and any amenity impacts on the proposals from those existing businesses can be suitably mitigated; and</u></p> <p>b-c. It can be demonstrated that the location of the use within an employment area will not undermine the vitality or viability of local town centres or local shopping parades.</p>	
MM38	73	Paragraph 11.13	The South Essex EDNA 2017 identified a need for additional 24 <u>9</u> hectares of employment land to be made available throughout the borough.	Factual correction based on the evidence.
	74	Paragraph 11.14	<p>This plan identifies <u>two</u> three locations where new employment uses are proposed:</p> <ul style="list-style-type: none"> East of the Manor Trading Estate in Thundersley Extension to Charfleets Industrial Estate South of Northwick Road 	As a consequence of the discussions held at the hearing sessions under Matter 6 and paragraphs 45 – 52 in the Inspector’s post hearings letter.
	74	Paragraphs 11.15 – 11.19	<p>East of Manor Trading Estate</p> <p>Land to the east of Manor Trading Estate has been promoted to the Council for employment purposes and appears to be deliverable. It is expected that access to the site will be achieved through the existing estate, or through the redevelopment of some land within the existing estate.</p> <p>The land was designated as Green Belt in the 1998 Castle Point Adopted Local Plan. The Green Belt Review indicated that this site could be removed from the Green Belt without undermining the purpose of the Green Belt in this location.</p> <p>The site was identified as a Potential Local Wildlife Site in the Local Wildlife Site Review as the NPPF expects a net gain in biodiversity, compensation for the loss of biodiversity from the Local Wildlife Site must be provided.</p> <p>Land in this area falls within a Critical Drainage Area (CDA) as identified in the Essex County Council Interactive Flood Map. It is therefore necessary for any development within this area to include appropriate drainage arrangements that do not increase the risk and ideally reduce the risk of flooding to other properties in the area, consistent with criteria set out in the NPPF.</p> <p>This site should be accessed from the Manor Trading Estate only. Highway improvements may be required in the area to support the additional commercial traffic.</p>	As a consequence of the discussions held at the hearing sessions under Matter 6 and paragraphs 45 – 52 in the Inspector’s post hearings letter.
	74	Paragraph 11.20	The <u>phase 2</u> extension to Roscommon Way <u>proposed in the 1998 Local Plan has been delivered</u> , which provides access for the site, has now been completed. There is extant Pplanning permission has also now been granted, consent for a mixed use development on this site, and elements of the scheme have been delivered since 2018. This and so this site is now therefore considered to be reasonably available for employment development and is considered to be deliverable.	Modification in response to representation 380 from Essex County Council.

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	74	Paragraph 11.21	The <i>South Essex EDNA 2017</i> recognises this site as suitable for meeting Castle Point's employment needs. <u>It concludes that this site is appropriate for industrial uses falling within use classes B2 and B8. The extant consent for this site secures 18,300 sq m for industrial uses on this site. Ancillary to this, the site also makes provision for 7,100 sq m of commercial development falling within use class E.</u>	Clarification of site assessment outcomes in light of change to use class order.
	74	Paragraph 11.24	This site was allocated in the <i>1998 Castle Point Adopted Local Plan</i> . Although it has not been developed to date, applications and approvals support employment provision on this site <u>it benefits from detailed extant consent for a mixed use development. To this end, the EDNA 2017 recognises this site as suitable for meeting Castle Point's employment needs. It concludes that this site is appropriate for industrial uses falling within use classes B2 and B8. The extant consent for this site secures 14,537 sq m for industrial uses on this site. Ancillary to this, the site also makes provision for 9,128 sq m of commercial development falling within use class E and a hotel.</u>	Clarification of site assessment outcomes in light of change to use class order.
	75	Policy EC2	<p>New employment land as shown on the policies map, is proposed at:</p> <p>Extension to Manor Trading Estate – 3.7 ha Extension to Charfleets Industrial Estate – 10.5 ha South of Northwick Road – 9.7 ha</p> <p>1. With regards to the extension to Manor Trading Estate, the site is an extension to the east of Manor Trading Estate will be made available for employment development falling within Use Classes B1b, B1c and B2, of the Use Classes Order where it can be demonstrated that:</p> <p>a. Access suitable for commercial vehicles has been secured for the extension to the site via the adjacent industrial estate and that appropriate highways improvements are made to the estate roads and junction to accommodate the increased commercial traffic;</p> <p>b. Sufficient and suitable provision has been made for the loss of habitats in order to result in an environmental net gain; and</p> <p>c. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties.</p> <p><u>21. The Extension to Charfleets Industrial Estate will be delivered in accordance with extant consents to supply at least 18,300sqm of B Class industrial floorspace, 6,400sqm of E(g) Class business use floorspace, and other commercial premises with a floorspace of up to 1,900sqm. to the south of Charfleets Industrial Estate will be made available for employment development falling within Use Classes B1b, B1c and B2 of the Use Classes Order, where it can be demonstrated that:</u></p> <p><u>a. Access suitable for commercial vehicles has been secured for the site via Roscommon Way;</u></p> <p><u>b. Sufficient and suitable compensatory provsion has been made for the loss of wildlife in order to result in a net gain in biodiversity;</u></p> <p><u>c. Development proposals are resilient and resistant to flooding from tidal and surface water sources, and provide safe, on site refuge facilities in the event that a flood does occur;</u></p>	<p>Part 1 - The removal of 'Extension to Manor Trading Estate' is a consequence of the discussions held at the hearing sessions under Matter 6 and paragraphs 45 – 52 in the Inspector's post hearings letter.</p> <p>Part 1 (previously part 2) - Modifications to reflect fact as policy requirements are superfluous given extant detailed consents which have been implemented. Additionally, due to changes to Use Classes Order it is necessary to clarify expectations for B and E Class floorspace to ensure sufficient supply, as identified in MIQ 247.</p> <p>Part 2 (previously part 3) - Modifications to reflect fact as policy requirements are superfluous given extant detailed consents which have been implemented. Additionally, due to changes to Use Classes Order it is necessary to clarify expectations for B and E Class floorspace to ensure sufficient supply, as identified in MIQ 247.</p>

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			<p>d. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and</p> <p>e. Drainage capacity will be improved as necessary to accommodate additional foul water flows.</p> <p>32. Land to South of Northwick Road, the site will be delivered in accordance with extant consents to supply at least 14,537sqm of B Class industrial floorspace, 928sqm of E(g) Class business use floorspace, other commercial premises with a floorspace of up to 2,890sqm, and a hotel. Made available for employment development falling within the B Use Classes of the Use Class Order where it can be demonstrated that:</p> <p>a. An enterprise centre or similar facility will be delivered on this site, providing accommodation for start-up businesses;</p> <p>b. Development proposals will ensure that there is no adverse harm to the Canvey Wick SSSI, and that any biodiversity loss on site is fully mitigated or compensated for, with the result in an environmental net gain;</p> <p>c. Development proposals are resilient and resistant to flooding from tidal and surface water sources, and provide safe, on site refuge facilities in the event that a flood does occur;</p> <p>d. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties;</p> <p>e. Drainage capacity will be improved as necessary to accommodate additional foul water flows; and</p> <p>f. Development proposals are designed to reflect the prominent location of the site as the gateway to West Canvey.</p>	
MM39	77	Policy EC3	<p>1. The Council will prepare a Master Plan for the Canvey Seafront Entertainment area. The Plan will set out a clear vision and objectives for the area, translating those into realistic investment plans to provide new entertainment facilities, improvements to the public realm and protection of key features such as the beach areas and historic assets.</p> <p>2. Within the allocated seafront entertainment area, as shown on the Policies Map, <u>commercial and leisure</u> development proposals <u>that can be demonstrated to</u> support the tourist industry will be permitted, <u>subject to compliance with all other relevant policies</u>. Proposals for development falling within Use Classes A3, A4, A5 and D2 of the Use Classes Order at ground floor level will be supported. Additionally, proposals for development falling within Use Class A1 of the Uses Classed Order will be supported where:</p> <p>a. The proposed Use Class A1 floorspace is less than 100m² in size; and</p> <p>b. The purpose of the Use Class A1 floorspace is to sell comparison goods associated with seaside / tourist activities.</p> <p>3. <u>Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.</u></p>	<p>Modifications proposed to reflect the changes to the Use Classes Order.</p> <p>Further modifications in responses to HRA October 2019 Recommendation para 5.3.66 at part 3.</p>
MM40	78	Paragraph 11.37	<p><i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 11.37 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i></p> <p><u>The South East Inshore Marine Plan is also relevant in respect of any changes to the port facilities on Canvey Island, as consideration needs to be given on how any such changes impact on the marine environment or its use, including any conflicts arising with other users. Separate consents from the Marine Management Organisation will be required for</u></p>	Modification in response to representation 424 from the Marine Management Organisation and 444 from the Port of London Authority.

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			<u>certain types of activity. Along with the Vision for the Tidal Thames, the South East Inshore Marine Plan seeks to increase the use of port facilities in the Thames Estuary, where appropriate, in order to boost jobs and boost the movement of freight by water as a sustainable alternative to road transport. The port facilities on Canvey Island have a role to play in this vision.</u>	
	78	Paragraph 11.39	Ships access these facilities via the Thames Estuary. There are numerous European-designated Habitats sites (SPA and SAC) of nature conservation interest designated in and around the Thames Estuary that may be affected by direct and non-direct disturbance from shipping activity. In accordance with the Habitat Directive Conservation of Habitats and Species Regulations 2017 (as amended), it will be necessary for the significant any adverse effects on the integrity of these protected sites arising from new port activities, including shipping access, to be minimised avoided.	Consistency with wording recommended by the HRA October 2019 elsewhere in the Local Plan
	79	Paragraph 11.42	<i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 11.42 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i> <u>The policy seeks to address issues arising from both the continuation of the existing operations and future proposals for the re-use of the site. For the avoidance of doubt, in the application of Policy EC4, Part 1 should be applied to those proposals which concern the continued use of the sites for the purposes for which they were operated at the date of the adoption of the Local Plan and where the hazardous material(s) listed on the hazardous substances consent is not changing. At some point in the future however, it is possible that the existing uses may no longer be required and the opportunity to use the sites for a different purpose, not associated with the storage of hazardous materials, or to use the sites for the storage of different types of hazardous materials for which hazardous substance consent was required and was not extant at the date of the adoption of the Plan, may present themselves. Such proposals would be considered under Part 2 of the Policy.</u>	This modification is proposed in response to discussions during the hearing sessions under Matter 6.
	79	Policy EC4	1. Existing operations Applications for development at w <u>Within the allocated Port Related Facilities Area shown on the Policies Map, applications for development at existing facilities in connection with the existing operations of the site as of the date of adoption of this Plan will be permitted, provided that they are compliant with, at the existing port facilities at South Canvey will be permitted subject to compliance with Policy NE7 and the following criteria:</u> a. There must be no <u>unacceptable change</u> increase in the level of hazard or risk posed by the facility as a consequence of the proposals. The advice of the Health and Safety Executive will be sought in relation to this matter; b. The design of the proposed development must not cause significant harm to the landscape, having regard to the scale of existing development on the site; c. Public access to the coastal path adjacent to the site must be retained; and d. The future operation of the site will not result in adverse impacts on water quality in the Thames Estuary, or have a significant adverse effect on protected nature conservation sites. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1. In addition to this and where appropriate, proposals will be required to deliver a biodiversity net gain; and <u>e. The design of the proposed development will incorporate measures to manage current and future flood risk, ensuring development is appropriately resilient and resistant to all sources of flood risk, including careful consideration of emergency planning procedures and areas of refuge for site users.</u> 2. Proposed operations Applications for the change of use, <u>a change in the type</u> of materials handled, or for redevelopment of the existing port facilities at South Canvey will be permitted subject to compliance with <u>Policy NE7 and</u> the following criteria: a. <u>Where the proposal includes a change of materials handled, and those materials are classified as hazardous, it</u> it can be demonstrated that the proposal is in the national interest;	This modification is proposed in response to discussions during the hearing sessions under Matter 6. As well as representation 305 from Natural England, 255 from the Environment Agency and in response to recommendations within the HRA October 2019.

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			<p>b. The level of hazard and risk posed by the site is no greater than existing levels. The advice of the Health and Safety Executive will be sought in relation to this matter; There must be no unacceptable change in the level of hazard or risk posed by the facility as a consequence of the proposals. The advice of the Health and Safety Executive will be sought in relation to this matter;</p> <p>c. The design of the proposed development must not cause significant harm to the landscape, having regard to the scale of existing development on the site;</p> <p>d. Public access to the coastal path adjacent to the site must be retained; and</p> <p>e. <u>Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1. In addition to this and where appropriate, proposals will be required to deliver a biodiversity net gain; The future operation of the site will not result in adverse impacts on water quality in the Thames Estuary, or have significant adverse effects on protected nature conservation sites.; and</u></p> <p>f. <u>The design of the proposed development will incorporate measures to manage current and future flood risk, ensuring development is appropriately resilient and resistant to all sources of flood risk, including careful consideration of emergency planning procedures and areas of refuge for site users.</u></p> <p>3. In the event that a proposal in relation to port facilities on Canvey Island is of a sufficient size to be considered a National <u>Strategic</u> Infrastructure Project for determination by the Planning Inspectorate <u>Secretary of State</u>, the Council will consider its response in accordance with the requirements of this policy <u>Development Plan</u>.</p> <p>4. <u>Any new development within the consultation zones identified by the Health and Safety Executive around the Hazardous Installation sites shall be considered within the context of Policy NE9 of this Plan.</u></p>	
MM41	81	Paragraph 12.3	The <i>NPPF</i> is clear that retail <u>and other forms of town centre commercial</u> developments should be located according to a sequential test and out of centre locations should only be considered if suitable sites in the town centre are not available, or not expected to become available, within a reasonable period. If a proposal cannot be located within a town centre, the impact of locating a proposal outside of a town centre must be assessed against and must not have an adverse impact on town centre vitality and viability.	Clarification added due to change to Use Classes Order.
	82	Paragraph 12.13	<p><i>ADD A NEW PARAGRAPH AFTER 12.13 AND RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY</i></p> <p><u>In seeking to encourage a broader food and drink offer, it is important that we create a healthy food environment in our town centres and local communities. The national <i>Obesity Strategy</i> highlights that eating out can contribute towards obesity through the consumption of more calories. Takeaways and promotions in food stores can also add to the number of calories consumed. This is significant in Castle Point where obesity levels are higher than the national average. It is therefore necessary to ensure that the mix of uses, and the way in which buildings and spaces in town centres are designed promote active lifestyles and a healthy food environment. Health Impact Assessments are a useful tool in ensuring that the wellbeing of the community is considered as part of the design process, and will be required to ensure that proposals for development selling foodstuffs contribute to the creation of a healthy food environment.</u></p>	To reflect evidence highlighted through the publication of the national Obesity Strategy 2020 and in response to representations 145 from KFC and 288 from McDonalds's Restaurants Ltd.
	83	Policy TC1 Part 2	<p>2. Within Development within Use Classes A1 to A5 must be provided within the Primary Shopping Frontages, listed below, only development proposals falling within Use Classes E and F, and compatible sui generis uses which are assessed to have a similar impact on amenity and on town centre vitality as a development in Use Class E will be permitted. The requirements of policy NE7 will be used to determine amenity impact. Active frontages must be maintained at the ground floor of these premises:</p> <p>Canvey Town Centre:</p>	Amended in response to the changes to the Use Classes Order July 2020, and in response to MIQ 267 and 268.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			14-64 Furtherwick Road 68-90 94 Furtherwick Road 3-59 Furtherwick Road Units 1-16 Knightswick Centre, Furtherwick Road Sainsbury, Knightswick Centre Hadleigh Town Centre: 207-253 London Road, Hadleigh 255-319 London Road, Hadleigh 2-28 Rectory Road 1-7 Rectory Road South Benfleet Town Centre: 261-311 High Road Tarpots Town Centre: 109-145 London Road, Benfleet 120-140 London Road, Benfleet	
	83	Policy TC1 Part 4	4. Applications for retail development falling within Use Class E will normally be permitted in town centres. Outside of the town centres new retail development and related uses falling within Use Class E will be permitted if the following criteria can be met:...	Amended in response to the changes to the Use Classes Order July 2020.
	83	Policy TC1 Part 4a	a. A sequential test has been applied, and it has been robustly demonstrated that the proposed development cannot reasonably be accommodated within a town centre or local shopping parade, or as a second preference within an existing out of centre shopping area or;...	A typographical error that affected the reading of the policy. All criteria under part 4 should be met.
	83	Policy TC1 Part 4	<p><i>INSERT A NEW POLICY REQUIREMENT AFTER PART 4</i></p> <p><u>5. Where an application is for a development intended for the sale of foodstuff, or could be used for such purpose, a health impact assessment will be required. Where this shows that the development has the potential to impact on health outcomes, measures should be included within the proposal to mitigate harm and create a healthy food environment.</u></p>	To reflect evidence highlighted through the publication of the national Obesity Strategy 2020 and in response to representations 145 from KFC and 288 from McDonalds's Restaurants Ltd.
MM42	85	Policy TC2 Part 3	3. Hadleigh Town Centre will be regenerated with the aim of providing an enhanced retail supply alongside a mix of other business, community/cultural, residential and open space uses. In order to create a pleasant town centre that is attractive to residents, retail businesses, and makes the best use of land, the vision set out in the Hadleigh Town Centre Master Plan will be taken into account as material consideration in considering development proposals.	To improve effectiveness of the policy, and in response to MIQ 271.
MM43	86	Paragraph 12.24	<p><i>ADD A NEW PARAGRAPH AFTER 12.24 AND RENUMBER SUBSEQUENT PARAGRAPHS THEREAFTER</i></p> <p><u>For those reasons set out for policy TC1, a health impact assessment will be required for proposals which involve the sale of foodstuffs in local shopping parades. These parades are at the heart of local communities and have the potential to contribute to the exposure of residents to healthy food environments which will impact on their wellbeing.</u></p>	To reflect evidence highlighted through the publication of the national Obesity Strategy 2020 and in response to representations 145 from KFC and 288 from McDonalds's Restaurants Ltd.
	87	Policy TC3 Part 2	2. Proposals Uses for uses falling within Use Classes A1, A2, A5 and D1 Class E of the Use Classes Order will normally be permitted at ground floor level within local shopping parades, subject to compliance with all other relevant policies in this plan.	Amended in response to the changes to the Use Classes Order July 2020.
	87	Policy TC3 Part 3	<p><i>INSERT A NEW POLICY REQUIREMENT AFTER PART 3</i></p> <p><u>4. Where an application is for a development intended for the sale of foodstuff, or could be used for such purpose, a health impact assessment will be required. Where this shows that the development has the potential to impact on health outcomes, measures should be included within the proposal to mitigate harm and create a healthy food environment.</u></p>	To reflect evidence highlighted through the publication of the national Obesity Strategy 2020 and in response to representations 145 from KFC and 288 from McDonalds's Restaurants Ltd.
MM44	87	Paragraph 12.28	The <i>South Essex Retail Study 2017</i> states that convenience shopping within Castle Point currently supports a local population. New convenience floorspace in addition to current provision should only be permitted when there is a mismatch between population and level of convenience floorspace as a result of new development. However, as set out in Policy TC1, new retail development should be focussed in the town centres. The Council acknowledges that both the Stadium Way and Canvey Retail Parks play a crucial role in meeting the retail needs of the Borough. They provide employment and support a supply chain network. Some of the premises at Stadium Way are now old and many converted from previous commercial uses and therefore, it is likely that redevelopment will need to take place. <u>Where these redevelopments do occur, the Council will seek applications for the sale of foodstuffs to be accompanied by health impact</u>	To reflect evidence highlighted through the publication of the national Obesity Strategy 2020 and in response to representations 145 from KFC and 288 from McDonalds's Restaurants Ltd.

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			<u>assessments in order to ensure the creation of healthy food environments which support the wellbeing of local residents and other users.</u>	
	88	Policy TC4	<p>1. There are two out of centre shopping areas in Castle Point, as identified on the Policies Map, at:</p> <p style="padding-left: 40px;">Stadium Way, Thundersley; and</p> <p style="padding-left: 40px;">Canvey Retail Park, Northwick Road, Canvey Island</p> <p>2. Re-development for uses falling within Use Classes A and D <u>Classes E and F</u> of the Use Classes Order, <u>and compatible sui generis uses which are assessed to have a similar impact on amenity and neighbouring developments as a development in Use Class E, assessed in accordance with policy NE7,</u> will be permitted within these out of centre shopping areas where both sequential and impact assessments have indicated that it is appropriate to do so, and all other relevant policies in this plan have been complied with. An impact assessment will be required for proposals of 1,500 sqm or greater, consistent with the requirements of policy TC1.</p> <p>3. <u>Where an application is for a development intended for the sale of foodstuff, or could be used for such purpose, a health impact assessment will be required. Where this shows that the development has the potential to impact on health outcomes, measures should be included within the proposal to mitigate harm and create a healthy food environment.</u></p>	<p>Modifications to part 2 of the policy proposed in response to the changes to the Use Classes Order July 2020, and in response to MIQ 275 and clarifying what is a compatible use.</p> <p>A proposed new part 3 to the policy to reflect evidence highlighted through the publication of the national Obesity Strategy 2020 and in response to representations 145 from KFC and 288 from McDonalds's Restaurants Ltd.</p>
MM45	88	Paragraph 12.31	There are a small number of units that continue to operate as shops within this area. There is the potential that these may be brought forward as restaurants or bars over time. It would be important for any such development to complement the existing range of uses, given the reasonable quality of provision that has been achieved already. <u>In bringing forward such proposals, the Council will seek to ensure a healthy food environment and will expect applications to be accompanied by a health impact assessment.</u>	To reflect evidence highlighted through the publication of the national Obesity Strategy 2020 and in response to representations 145 from KFC and 288 from McDonalds's Restaurants Ltd.
	89	Policy TC5	<p>1. South Benfleet Leisure Quarter is identified on the Policies Map and comprises the following properties:</p> <p style="padding-left: 40px;">1-7 (odd numbers) Essex Way</p> <p style="padding-left: 40px;">8-10 (even numbers) Essex Way</p> <p style="padding-left: 40px;">1-27 (odd numbers) High Street, South Benfleet</p> <p style="padding-left: 40px;">24-42 (even numbers) High Street, South Benfleet</p> <p>2. Within this area, development proposals for uses falling within Use Classes A3 and A4 of the Use Classes Order <u>cafes, restaurants and bars</u> will be supported, subject to compliance with other relevant policies on design, the historic environment, flood risk and residential amenity being fully addressed.</p> <p>3. <u>Where an application is for a development intended for the sale of foodstuff, or could be used for such purpose, a health impact assessment will be required. Where this shows that the development has the potential to impact on health outcomes, measures should be included within the proposal to mitigate harm and create a healthy food environment</u></p>	<p>Modifications to part 2 of the policy proposed in response to the changes to the Use Classes Order July 2020.</p> <p>A proposed new part 3 to the policy to reflect evidence highlighted through the publication of the national Obesity Strategy 2020 and in response to representations 145 from KFC and 288 from McDonalds's Restaurants Ltd.</p>
MM46	89	Paragraph 12.35	<p>Hot food takeaways are now a common feature of town centres, high streets, and local centres because they fulfil an increasing demand for instant food access and convenience. Traditionally, hot food takeaways (A5 sui generis use class) differ in purpose from restaurants or cafés (A3 use class <u>E(b)</u>), however, some businesses classified as restaurants (A3 use class) also offer takeaway services....</p> <p><i>INSERT A NEW PARAGRAPH AFTER 12.35 MOVED FROM 12.38. RENUMBER SUBSEQUENT PARAGRAPHS THEREAFTER</i></p> <p><u>Whilst local shopping parades are a sustainable location for hot food takeaways because they are close to where people live, in some instances the number of takeaways in such parades dominates over use class E(a) shopping provision, reducing the diversity of retail available.</u></p>	Modification to reflect changes to the Use Classes Order, and in response to MIQ 281.
	89	Paragraph 12.37	England has one of the highest rates of obesity in Europe and in the developed world. A Public Health England report <i>Adult Obesity (2018)</i> acknowledges obesity is one of the most widespread threats to health and well-being in the country	Modification to improve readability – text pulled forward from paragraph 12.39.

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			and that there is a link between excess body weight and diseases such as type 2 diabetes, cancer and heart disease. <u>This impacts on the cost of health care provision and the ability of health services to support local communities.</u>	
	90	Paragraph 12.38	Whilst local shopping parades are a sustainable location for hot food takeaways because they are close to where people live, there are, in some instances where the number of takeaways in such parades dominates over A1 shopping provision, reducing the diversity of local retail available.	Deletion of paragraph as moved elsewhere in the reasoned justification.
	90	Paragraph 12.39	Furthermore, hot food takeaways can contribute towards unhealthy lifestyles, which in turn impact on the cost of health care provision and the ability of health services to support local communities. The <i>Castle Point and Rochford Locality Estates Strategy 2018</i> classified 27% of adults and 20.4% of children in Castle Point as obese with fewer people eating healthily, this puts Castle Point at a higher than average level of obesity. Obese children are more likely than children of a healthy weight to become an obese adult with associated health problems later in life. Policies restricting children's access to takeaway shops can act to discourage unhealthy eating and seek to stop the rising levels of obesity in the borough.	Deletion of text as moved elsewhere in the reasoned justification.
	90	Paragraph 12.40	Therefore, the proliferation of hot food takeaway provision in Castle Point is not only affecting the diversity of retail offer in Castle Point, it is also contributing towards poor health amongst the resident population. There is therefore a clear basis for seeking to limit further increases in the provision of hot food takeaways in Castle Point. <u>In particular, policies restricting children's access to takeaway shops can, amongst other measures, act to discourage unhealthy eating and seek to stop the rising levels of obesity in the borough.</u>	Modification to improve readability – text moved from para 12.39.
	90	Policy TC6 Part 1	1. In order to ensure that excessive concentrations of particular types of food and drink uses are avoided, applications for hot food takeaways falling within <u>sui generis</u> U -use C -class A5 will be supported where the following thresholds are not exceeded: a. Within <u>a</u> Town Centres, no more than 10% of shop units comprise hot food takeaways;	To reflect changes in the Use Classes Order, and in response to MIQ 282.
	91	Policy TC6 Part 2	2. A Health Impact Assessment of the proposal should be undertaken, and the measures identified should be incorporated within the proposal to limit the impact of the proposal on obesity levels within the local community, taking into account the proximity to existing schools, colleges and youth centres. New hot food takeaway shops will only be permitted when they fall outside 400 metres walking distance of gates of new and existing schools, colleges, and youth centres, unless the outlets are within town centres and accord with other policies within this plan	Modifications proposed as recommended by the Public Health Officer in respect of challenges raised as well as in response to representations 145 from KFC and 288 from McDonalds's Restaurants Ltd. Additionally, in response to paragraphs 77-79 in the Inspector's post hearings letter.
MM47	93	Paragraph 13.10	The Castle Point and Rochford Clinical Commissioning Group (CCG) undertook a <i>Locality Estates Strategy 2018</i> , <u>at that time it was</u> estimated that at least £48.5 million of capital investment will be required in Castle Point and Rochford over the next ten years. This <u>would support</u> will ensure that the infrastructure <u>requirements to facilitate</u> is in place to enable the delivery of modern <u>and sustainable</u> , integrated care services to the for current and future populations. This <u>may</u> includes <u>the development of Primary Care Healthcare Hubs</u> on Canvey Island and <u>in</u> Benfleet, Primary Care Spokes and Administrative Hubs. <i>CREATE NEW PARAGRAPH</i> <u>All plans for new healthcare facilities and services are subject to appraisal, viability and business case processes. A healthcare infrastructure requirement list has been produced to support this plan and has been integrated into the Infrastructure Delivery Plan (IDP). This list will be subject to iteration, therefore ensuring that requirements are current and align to existing and future strategies for the delivery of health and care services within Castle Point. NHS estates matters are dealt with through the Mid and South Essex STP estates team. A Forum has been established to consider the implications of planned growth to make the best use of the existing NHS estate. Essex County Council (ECC) has the role as a public health advisor. The Director of Public Health is the lead advisor for public health and planning matters.</u> <i>RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i>	Modifications proposed in response to representation 679 by the NHS identifying plans for new healthcare facilities and services.
	95	Policy HS1 Part 1a i	Ensuring access to high quality open spaces <u>including the coast</u> , and opportunities to engage in sport and recreation; and	Modification proposed in response to representation 450 from the Port of London Authority.

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	95	Policy HS1 Part 1c i	Working with NHS England, the Clinical Commissioning Group, Basildon and Southend University Hospitals <u>Mid and South Essex University Hospitals Group</u> and other providers of healthcare services in the Borough to ensure those organisations have the built facilities they need to deliver their service plans; and	Modification proposed in response to representation 681 by the NHS.
	95	Policy HS1 Part 1d	d. Ensure new development is designed and located to promote good health, and avoid sources of harm to health by: i. Requiring good quality design in new developments, including design which incorporates <u>has regard to Sport England's 'Active Design' principles</u> ; and ii. Avoiding development in locations which may cause harm to human health by way of disturbance to the quality of life or pollution <u>having reference to the criteria and requirements of policy NE7.</u>	Modifications proposed to improve clarity of the policy, as highlighted in response to MIQ 284 and from representation 321 from Redrow Homes, Persimmon Homes and Burrows & Dunn.
	96	Policy HS1 Part 2e	e. To ensure new development is designed to promote good health, Health Impact Assessments should be undertaken for <u>all developments involving the sale of foodstuff, and for other developments</u> of over 50 residential units or 1,000 sqm of non-residential development. Mitigation against negative health impacts and opportunities of positive health impacts should be identified. Negative health impacts identified in a Health Impact Assessment must be resolved in the development or secured through a Section 106 Agreement.	Consistency with changes to policies in Chapter 12.
MM48	96	Paragraph 13.25	The <i>Castle Point Playing Pitch Strategy Built Facilities Strategy (PPS) Assessment Report 2018</i> found that the majority of sports assessed have sufficient facilities in the borough or nearby to support current need, although to improve and preserve participation levels most venues are encouraged to enhance or maintain existing facilities. It is essential that Castle Point provides a variety of different sporting activities to suit all abilities and ages. Furthermore, the <i>Built Facilities Strategy</i> concludes that key public sports halls and swimming pools are operating close to capacity and may therefore struggle to accommodate the additional demand generated by growth in this plan. There is therefore a need to enhance or provide new facilities to address any growth in demand. The <i>Built Facilities Strategy</i> recommends the use of developer contributions calculated using the Sport England Facilities Calculator to fund needs arising from growth. The assessment found that there is a need to provide additional third generation turf pitches (3G) in the borough, this will help enhance current participation levels as well as reducing strain on current facilities.	Clarification on the evidence used, as highlighted by Sport England in representation 57 and representation 235 from Southend-on-Sea Borough Council. Further modifications clarify how developer contributions will be calculated, as highlighted by Sport England.
	96	Paragraph 13.26	It should be noted that indoor physical recreation is not limited to provision within purpose-built leisure centres and gymnasiums. Exercise classes are regularly provided in community halls and school halls across the borough and contribute towards the variety of opportunities for residents to take part in physical activity. <u>The <i>Built Facilities Strategy</i> recommends the use of community use agreements to secure access for the community to school halls and other such places where indoor activities can take place outside operational hours.</u>	To reflect representation 57 received by Sport England and clarification of the evidence used.
	97	Policy HS2	1. In order to increase participation in physical activity, the Council will seek to secure the following for indoor leisure and sports: a. The retention, and increased access for the public to existing indoor leisure and sports facilities; b. The use of a wider range of facilities for physical activity; c. A community hall with capacity for sports <u>including badminton and short-mat bowls</u> in the Benfleet, Hadleigh and Thundersley area. 2. This will be achieved by: a. Protecting existing indoor sports provision from re-development for other uses <u>as required by Strategic Policy HS6</u> ;	Modifications proposed in response to MIQ 287 to make the policy more effective and remove duplication. Modification to part 1c is to reflect the evidence. Modification to part 2b of the policy is in response to representation 57 from Sport England. Modification to part 2d ensures the mechanism to implement the required measures.

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			<p>b. Working with schools and other owners of indoor sport facilities to increase community access to these facilities during non-school hours, through the use of community use agreements.</p> <p>c. Encouraging the use of multi-functional community halls and school halls for the purpose of increasing sports participation within local communities</p> <p>b. Community use agreements will be required where appropriate where a multi-functional community hall, school/college hall or stand-alone indoor sports facility is provided or enhanced, to increase sports participation within local communities and community access to these facilities;</p> <p>d. Where appropriate, developer contributions will be sought including the provision of land to enable the delivery of additional leisure and sport facilities; and</p> <p>e. Working with partners and the community to secure and deliver suitable facilities through the use of planning conditions and/or planning obligations;</p> <p>f. Maximising opportunities to secure investment in the provision of these facilities.</p>	
MM49	98	Paragraph 13.30	Policy NE1 of this plan sets out requirements for the provision of Green <u>and Blue</u> Infrastructure in Castle Point. This policy seeks to deliver the ambitions of the <i>South Essex Green Grid Strategy, the South Essex Green and Blue Infrastructure Strategy, and the Essex Green Infrastructure Strategy</i> and the Greater Thames Marshes Nature Improvement Area through the provision of multi-function green infrastructure projects, which deliver a range of benefits including, recreational benefits for local people, including access to coast.	Modification proposed in response to representation 388 from Essex County Council in highlighting relevant evidence.
	98	Paragraph 13.33	<p><i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 13.33, AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i></p> <p><u>With regard to formal outdoor sports facilities, the Castle Point Playing Pitch Strategy (2018) and Castle Point Playing Pitch Assessment (2018) identified the need for some additional pitch provision in Castle Point to address both existing deficiencies and also the needs arising from growth. It also identified the need to improve the quality of some aspects of provision. The assessment specifically found that there is a need to provide additional third generation pitches (3G) in the borough, this will help enhance current participation levels as well as reducing strain on current facilities. The outcomes of the Playing Pitch Strategy are reflected in the IDP. In order to deliver improvements in provision, the use of community use agreements is advocated to secure access to those outdoor sports facilities located in schools. The Council will use Sport England's Playing Pitch Calculator to secure funding for any new facilities required to support growth.</u></p>	Modification proposed in response to representation 235 from Southend-on-Sea Borough Council and representation 58 from Sport England. Further clarification in an agreed Statement of Common Ground [SCG-007] with Sport England is also reflected within the modification.
	98	Paragraph 13.34	<p>This plan also provides an opportunity for the Council to aim to increase the amount of open spaces within the Borough in order to address current deficiencies in the range and accessibility of open space provision in Castle Point. There should be additional provision made for:</p> <ul style="list-style-type: none"> <u>Outdoor sports pitches and facilities as recommended by the Playing Pitch Strategy;</u> Additional parks and gardens, (potentially provided within existing amenity green spaces); Additional natural green space to be provided in Thundersley; Additional children's play spaces should be provided in several locations throughout the Borough; and Civic spaces such as civic squares and market places to be secured through the regeneration of Hadleigh and Canvey Town Centres. 	Modification proposed in response to representation 58 from Sport England in accurately reflecting the evidence.
	99	Policy HS3 Part 1	1. Public access will be secured to open space in order to support active and healthy communities and to manage recreational pressures on areas of nature conservation interest. This will be achieved by working with partners to deliver open space and green infrastructure projects in the Borough. This will be supplemented by additional provision secured on development sites. The Council will have regard to its residential Design Standards, the Essex Design Guide <u>and the Playing Pitch Assessment and Strategy</u> in assessing the appropriate open space requirements within new development.	Modification proposed in response to representation 58 from Sport England in accurately reflecting the evidence.
	99	Policy HS3 Part 2	<p>2. In order to ensure that there is good access to a variety of open space opportunities within Castle Point, additional provision will be sought as set out in the Castle Point Borough Infrastructure Delivery Plan IDP. <u>Where appropriate developers will be expected to contribute toward this provision as set out in the IDP.</u> This includes:</p> <p>a. One 3G pitch on Canvey Island and two 3G pitches in the Benfleet, Hadleigh and Thundersley area;</p>	Modifications to part 2 of the policy is proposed to clarify the developer contribution requirement.

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			<p>b. Additional parks and gardens throughout the borough;</p> <p>c. Additional accessible natural green space throughout the borough;</p> <p>d. Additional Multi Use Games Areas (MUGAs);</p> <p>e. New and improved ancillary features such as <u>car parking</u>, changing rooms, <u>storage facilities</u>, and floodlighting (where appropriate) and car parking; in appropriate locations where they will not give rise to unacceptable impacts on residential amenity;</p> <p>f. Additional children's play spaces in West Canvey, East Canvey, Central Thundersley and Daws Heath;</p> <p>g. Outdoor bowls provision on Canvey;</p> <p>gh. Improvements to tennis court provision;</p> <p>hi. Improvements to hard-court provision; and</p> <p>ij. Improved playing pitch provision, including the creation of additional pitches in less flood prone locations and 3G pitches.</p>	<p>A modification to part 2e of the policy is in response to representation 86 by Mrs C Jackson to ensure playing pitches would not further impact residential amenity.</p> <p>The removal of part 2g is in response to MIQ 289 which confirmed that the most recent evidence in the Playing Pitch Strategy 2018 did not identify a need for additional bowls green provision in Castle Point.</p>
	100	Policy HS3 Part 3	<p>3. In order to improve the quality of open spaces in Castle Point, and the ability of residents to be able to enjoy them to their fullest potential, the following improvements to the open space network will be sought as part of the open space provision on development sites in appropriate locations, and by working with partners:</p> <p>a. Improved links within and between open spaces;</p> <p>b. Improved accessibility for all users to open spaces <u>and the coast;</u></p> <p>c. Improved facilities within open spaces; and</p> <p>d. Improved biodiversity within open spaces; and–</p> <p><u>e. Improvements that deliver climate change mitigation and resilience.</u></p> <p><i>ADD THE FOLLOWING NEW CRITERIA BELOW AFTER PART 3</i></p> <p><u>4. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.</u></p>	<p>The proposed modification to part 3b of the policy is in response to representation 450 from the Port of London Authority.</p> <p>The new credential, part 3e, is a consequence of the revised NPPF 2021.</p> <p>The new part 4 criteria is a recommendation of the HRA.</p>
MM50	100	Paragraph 13.39	For the purpose of this policy, education facilities include, but are not limited to: early years and childcare (nurseries, pre-schools, children's centres full day care, pre-schools, child minders, school run early years provision, and 'wrap around care' – breakfast, after school and holiday clubs), schools (primary, secondary and sixth form <u>Post 16 Education</u>), young people with special educational needs and disabilities, colleges, libraries, youth facilities, employment and skills measures and other community learning spaces.	Clarification to the text as a consequence of a discussion with Essex County Council post Regulation 19 consultation.
	103	Policy HS4 Part 2	2. Where a development proposal, by virtue of its scale and/or location either individually or cumulatively with other development, will increase demand for education facilities beyond those available within the local area, new or enhanced facilities will be sought through a Section 106 Agreement, <u>as per by policy SD2.</u>	Proposed modification as a consequence of MIQ response 291, to improve the effectiveness of policy HS4. The latter proposed modification to link to policy SD2 is in response to recommendations made by the Inspector in the hearing sessions under Matter 7.
MM51	104	Paragraph 13.64	The CCG, working with Local Authorities and local stakeholders, addresses Primary Care capacity issues in the area as part of the wider Estates Strategy for Mid & South Essex Sustainability & Transformation Partnership (STP) has indicated that they will seek to deliver capacity improvements to meet existing and future needs within its area through improvements to existing facilities where possible. There may also be a requirement for additional infrastructure to accommodate new models of care as set out within the NHS Long-Term Plan (2019). New homes will increase pressure	Modification proposed in response to representation 683 from the NHS.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			on existing provision, creating additional demand for healthcare services. <u>As appropriate, new development proposals will therefore be asked for contributions towards the provision of healthcare facilities. The Mid and South Essex STP has also indicated development locations where new facilities may be required. These requirements are identified in the relevant allocation policies and IDP.</u>	
	105	Policy HS5 Title	Health and Social Care <u>Provision Facilities</u>	To ensure consistency with the policy title.
	105	Policy HS5 Part 2	2. Where the cumulative impacts of residential a development proposal within a local area, either individually or cumulatively with other development, will increase demand for education healthcare and social care facilities beyond those available within the local area, development will be required to make proportionate contributions towards new or enhanced facilities will be sought through a Section 106 Agreement, as per by policy SD2. to support capacity improvements to health and social care infrastructure. Where specified in the relevant allocation policy, some development proposals will also be required to make land available for new health care facilities.	Proposed modification as a consequence of MIQ response 293, to improve the effectiveness of policy HS5. The proposed modification to link to policy SD2 is in response to recommendations made by the Inspector in the hearing sessions under Matter 7. Further modifications are proposed in response to representation 684 from the NHS.
MM52	106	Paragraph 13.75	For the purposes of this Policy, community facilities <u>can be found in the Policies Map and are listed in appendix eight, this includes</u> education facilities, sports and leisure facilities, libraries, non-residential health and social care facilities, cultural facilities, community centres, and places of worship.	Modification proposed in response to representation 164 from Mr J Tring and links to the new appendix.
	106	Policy HS6 Part 1	1. In order to allow communities to meet their day to day needs, proposals for new, extensions, alterations or redevelopment of existing community facilities, <u>as shown on the Policies Map and listed at Appendix Eight,</u> or change of use to another facility will be supported where it can be demonstrated that the development will:	Modification proposed as a clarification, which was identified in MIQ response 295 and links to the new appendix.
	107	Policy HS6 Parts 1e to 1f	e. Provide greater community benefits; and f. Bring about broader benefits to provide alternative community use, if there is an identified surplus of the existing community service; and - <i>INSERT A NEW CRITERION AFTER PART 1f OF POLICY HS6</i> g. <u>Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.</u>	To reflect recommendations within the HRA October 2019, paragraphs 5.2.46 and 5.4.13.
	107	Policy HS6 Part 2b	b. The loss will be replaced by equivalent or better provision in terms of quantity and quality in accordance with the requirements of part 1 of this policy. Where appropriate a Section 106 Agreement will be used to secure the replacement provision, <u>as per policy SD2.</u>	The proposed modification is in response to recommendations made by the Inspector in the hearing sessions under Matter 7.
MM53	108	Paragraph 13.81	<i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 13.81, AND RENUMBER PARAGRAPHS THEREAFTER</i> <u>With regard to sports pitches meanwhile, the Castle Point Playing Pitch Assessment and Strategy (2018) highlighted deficits in relation to several types of sports pitches, especially in relation to football. Therefore, it is imperative that in order to meet current and future needs that existing pitches are not lost, except in circumstances where equivalent or enhanced provision is secured nearby.</u>	Text proposed to the reasoned justification relating to playing pitches which was absent in the original text.
	108	Policy HS7	<i>REORDER AND AMEND POLICY HS7</i> 1. The locations of existing open spaces, allotment gardens and playing fields associated with educational uses are identified on the Policies Map, and a schedule of these sites can be found in Appendix Three. 2. <u>1. Limited minor scale ancillary development on open spaces, allotment gardens and playing fields associated with educational uses will be permitted, where it can be demonstrated that:</u> a. The development will increase opportunity for public recreational use or improve the recreational quality of the space; b. The overall use of the space is retained for recreational purposes; c. The reduction in open space will not have an unacceptable impact on the character of the area;	Modifications are proposed to this policy in response to MIQ 297 and representation 60 from Sport England. Modifications in relation to a project level HRA is in response to the HRA October 2019 recommendation paragraph 5.2.46 and 5.4.13. Some text is reordered to improve readability.

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			<p>c.d. The development will not impact on the ability of the open space to provide other environmental services and benefits, including but not limited to, biodiversity, flood storage and the accommodation of future flood defence works; and</p> <p>d. e. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1. The loss of the open space will not have a detrimental impact on the character of the area.</p> <p>3-2. Any d Developments resulting in a loss of <u>any existing or newly created</u> publicly available open space; allotment garden; or playing field associated with educational uses will only be supported where:</p> <p>a. An assessment has been undertaken which indicates that the existing facility is surplus to requirements; or</p> <p>b. The loss will be replaced by equivalent or better provision in terms of quantity and quality <u>in a suitable location</u>. Where appropriate, a Section 106 Agreement will be used to secure the replacement provision; <u>or</u></p> <p><u>c. The development is for alternative sports or recreation provision, the benefits of which clearly outweigh the loss of the current or former use.</u></p> <p>1- 3. <u>3. The locations of existing open spaces, allotment gardens and playing fields associated with educational uses are identified on the Policies Map, and a schedule of these sites can be found in Appendix Three.</u></p>									
MM54	112	Policy TP1 Part 3	<p><i>INSERT AS A NEW PART 3</i></p> <p><u>3. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.</u></p>	To reflect the recommendations in the HRA October 2019 under paragraphs 5.3.65, 5.4.50 and 5.5.24.								
MM55	113	Paragraphs 14.13 and 14.14; Table 14.1 and 14.2	<p><i>DELETE PARAGRAPHS 14.13 AND 14.14 AND TABLES 14.1 AND 14.2 AND REPLACE WITH THE FOLLOWING PARAGRAPHS. NUMBER PARAGRAPHS AND SUBSEQUENT PARAGRAPHS THEREAFTER</i></p> <p>14.13 Due to the physical constraints on the highway network in the Borough, new infrastructure provision to the transport network is fundamental to delivering a wider choice of sustainable transport modes. Through the <i>Essex Local Transport Plan</i>, and ongoing engagement with the Highways Authority and local residents, a number of highways schemes have been identified to provide improvements to the highways network within the Borough. The scheme listed in the table below are at early stages of progression, and do not currently have identified funding mechanisms in place to support their implementation. Further details on these schemes is available within the <i>Castle Point Infrastructure Delivery Plan</i>.</p> <p>Table 14.1: Strategic Highways improvements</p> <table><tr><th>Project</th><th>Location</th><th>Reason for improvement</th><th>Proposed improvements</th></tr><tr><td>Extension to Roscommon</td><td>Canvey Island</td><td>East-west movements are currently restricted to Somnes Avenue and Long Road. As a</td><td>Extension to Roscommon Way from Haven Road to Western Esplanade to provide an</td></tr></table>	Project	Location	Reason for improvement	Proposed improvements	Extension to Roscommon	Canvey Island	East-west movements are currently restricted to Somnes Avenue and Long Road. As a	Extension to Roscommon Way from Haven Road to Western Esplanade to provide an	Modifications proposed following a recommendation from the Inspector under Matter 7 in the hearing sessions which condenses the policy and clearly identifies how different schemes within the policy will come forward.
Project	Location	Reason for improvement	Proposed improvements									
Extension to Roscommon	Canvey Island	East-west movements are currently restricted to Somnes Avenue and Long Road. As a	Extension to Roscommon Way from Haven Road to Western Esplanade to provide an									

Ref	Page	Policy/ Paragraph	Main Modification				Reason for Modification
			Way (Phase 3)		<p>result, these routes become particularly congested at peak times, especially Long Road which services a large number of side streets. There is a need for an increased capacity of east-west routes across the island.</p> <p>Roscommon Way is elevated above projected flood water depths and designed to cope with a 1 in 100-year event. The majority of existing roads on Canvey Island are not built with the capability to withstand a severe flooding event.</p>	<p>alternative east-west route on the island, alleviating congestion on Long Road and Somnes Avenue.</p> <p>The extension to Roscommon Way would be elevated above projected flood water depths and designed to cope with a 1 in 100-year event. This will provide additional capacity for emergency evacuation access for the island during a severe flooding event.</p>	
			New access for Canvey Island	Canvey Island	<p>Access for Canvey Island is from Canvey Road and the A130 Canvey Way. Both accesses join the island at the B1014 / Canvey Road roundabout in the north eastern corner of the island. The limited access for the island results in significant congestion on these routes at peak times, and safety concerns regarding emergency access for the island for instance where the B1014 / Canvey Road roundabout and associated existing access points are inaccessible.</p> <p>Oikos is a nationally important refined petroleum facility located in the south eastern corner of the island. Existing limited access from the island, particularly in an emergency situation where existing access points could be compromised, is a significant concern for the distribution of refined petroleum in the UK.</p> <p>Access to employment opportunities west of Canvey Island for residents on the island, particularly at the DP World London Gateway port in Thurrock, is currently poor, requiring</p>	<p>Construction of a third access for Canvey Island, from Northwick Road, crossing Holehaven Creek, to the Manorway A1014 on the mainland.</p> <p>This would provide access for the island from an alternative route which does not rely on the B1014 / Canvey Way roundabout. This would provide alternative emergency access and would also open up access to employment opportunities to the west for Canvey Island residents.</p>	

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					residents to travel north to the A13 on a looped 15-mile journey.		
			Improved access to Canvey Island	Canvey Island	<p>Congestion and queueing on access routes to Canvey Island, in particular on Canvey Way and Somnes Avenue.</p>	<p>The widening of Somnes Avenue to provide two lanes between Waterside roundabout and Elsinor Avenue roundabout.</p> <p>Provide 'KEEP CLEAR' marking across junction of Long Road / Hawkesbury Road.</p> <p>Provide traffic signals at the junction of Long Road / Thorney Bay Road.</p> <p>Instigate school travel plans / safer journeys to school intervention to discourage trips to school by car at Canvey Junior School, Canvey Island Infant School, William Read Primary School and Castle View School.</p>	
			A127 corridor for growth and route management strategy	Northern edge of the Borough	<p>The A127, which passes along the Borough's northern boundary, is a strategic route in South Essex which becomes congested during peak periods. Congestion is experienced at key junctions along its route. Junctions which experience problems include the Fairglen Interchange and the Rayleigh Weir, both located in Castle Point Borough. The capacity of the A127 is expected to be exceeded as a result of growth across South Essex, including key employment growth at Southend Airport and in the Basildon Enterprise Corridor.</p>	<p>A strategy has been prepared by Essex County Council to address congestion issues for the A127 Corridor. This strategy includes substantive upgrades to the Fairglen Interchange.</p> <p>Short term Fairglen Interchange improvements are proposed for construction in 2020, and include:</p> <ul style="list-style-type: none"> • A new road linking the A130 to the A1245; • Widening of slip roads on the Fairglen Roundabout; • Additional and longer slip lanes off the A127; • Traffic lights at Rayleigh Spur Roundabout and an additional lane; and • A new pedestrian and cycle bridge on the A127. <p>Consideration of future improvements to the A127 is being managed by the A127 Task Force and its relationship to</p>	

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						the location of future growth within the Borough.		
			A129 Route Improvements	Thundersley	Significant congestion on the A129 between the A13 / A129 junction and the A129 / A127 Rayleigh Weir junction.	Essex County Council are currently assessing potential improvement options on this route. No specific projects have been identified at this stage.		
			Canvey Way / A13 slip road	Sadlers Farm Roundabout, westbound (in Basildon Borough)	Concern that the slip road from Canvey Way to the A13 is too short, creating safety concerns and reducing the flow of traffic to the A13 from Canvey Island.	No proposals identified. Essex County Council are currently considering improvement options.		
			14.14 In addition to the schemes identified in Table 14.1, <i>Transport Evidence for the New Local Plan 2019</i> has identifies the need for additional improvements to the highway network in order to accommodate growth as outlined in the table 14.2 below:					
			Table 14.2: Highway Improvements from Growth					
			Project	Location	Issue and proposed improvements			
			New roundabout on the A130	Benfleet, around 900m south of the Sadlers Farm junction on the A130.	Provide access to site HO9, land west of Benfleet, while maintaining traffic flows on the A130.			
			Dualling of around 900m of the northern section of the A130 Canvey Way	Benfleet, between the proposed new roundabout (see above) and the Sadlers Farm junction.	To reduce congestion and improve traffic flows on the A130. To provide the opportunity for improved traffic management leading to the Sadlers Farm junction. While the project is in Benfleet, it will provide significant benefits for vehicles from Canvey Island accessing the Sadlers Farm junction.			
			Route improvements on the A129	Thundersley, A129 route between Rayleigh Weir junction and the Victoria House Corner junction.	Congestion at all junctions on the A129 and significant congestion at the Woodmans Arms junction currently occurs. Congestion levels will be increased by growth proposed close to the A129 on sites HO13, HO20, and HO21. Options for improvements include undertaking further work with Essex County Council to identify appropriate solutions on the A129 route.			
			Victoria House Corner junction improvements	Hadleigh, A13 / A129 junction	To improve traffic flows as a result of growth proposed in the Local Plan. Mitigation works identified within the <i>Transport Evidence Mitigation and Sensitivity report 2019</i> .			

Ref	Page	Policy/ Paragraph	Main Modification				Reason for Modification
			<div><div>Somnes Avenue / Link Road junction improvements</div><div>Canvey Island, on the B1014</div><div>To improve traffic flows as a result of growth proposed in the Local Plan. Mitigation works identified within the <i>Transport Evidence Mitigation and Sensitivity report 2019</i>.</div></div> <div><div>B1014 High Street / B1014 Essex Way / B1006 High Road junction assessment</div><div>Benfleet, near Benfleet train station</div><div>To reduce congestion and improve traffic flows as a result of growth proposed in the Local Plan. Mitigation works identified within the <i>Transport Evidence Mitigation and Sensitivity report 2019</i>.</div></div> <div><div>Junction improvements at Kenneth Road</div><div>Benfleet, Kenneth Road / A13 junction</div><div>To improve traffic flows as a result of growth proposed in the Local Plan. Mitigation works identified within the <i>Transport Evidence Mitigation and Sensitivity report 2019</i>.</div></div> <div><div>New roundabout access from Canvey Road to site HO23, land east of Canvey Road</div><div>Canvey Island, Canvey Road</div><div>To provide access to site HO23.</div></div> <div><div>Pegasus crossing on Roscommon Way</div><div>Canvey Island, Roscommon Way</div><div>To support equestrian uses in the area and provide improved access to the West Canvey Marshes RSPB site for new and existing local residents.</div></div> <div><div>Additional public transport provision</div><div>Borough-wide</div><div>New / extended bus services to accommodate new housing development.</div></div>				
			<p><u>Due to the physical constraints on the local and strategic highway network in the Borough, new infrastructure provision to the transport network is fundamental, including the provision of a wider choice of sustainable and active travel modes. Through the Essex Local Transport Plan and ongoing engagement in the preparation of the plan with the Highways Authority, site promoters and local residents, a number of schemes have been identified to provide improvements to the transport network by all modes within the Borough. In addition to its Bus Strategy ECC has launched the `Safer Greener Healthier` campaign which seeks to make it as easy as possible for Essex residents to travel more sustainably, especially for shorter journeys by walking, cycling, e-scooter or taking the bus or train for longer journeys. Its vision seeks to create a road environment that is safer, especially for shorter journeys; deliver sustainable transport solutions to support the reduction in carbon emissions and deliver long-term greener benefits, including long term public health benefits.</u></p> <p><u>The A127 forms part of the Strategic Road network and its importance in Essex, South Essex and Castle Point is set out in the "A127 A Corridor for Growth - an Economic Plan" 2014, through a transport route management strategy. The A127 presently experiences challenges regarding capacity and peak hour congestion. There is a need to manage traffic along the A127 to improve air quality; improve safety and network resilience and provide congestion relief. A cross authority A127 Task Force including ECC, South Essex Authorities and the London Borough of Havering has been established to co-ordinate transport requirements within the A127 corridor. Transport improvements along the A127 Corridor will be made having regard to the A127 A Corridor For Growth: An Economic Plan.</u></p> <p><u>A number of transport improvements, including highway alterations and modal shift initiatives, have been identified through various studies undertaken during the preparation of the Local Plan. Some of these schemes are outlined in the Infrastructure Delivery Plan (IDP), which identifies the infrastructure needed to support development, its phasing and</u></p>				

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			<p>estimated costs. Within the schemes identified, some have differing funding sources and will come forward in different ways including the following:</p> <ul style="list-style-type: none"> • <u>Schemes required as a result of growth in the borough. These highway alterations and modal shift initiatives are a direct result of growth and will be funded and delivered through appropriate highway works and developer contributions.</u> • <u>Schemes that are expected to come forward during the plan period but are not directly linked to planned growth. Where development increases the need for such improvements the Council will seek a proportionate developer contribution from relevant schemes. Additional funding will be sought through other sources, as appropriate, including for example relevant Government bodies and funding streams, ECC, the South East Local Enterprise Partnership and ASELA.</u> • <u>Schemes that are long held aspirations for the Council but the exact nature of the improvements and funding for them are presently unknown, such as improved access to Canvey Island. This is expressed in greater detail in policy TP3.</u> <p><u>Where appropriate a project level Habitats Regulations Assessment (HRA) may be required alongside the consideration of any proposal that seeks improvements or alterations to the highway network as per the requirements set out in policy SD1.</u></p>	
	117	Policy TP2	<p><i>REPLACE POLICY TP2 IN ITS ENTIRETY WITH THE FOLLOWING TEXT</i></p> <p>1. In order to manage congestion on key routes, and at key junctions within the borough and improve the quality of town centre environments, the following improvements and alterations to carriageway infrastructure in Castle Point will be delivered:</p> <p>a. A127 Growth Corridor Strategy;</p> <p>b. Highway improvements in Canvey and Hadleigh Town Centres.</p> <p>2. In order to manage congestion on key routes, and at key junctions within the borough and improve the quality of town centre environments, the following improvements and alterations to carriageway infrastructure in Castle Point will be delivered through contributions set out in the Infrastructure Delivery Plan and safeguarding areas are shown on the policies map:</p> <p>a. Extension to Roscommon Way Phase 3;</p> <p>b. Widening of Somnes Avenue;</p> <p>c. Route improvements along the A129 Rayleigh Road between the Rayleigh Weir and Victoria House Corner junctions;</p> <p>d. Dualling of the northern section of the A130 Canvey Way in the vicinity of Sadlers Farm; and</p> <p>e. Minor Junction improvements at both ends of Kenneth Road.</p> <p>Local Policy TP2 Improvements and Alterations to Carriageway Highway Infrastructure</p> <p><u>1. The Council will seek to manage congestion on key routes and improve network resilience through the design and delivery of the projects identified within this policy, implementation of active and sustainable transport measures, improving the quality of town centre environments, namely Canvey and Hadleigh and other improvements identified through the master planning and planning application process.</u></p> <p><u>2. Transport improvements along the A127 Corridor will be made having regard to the A127 A Corridor For Growth: An Economic Plan.</u></p>	Modifications proposed following a recommendation from the Inspector under Matter 7 in the hearing sessions which condenses the policy and clearly identifies how different schemes within the policy will come forward.

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			<p><u>3. To deliver the local plan growth, the following highway and transportation infrastructure improvements will be required:</u></p> <ul style="list-style-type: none"> <u>a. New roundabout access from the A130 to site HO9</u> <u>b. Additional highway capacity including improvements to the northern section of the A130 Canvey Way and improvements to A13 slip road</u> <u>c. Route improvements on the A129 transport corridor including public transport and active travel</u> <u>d. Victoria House Corner junction improvements</u> <u>e. Somnes Avenue / Link Road junction improvements</u> <u>f. B1014 High Street / B1014 Essex Way / B1006 High Road junction improvements</u> <u>g. Minor Junction improvements at Kenneth Road especially at the junction with the A13</u> <u>h. New roundabout access from Canvey Road to site HO23</u> <u>i. Pegasus crossing on Roscommon Way linking HO23 to West Canvey Marshes</u> <u>j. Pedestrian and cycle access to Benfleet railway station</u> <u>k. Provision of new and enhanced public transport services and infrastructure</u> <p><u>4. Where necessary, the Council will secure highway works (S278) and/or financial contributions (S106) to deliver highway projects necessary to accommodate the growth arising from this plan.</u></p> <p><u>5. The Council will consider the impact of development proposals on the land needed to deliver the highway projects listed within this policy, and where necessary refuse applications for development which would prevent or significantly affect the delivery of those highway projects.</u></p> <p><u>6. All proposals should provide active and sustainable transport measures and comply with other relevant policies in the plan which secure high environmental quality and compliance with relevant environmental legislation.</u></p> <p><u>7. Any improvements or alterations to the highway network may require a project level HRA, where appropriate, as per the requirements set out in policy SD1.</u></p>	
MM56	117	Policy TP2	<p><i>INSERT NEW REASONED JUSTIFICATION AND POLICY AFTER POLICY TP2, NUMBER THE BELOW AND SUBSEQUENT PARAGRAPHS AS APPROPRIATE</i></p> <p><u>New and Improved Access to Canvey Island</u></p> <p><u>Reasoned Justification</u></p> <p><u>The Council is committed to securing better access to Canvey Island for its 40,000 plus residents. In addition to its large resident population, the Island has two top tier Control of Major Accident Hazards (COMAH) sites at ports of national importance to fuel supply; is at risk from tidal flooding although substantially defended in this regard; and at risk from localised flooding due to its topography. Improved access to Canvey Island would assist in relieving peak hour congestion at key access points and improve the resilience of the highway network for the Island's residents and businesses, particularly in the case of an emergency.</u></p> <p><u>Currently, access to and from the Island is via two routes. The principal access to and from the Island is via the A130 Canvey Way, which is a purpose-built access road that is elevated in parts. It comprises a single lane in each direction and converges with the B1014 from South Benfleet at the Waterside Farm junction. This junction experiences congestion and delay at peak hours. The northern extent of Canvey Way is the Sadlers Farm junction of the A13 with</u></p>	Modifications proposed following a recommendation from the Inspector under Matter 7 in the hearing sessions. The scope of this work includes transport schemes that were previously in policy TP2, such as the extension to Roscommon Way.

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			<p>the A130, which also experiences congestion and delay at peak hours because of pinch points on various arms of the Sadlers Farm junction, including on Canvey Way.</p> <p>A second route is via the B1014 Canvey Road, which passes by Benfleet Railway station (the nearest station to Canvey Island) and through the historic core of South Benfleet. There are presently no plans to improve highway capacity on this route, which whilst being a Priority 1 route, also performs as a local and residential route in places.</p> <p>On the Island traffic is distributed from the Waterside Farm junction, east-west via two main routes – Somnes Avenue and Canvey Road/Long Road. Both routes experience peak time congestion, with delays on Canvey Road/Long Road exacerbated due to the number of access and egress points along its route including residential side roads, schools and other developments. Congestion can impact on the efficiency of public transport services as well as private vehicles. There is the potential to promote modal shift through active travel measures by improving the attractiveness for cycling in the vicinity, and such locations will continue to be considered in the future for cycle corridor upgrades.</p> <p>Journey time delays are experienced on the A130 Canvey Way, at the Waterside Farm junction, along Somnes Avenue and Canvey Road/Long Road. There are also delays in the morning peak through South Benfleet along the B1014 meaning this route does not provide an attractive alternative to traffic seeking to access or leave the island. Improvements are necessary to address the delays presently experienced by the existing population and to provide improved highway network resilience. The Access to Canvey Study (2017) sought to identify potential options to improve highway and multimodal access and egress to Canvey Island along with improvements to other traffic flows.</p> <p>In addition, to seeking to improve east-west movements along Somnes Avenue and Canvey Road/Long Road, it is an aspiration to bring forward the final section of the extension to Roscommon Way which extends the route from Haven Road to Thorney Bay Road. The completion of Roscommon Way would provide alternative routes to Long Road and Somnes Avenue during peak congestion, and provide an alternative route for residents and visitors on or near the seafront areas to access or egress the island, who at present have little choice but to use Long Road.</p> <p>The Council is committed to working with key stakeholders in preparing an access to Canvey feasibility study that looks at the potential highway and sustainable mode options for improved access to and from the Island, but also within the island to improve traffic flows and sustainable transport on Somnes Avenue and Long Road. To improve capacity on these two routes, including capacity for sustainable modes, it is vital that additional capacity on the island is provided. Roscommon Way Phase Three could be a key component in this regard.</p> <p>Due to the location of the Benfleet and Southend Marshes SPA and Ramsar site and the Thames Estuary and Marshes SPA and Ramsar site in relation to Canvey Island the Habitats Regulation Assessment process will be followed for this policy.</p> <p><i>INSERT NEW POLICY TP3 AND RENUMBER SUBSEQUENT POLICIES THEREAFTER</i></p> <p><u>Strategic Policy TP3</u> <u>New and Improved Access to Canvey Island</u> 1. The Council will undertake a feasibility study to identify options for improving access to and from and within Canvey Island, including consideration of any wider strategic implications on and off the Island. 2. This will be prepared in collaboration with key partners including ECC, adjoining district and unitary Council's, Transport East, Government Departments such as the DfT and DLUHC and relevant agencies as well as engagement with the local community. 3. The recommendations from the feasibility study will inform the first review of the Local Plan. 4. Options in the feasibility study for improvements to access to Canvey Island which would have the potential to have an adverse effect on the integrity of the Benfleet and Southend Marshes SPA and Ramsar Site or the Thames Estuary and Marshes SPA and Ramsar Site, either alone or in combination with other plans or projects, will be subject to Habitats Regulations Assessment.</p>	
MM57	119	Heading – Local Policy TP3	<p><i>REPLACE ALL POLICY TP3 REFERENCES WITH THE FOLLOWING HEADING</i></p> <p>Local Policy TP43</p>	Updated policy number as a consequence of a new policy TP3. Terminology of the policy has changed in response to representation

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		Improvements to Footpaths, Bridleways and Cycling Infrastructure	Improvements to Footpaths, Bridleways and Cycling <u>Active Travel</u> Infrastructure	410 from Essex County Council and to ensure consistency with elsewhere in the Plan.
	118	Paragraph 14.18	The <i>NPPF</i> also encourages the pursuit of planning policies which enable and support healthy lifestyles, for example the provision of safe and accessible green infrastructure. This includes bridle paths in Castle Point. <u><i>The South Essex Green and Blue Infrastructure Strategy</i> details how access to the Green and Blue infrastructure supports the wellbeing of residents and communities in South Essex, including Castle Point and sets out how accessibility to Green and Blue Infrastructure should be improved.</u>	Modification proposed in response to representation 234 from Southend-on-Sea Borough Council.
	119	Paragraph 14.24	The <i>Canvey Town Centre Masterplan 2010</i> emphasises the potential to enhance cycling access to Canvey Town centre through the provision of cycling infrastructure. In addition to these specific projects, Essex County Council <u>ECC</u> has reviewed the cycle network within Castle Point in the <i>Castle Point Borough Cycling Action Plan 2018</i> 7 to identify gaps in the network, the need for route improvements and the need for additional ancillary infrastructure such as cycle parking and crossing facilities. <u>A key project to support modal shift, and multi-modal journeys is improvements for pedestrian and cycle access to and around Benfleet railway station.</u>	Modification proposed in response to representation 406 from Essex County Council and a factual amendment to the correct evidence.
	119	Paragraph 14.25	<u><i>The South Essex Green and Blue Infrastructure Strategy</i> identifies a network of Public Rights of Way across South Essex, including Castle Point, which provide access to residents to the countryside and open space. These are important for wellbeing but were identified as being fragmented in parts and needing improvements. The Council will work in conjunction with partners in this strategy particularly in relation to cross boundary projects. As part of this PROW network</u> There is a network of bridle paths in Castle Point, which supports the recreational pursuit of horse riding from numerous stables located in the borough. It is important to recognise the value of this network and seek improvements where appropriate.	Modification proposed in response to an agreed Statement of Common Ground [SCG-009] with Southend-on-Sea Borough Council and their corresponding representation 234.
	119	Policy TP3 Part c	c. Improvements to local footpaths, bridleways and cycling networks across Castle Point linking to the Thames Estuary Path, and any other appropriate green infrastructure links, addressing gaps in the network and ensuring all routes are <u>attractive and well-designed of a high quality;</u>	This modification is proposed as a result of the revised NPPF 2021.
	119	Policy TP3 Part d	d. Provision and enhancement of cycling infrastructure, in accordance with <u>having regard to the latest Essex County Council ECC Cycling Strategy and local action plans for delivery</u> , including cycle parking facilities and crossings, at public transport nodes, <u>especially Benfleet railway station</u> , and other appropriate destinations, including town centres, employment areas, schools and other publicly accessible buildings, within Castle Point.	Modification proposed in response to representation 406 from Essex County Council.
	120	Policy TP3 Part d	<i>ADD THE FOLLOWING NEW CRITERIA BELOW AFTER PART 3</i> <u>Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.</u>	Modification proposed from a recommendation in the HRA 2021.
MM58	120	Paragraph 14.32	<i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 14.32, AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i> <u>As is the case across the UK, the rail services out of Benfleet railway station are operated under a private contract, and the Essex Local Transport Plan does not therefore set out detailed requirements in relation to rail provision. These improvements are separately secured via the Franchise Agreement. Trenitalia c2c Limited have a franchise to operate services on the line between London Fenchurch Street and Southend until 2029. As part of the franchise agreement Trenitalia c2c Limited committed to leasing new trains to cope with rising passenger numbers, and to various upgrades around stations and ticketing. Regarding Benfleet railway station, improvements are to be delivered in respect of the booking hall, external access and in creating a secure station information area.</u>	Modification proposed in response to representation 412 from Essex County Council providing a justification for improvements to the railway line and services as per the new requirement within the policy. .
	121	Policy TP4	Strategic Policy TP4 5 Improvements to Public Transport Infrastructure Services <i>NUMBER THE FIRST SECTION OF POLICY TP4 PART 1 AND AMEND TEXT.</i>	Updated policy number as a consequence of a new policy TP3. Modification proposed in response to representation 412 from Essex County Council and in response to MIQ 308.

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			<p><u>1. In order to improve journey time reliability for public transport, and make services more favourable to residents and employees in Castle Point, the following improvements to public transport infrastructure and services will be delivered through the implementation of the Infrastructure Delivery Plan. Grant funding, Community Infrastructure Levy, and as appropriate in planning terms S106 Agreements will be used to secure this delivery. , by Section 106 Agreements from appropriate development, Community Infrastructure Levy or grant funding. ...</u></p> <p><i>INSERT PART 2 TO THE POLICY</i></p> <p><u>2. The Council will also work with Trenitalia c2c Limited and other relevant partners to secure the necessary improvements to Benfleet railway station and rail services as set out in the Franchise Agreement.</u></p>	
MM59	121	Paragraph 14.35	The Essex Local Transport Plan Development Management Policies (2011) set out a clear approach to congestion at policy DM15. This requires there to be no <u>detrimental impact upon the existing or proposed highway in increase to congestion terms</u> as a result of new development. <u>Any detrimental impact is required to be remedied through appropriate mitigation funded by the developer.</u>	To reflect the discussion undertaken in the hearing sessions under Matter 7 and ensuring wording is consistent with the NPPF.
	121	Paragraph 14.36	Essex County Council ECC have has published established a suite of dDevelopment mManagement Ppolicies (2011), the Highways Technical Manual in the Essex Design Guide (2018) and the Developers' Guide to Infrastructure Contributions (2020) to which new development is required to have regard to when preparing development proposals. Developments above the identified thresholds in the Guide and Management Policies, or successor documents, are required to prepare a Travel Plan, Transport Assessment and/or Statement to assess the impact of their development in terms of highway safety and capacity for both access to the proposed development and the wider highway network. Travel Plans are required to be prepared to encourage modal shift through a package of measures to ensure active and sustainable means of travel are available to all new residents or users thereby promoting sustainable transport, reducing the need to travel, and encouraging the use of non-car modes. which it considers as the Highway Authrity when consulted on planning applications. It is recommended that potential applicants for development within Castle Point have regard to these policies when preparing planning proposals.	Modification proposed in response to representation 413 from Essex County Council and in response to MIQ 310.
	122	Paragraph 14.37	The Transport Evidence for the New Local Plan 2019 Report demonstrates that the <u>highway road</u> network in Castle Point already experiences congestion on key routes and at key junctions during peak periods. It is therefore <u>necessary essential</u> that the Council <u>requires developers to identify considers the likely impacts of development on the capacity of highway infrastructure in terms of capacity and safety and congestion when assessing planning applications to and ensures that necessary mitigation measures are provided and funded minimises these impacts as far as is reasonably possible.</u>	To reflect the discussion undertaken in the hearing sessions under Matter 7 and ensuring wording is consistent with the NPPF.
	122	Policy TP5 Part 1	<p>Strategic Policy TP56 Highway Impact</p> <p>1. Developers All development will be required to prepare proposals that are likely to generate amounts of movements must be accompanied by a Transport Assessment or Transport Statement, and a Travel Plan, having regard to the guidance on thresholds published by the Highway Authority.</p> <p>2. The <u>Transport aAssessment / or Sstatement and plan</u> must demonstrate how the impacts of the development on the highway network will be <u>cost effectively</u> mitigated to limit significant effects on highway and junction capacity <u>and safety</u>.</p> <p>3. Subject to compliance with all other relevant policies, favourable consideration will be given to these development proposals which fully mitigate their impacts on highway and junction capacity <u>and safety</u>. Applications will be refused where:</p> <p>a. A development is not able to <u>fully</u> mitigate its impacts <u>to an acceptable degree</u>; and</p> <p>b. A junction or link of highway is expected to exceed its designed capacity as a resulting in of residual cumulative impacts <u>which are assessed to be severe</u>; or</p> <p>c. A junction or link of highway that already exceeds its designated <u>designed</u> capacity will see its peak hour capacity exceeded still further and as a result the residual cumulative impacts are severe.</p>	<p>Modifications are proposed for clarification to the thresholds in response to MIQ 310.</p> <p>Further modifications are proposed to reflect the discussion undertaken in the hearing sessions under Matter 7 for parts 2, 3 and 4 of the policy ensuring wording is consistent with the NPPF.</p> <p>Part 3b of the policy and the link to 'severe' is a consequence of representation 110 from Countryside Properties Ltd.</p>

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			4. Where necessary, in appropriate circumstances, the Council will secure use planning conditions, or highway works (s278) and/or financial contributions (s106) a Section 106 Agreement to deliver ensure that highway mitigation works necessary and/or Travel Plan requirements are delivered to accommodate the growth arising from this plan accompany the phasing of development.	
MM60	123	Paragraph 14.43	With regard to the need for safe access arrangements to new developments, the <i>Essex Local Transport Plan</i> highlights the importance of ensuring that new developments can be accessed safely by all types of users including cars, bicycles and pedestrians in order to prevent road traffic accidents. <u>The Essex Design Guide seeks to encourage active design in new developments through a range of measures including establishing walkable communities, connected walking and cycling routes, co-location of community facilities and establishing multi-functional spaces, all of which encourage the use of sustainable modes and promote healthier lifestyles.</u>	Modification proposed in response to representation 415 from Essex County Council and linking the active design measures.
	123	Paragraph 14.45	Typically, people are more likely to access public transport if it is located within a reasonable proximity of where they live and the places they are travelling to. Walking distances in excess of ten <u>five</u> minutes normally deter use. The average person can walk up to 800m <u>400m</u> in <u>five</u> ten minutes.	Modification proposed in response to representation 415 from Essex County Council, providing a justification for the modification to the policy.
	123	Policy TP6	Strategic Policy TP6 7 Safe and Sustainable Access	Updated policy number as a consequence of a new policy TP3.
	124	Policy TP6 Part c	c. Access to public transport services within 800m <u>400m</u> of the site. Where this is not possible a contribution will be sought to improving access to existing public transport services or residential travel packs.	Modification proposed in response to representation 415 from Essex County Council, improving sustainable transport options.
MM61	125	Policy TP7	Strategic Policy TP7 8 Parking Provision	Updated policy number as a consequence of a new policy TP3.
	125	Policy TP7 Part 1	1. Proposals for development will be expected to make provision for safe and secure car parking, parking for people with disabilities and parking for bicycles, having regard to the Essex Vehicle Parking Standards. Maximum car parking standards will only be applied where there are compelling planning and transport reasons to justify such restrictions. <u>Proposals which make parking provision below these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard.</u>	To ensure consistency with the NPPF, as identified in response to MIQ 315.
MM62	126	Policy TP8	Strategic Policy TP7 8 Access for Servicing	Updated policy number as a consequence of a new policy TP3.
MM63	129	Policy CM1 Part 2	DELETE PART 2 OF THE POLICY 2. When assessing proposals for new development the Council will seek to ensure that adequate provision has been made to accommodate new communications infrastructure on site. This must include: a. The extension of broadband fibre optic cable to the serve the development with "fibre to the door" broadband services; or b. The provision of cabinets in suitable locations to provide superfast broadband connectivity speeds to all properties within the new development; and c. Where appropriate, the provision of telecommunications equipment to ensure 5G mobile phone coverage across the site.	To remove duplication of Building Regulations, and in response to MIQ 317.
MM64	131	Paragraph 16.10	The Urban Design Characterisation Study 2013 of the Borough identifies <u>the urban areas</u> it as being dominated by residential development, with a mix of detached, semi-detached and terraced houses, chalets and bungalows, interspersed with two, three and four storey blocks of flats, creating a mixed character across the borough as a whole.	To reflect the discussion undertaken in the hearing sessions under Matter 7.
	132	Paragraph 16.17	The Castle Point Residential Design Supplementary Planning Document (SPD) identifies how the following policies in this chapter will be implemented. <u>Further guidance on a broad range of design matters can also be found in</u>	To reflect the discussion undertaken in the hearing sessions under Matter 7.

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			the Essex Design Guide, <u>which</u> supports the delivery of high-quality development that meets the needs of existing and future communities in Essex. A Quality design Panel has been established, with panellists drawn from a range of built environment professions to and provide an independent view on development schemes across Essex and how they may be improved. The Council will support reference to the panel in order to provide a critique of development or make recommendations that improve quality.	
	132	Policy DS1	<p>1. <u>Within urban areas</u> the Council will seek to improve the quality and attractiveness of the environment in Castle Point, and its integration with the natural environment, by seeking <u>expecting buildings and places to be of high quality, beautiful and sustainable</u> design that accentuates positive features of the urban environment and contributes positively towards <u>climate change mitigation sustainability</u>.</p> <p>2. The Council will seek a co-ordinated comprehensive approach to public realm enhancements for the borough, particularly within its town centres and employment areas. Development will need to demonstrate how it will contribute to the quality of the public realm.</p> <p>3. The Council will seek to promote healthy and active lifestyles through design of the built environment. In order to achieve this the Council will work with partners to deliver regeneration and public realm improvements in Canvey and Hadleigh Town Centres. and public realm improvements which includes:</p> <ul style="list-style-type: none"> a. Street furniture; b. Landscaping, including soft landscaping; c. Infrastructure and services; d. Palette of materials (structures and surfaces); and e. Public art <p>4. All development should to be designed to a high standard, meeting the design objectives set out at Appendix One, and fully integrating sustainability requirements. Development proposals must be appropriate to the site and its surroundings having regard to:</p> <ul style="list-style-type: none"> a. Scale b. Density c. Massing d. Height e. Landscape f. Layout g. Materials h. Detailing i. Access j. Security and crime prevention measures k. <u>Flood resilience and drainage</u> l. <u>Adjoining land uses</u> <p>5. <u>The Council will</u> Hhave regard to the Residential Design Guidance SPD <u>and the Essex Design Guide</u> in its consideration of all proposals for residential development.</p> <p>6. <u>Proposals for development within the Green Belt will be determined against the provisions of Policies GB1, GB2 and GB3.</u></p>	<p>General modification to reflect the discussion undertaken in the hearing sessions under Matter 7, identifying how Green Belt proposals will be assessed under the new part 6 criteria and design considerations under part 4.</p> <p>Further specific modifications have been proposed in response to representation 61 from Sport England for part 5 of the policy and the link to the Essex Design Guide. As well as consistency with the revised NPPF under part 1 of the policy.</p>
MM65	134	Policy DS2 Part 1	1. Where appropriate development must provide hard and/or soft landscaping, appropriate to and suitable for the location and type of development provided. <u>Trees should form a key element of the landscaping of development, with existing trees retained wherever possible and new streets should be tree lined. The approach to landscaping should be</u> As set out in a landscaping scheme.	To make the policy more effective, in response to MIQ 319 in terms of the requirement for hard or soft landscaping. Further modifications have been proposed in response to the revised NPPF 2021 in regard to tree lined streets.
	134	Policy DS2 Part 2b-2c	<p>b. Native species, suitable to the location, climatic conditions, and to promoting biodiversity, and be appropriate in respect of growth habits; and</p> <p>c. SuDS if required to form an integral part of the landscaping scheme providing opportunities for a variety of habitats, species and biodiversity; <u>and</u></p>	To reflect the revised NPPF 2021.

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			<p><i>INSERT NEW CRITERION AFTER PART 2C</i></p> <p>d. <u>To contribute towards tackling climate change.</u></p>	
MM66	135	Policy DS3	<p>Where advertisement consent is required, such consent will be permitted if the proposal respects the interests of public safety and amenity, and meets <u>by meeting</u> the following criteria:</p> <p>a. The size, design, materials and location of the advertisement respects the scale and character of the building, site or area on which it is displayed;</p> <p>b. The proposals would not result in proliferation of advertisements;</p> <p>c. Any illumination will be considered in relation to <u>respects the</u> impact on visual amenity, potential light pollution, road safety, character of the area and buildings and functional need; and</p> <p>d. They do <u>Proposal does</u> not have an adverse effect on highway safety.</p>	To make the policy more effective, in response to MIQ 320.
MM67	141	Paragraph 17.15	<p>Re-alignment of Green Belt boundaries at the following school sites would therefore meet their national and local objectives:</p> <ul style="list-style-type: none"> • King John School, Benfleet; • The Deanes School, Benfleet; • Glenwood School, Benfleet; • Kents Hill Infants and Junior School, Benfleet; • Holy Family Catholic Primary School, Benfleet; • <u>Robert Drake Primary School, Benfleet;</u> • Canvey Skills Campus/Precat, Canvey Island; and • Cornelius Vermuyden, Canvey Island. 	To reflect existing circumstances and include a school previously omitted from the list.
	141	Paragraph 17.18	As a result of the changes made in this plan, nearly over 920% of the Green Belt extent identified in the 1998 Castle Point Adopted Local Plan is retained. By retaining this extent of Green Belt it will continue to serve its purpose of keeping land permanently open and maintaining a clear visual separation between the individual towns within Castle Point and within South Essex whilst enabling sustainable development to meet the needs of the community to 2033.	To reflect the updated amendments to the Green Belt boundary.
	142	Paragraph 17.19	The Green Belt extent, as set out in this plan, is defined on the Policies Map and is over 2, 500 <u>400</u> hectares.	Factual amendment.
	142	Policy GB1	<p><i>REPLACE GB1 IN ITS ENTIRETY WITH THE FOLLOWING TEXT</i></p> <p>1. The Council will continue to protect the permanence and openness of land designated as Green Belt. Development within the Green Belt will only be permitted in very special circumstances or if it is not inappropriate development.</p> <p>2. Development that is not inappropriate in the Green Belt, as defined in the National Planning Policy Framework will be subject to consideration against policies within this plan.</p> <p>3. Opportunities that enhance the environmental quality and beneficial use of the Green Belt will be supported by the Council, in particular the provision of formal and informal green infrastructure to support the quality of life of the urban population (provided that it is appropriate development as defined in the National Planning Policy Framework).</p> <p><u>The Council will determine proposals within the Green Belt in accordance with all relevant provisions of the National Planning Policy Framework and relevant policies within this plan.</u></p> <p><u>The Green Belt boundary is defined on the Policies Map.</u></p>	Modification to reflect the discussion undertaken in the hearing sessions under Matter 3 and paragraphs 64-65 of the Inspector's post hearings letter in removing duplication with the NPPF.
MM68	142 - 153	Paragraphs 17.21 17.22-	<i>REPLACE THE REASONED JUSTIFICATION AND TITLE FOR POLICY GB2 WITH THE FOLLOWING AND DELETE THE REASONED JUSTIFICATION FOR POLICIES GB3, GB5, GB6 AND GB8</i>	Modification to reflect the discussion undertaken in the hearing sessions under Matter 3 and paragraphs 64-65 of the Inspector's post hearings letter in removing duplication with the NPPF.

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		17.24; 17.32- 17.38; 17.39- 17.46; 17.55- 17.62	<p>17.21 The <i>Green Belt Review</i> considered carefully the extent of the Green Belt boundary, and the contribution different parts of the Green Belt make to its overall function. Therefore, it is likely that development within the defined extent of the Green Belt will cause harm to the Green Belt either in terms of its openness or its function. The Review provides advice to decision makers on the potential for a development to impact on openness and landscape character, and the likely impact on Green Belt functions.</p> <p>Extensions and Alterations to, and Replacements of Buildings in the Green Belt</p> <p>Policy Context</p> <p>17.22 The <i>NPPF</i> states that new buildings are inappropriate in Green Belt. Exceptions to this include:</p> <ul style="list-style-type: none"> • Extensions and alterations of buildings provided that they do not result in disproportionate additions over and above the size of the original building. (Original building is defined in the <i>NPPF</i> as being a building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.) • Replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces. <p>Reasoned Justification</p> <p>17.23 Both individually and collectively extensions and alterations to buildings, and the replacement of buildings in the Green Belt can have an impact on the character, appearance and openness of the Green Belt. It is important therefore that such development is well designed in respect of the host building, the plot, and its surroundings. This is particularly important given the differing patterns of development that are found in the Green Belt in the borough, such as built up frontages of development, and more isolated, single plot development.</p> <p>17.24 Appeal decisions, locally and nationally in relation to development in the Green Belt indicates general support in cases where the visual impact in terms of design and massing, the reduction in separation, the loss of isolation spaces between properties and boundaries, and the change in character of a development, such as replacing a single storey, development with a two storey development, were significant. However, developments have been allowed at appeal where the harm has been outweighed by other factors such as design considerations, which result in positive benefits to the Green Belt, including new pitched roofs on top of existing flat roofs or development contained within the existing building footprint.</p> <p>Change of Use of Buildings and Land in the Green Belt</p> <p>Policy Context</p> <p>17.32 The <i>NPPF</i> states that certain forms of development are not inappropriate in Green Belt, provided they preserve its openness and do not conflict with the purpose of including land within it. This includes the re-use of buildings provided that the buildings are of permanent and substantial construction and material changes of use of land.</p> <p>17.33 Some development, may be associated with other appropriate uses of land in the Green Belt such as agriculture, forestry, outdoor sport, outdoor recreation, cemeteries, burial grounds and allotments if any buildings preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.</p> <p>Reasoned Justification</p> <p>17.34 The <i>Green Belt Review</i> identifies much of the Green Belt in Castle Point as being rural in nature. Rural areas are typically quiet, with a low development density and low intensity uses.</p> <p>17.35 The re-use or adaption of existing buildings or land in the Green Belt, particularly in respect of commercial, light industrial or recreation uses can aid in reducing the demands for new buildings in the Green Belt.</p> <p>17.36 In order for the re-use of an existing building or land to be compatible with the essential characteristics of the Green Belt, which is its openness and permanence, and with the purposes of including it within the Green Belt, such a</p>	

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			<p>re-use must be of a scale and character appropriate to its Green Belt location, its traffic impact should be acceptable, and the building concerned should be of an appropriate structure for the proposed use, in order to avoid substantial redevelopment, such as extensions or alterations.</p> <p>17.37 This can be a problem when the re-use is for residential purposes, where there are pressures to extend and alter the property and to provide residential curtilages which can be associated with activities and structures which can have a harmful effect on the character, appearance and openness of the Green Belt. Furthermore, given the tightly drawn Green Belt boundary of the borough, properties, particularly residential, are in immediate proximity of the Green Belt. The local planning authority can be placed under pressure to allow extensions of gardens into the Green Belt, which if permitted can result in a use of the land, which is not characteristic of the Green Belt, and which can lead to a proliferation of domestic style structures to the detriment of the openness of the Green Belt.</p> <p>17.38 Uses which are associated with external storage can also result in harm to the character, appearance and openness of the Green Belt. The borough has historically experienced the storage of materials and equipment, as well as caravans and boats in its Green Belt, particularly in its more rural and remote locations. This is not a use which it would seek to continue or encourage in the future.</p> <p>Ancillary Buildings and Structures in the Green Belt</p> <p>17.39 Many forms of development often have ancillary buildings associated with them. For example it is common for houses to have garages, sheds and greenhouses located within the curtilage of the house. Business premises meanwhile may have ancillary storage buildings. In many cases the provision of these buildings is permitted under 'permitted development rights' and the Council is not able to control their development.</p> <p>17.40 It is however common for the Council to remove 'permitted development rights' when granting consent for developments within the Green Belt. Additionally, some proposals may be for ancillary buildings too large to be exempt from requiring planning consent, or for ancillary buildings located on land beyond the curtilage of a house. Therefore, it is not uncommon for the Council to receive planning applications for ancillary buildings and structures in the Green Belt.</p> <p>Policy Context</p> <p>17.41 The <i>NPPF</i> does not make specific reference to ancillary buildings, however it does list those types of development and uses of development that are exceptionally permitted within the Green Belt. Assuming that those types and uses of development are permissible, it can be assumed that ancillary buildings which are normally associated with these are permissible subject to ensuring that the openness of the Green Belt is maintained and that the Green Belt continues to fulfil its purposes, as set out in the <i>NPPF</i>.</p> <p>Reasoned Justification</p> <p>17.42 The provision of buildings and structures described above to serve an acceptable use in the Green Belt, such as a stable for the keeping of horses and hay and tack store to serve the stables, or a building to store equipment or goods related to a commercial business, can be acceptable in principle in the Green Belt. However, the open character and appearance of the Green Belt can be marred by such buildings and structures, both in respect of their design and appearance, and their proliferation.</p> <p>17.43 The borough's Green Belt is occupied by a variety of uses and is susceptible to pressures to allow for the provision of such buildings and structures. If designed and sited appropriately they can result in forms of development which may not be inappropriate in the Green Belt.</p> <p>17.44 However, there are examples of poorly designed and located ancillary buildings and structures which result in harm to the Green Belt. In some parts of the Green Belt a proliferation of caravans and metal storage containers has occurred in association with the storage of hay and tack associated with the stabling of horses and other livestock, as well as for example the storage of materials and equipment in association with other recreational or commercial uses in the Green Belt. In many cases there are multiples of these buildings and structures located at any one site creating a massing effect. This is not an occurrence that the local planning authority wishes to see continue or to be encouraged.</p> <p>17.45 Previously policy has not taken account of the size of the building/structure in relation to the main building on the site or the size of the site itself. The degree to which these buildings/structures are incidental to the main building or use</p>	

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			<p>is therefore of great importance. A proportionate approach addresses this issue. As an example, a large house with extensive grounds will require more extensive maintenance. It would therefore be logical that such properties may require a larger outbuilding to accommodate gardening equipment, such as a motorised lawn mower and larger tools specific to works on trees and hedges.</p> <p>17.46 As with other forms of permissible development in the Green Belt, ancillary buildings are most appropriately considered against criteria, as this best ensures that proportionality, design requirements and the impacts of the proposal of the Green Belt, its openness and its purpose are considered in the whole.</p> <p>Enclosure and Boundary Treatment in the Green Belt</p> <p>Policy Context</p> <p>17.55 The NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development and creates better places in which to live and work.</p> <p>17.56 The NPPF makes clear that planning policies and decisions should aim to ensure that developments:</p> <ul style="list-style-type: none"> • Add to the overall quality of the area, are visually attractive as a result of good architecture; • Establish a strong sense of place, using the arrangements of streets, spaces, and building types; • Respond to local character and history, and reflect the identity of local surroundings, and building types; • Respond to local character and history, and reflect the identity of local surroundings and materials; and • Create places that are safe, inclusive and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. <p>17.57 The NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, and the essential characteristics of Green Belts are their openness and their permanence.</p> <p>Reasoned Justification</p> <p>17.58 Clearly identifying the extent of ownership of space around a building defines the boundary between public, semi-private and private spaces. This is frequently through the construction of means of enclosure, which are readily visible in the public realm.</p> <p>17.59 Within the Green Belt of Castle Point the various land uses, such as residential, small holdings, and commercial businesses, have a mix of forms of enclosures, with the properties often set back considerable distances from the highway.</p> <p>17.60 The Urban Design Characterisation Study 2013 identified that many of the commercial/industrial uses, as well as the small holdings are strongly enclosed by high fencing and palisade fencing, with electronic gates, frequently of stark materials. This creates a poor public realm and has resulted in a sense of isolation and remoteness, which can lead to the perception of not being safe.</p> <p>17.61 The residential properties in the Green Belt are also heavily enclosed, often by similar forms as discussed above, particularly in the case of older properties. There is also high and dense hedging provided in many areas.</p> <p>17.62 There are also successful means of enclosure in some parts of the Green Belt, which whilst providing the necessary demarcation and security measures, are of attractive construction, appropriate to the land use they are associated with. Examples include the provision of ranch style fencing used to enclose land containing livestock, including horses. Such methods provide the necessary enclosure of the animals, but at the same time are of an appearance commonly associated with agriculture and maintain a degree of openness. Furthermore, the provision of decorative railings can provide the necessary security for businesses or residential properties, at the same time as creating an attractive public realm, allowing for natural surveillance to take place, and a degree of openness to be maintained.</p>	

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			<p><u>Development in the Green Belt</u></p> <p><u>Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Substantial weight should be given to any harm to the Green Belt, and very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal is clearly outweighed by other considerations.</u></p> <p><u>The NPPF makes it clear that the construction of new buildings in the Green Belt should be regarded as inappropriate development, subject to certain exceptions.</u></p> <p><u>When considering the existence of very special circumstances or if one of the exceptions set out in the NPPF may apply, the Council will need to determine the harm to the Green Belt that may arise from the proposed development.</u></p> <p><u>The <i>Green Belt Review</i> carefully considered the extent of the Green Belt boundary, the purposes for including land within the Green Belt and the contribution different parts of the Green Belt made to its overall purpose. It concluded that all parts of the Green Belt in Castle Point contribute to at least one of the purposes of including land within its extent, and therefore it is likely that development in any part of the Green Belt could give rise to harm, either in terms of its openness or purpose.</u></p> <p><u>The Review provides advice to decision makers on the potential for development to impact on the openness and purpose of the different parts of the Green Belt and may provide a useful starting point when preparing proposals and considering the likely impacts of development. It notes that there is scope in the different parts of the Green Belt to avoid or reduce harm through the proposed location, layout, scale and design of development and uses, including any landscaping and boundary treatments. These matters will therefore be considered in the determination of applications.</u></p> <p><u>In those exceptional instances where development in the Green Belt is approved because the benefits of the proposals clearly outweighing the harm to the Green Belt or any other harm arising, the Council will consider if permitted development rights afforded to the type of development proposed would cause harm to the Green Belt to the extent that the benefits of the development would no longer be outweighed by the harm arising. Where there is a clear justification and the tests for conditions or obligations would be passed, the Council may seek to restrict permitted developments rights where a development proposal would not otherwise be acceptable in the Green Belt. In those instances where there is the potential for the use of permitted development rights to give rise to harm which outweighs the benefits of the proposal, the Council will use a S106 Agreement to remove the relevant permitted development rights.</u></p> <p><u>As developments in the Green Belt are exceptional rather than planned for, their full impact could not be assessed through the Habitats Regulations Assessment for this plan. Therefore, proposals for development in the Green Belt will need to demonstrate that they will not have an adverse effect on the integrity of the Benfleet and Southend Marshes SPA and Ramsar site and the Thames Estuary and Marshes SPA and Ramsar site, either alone or in combination with other plans or projects as per Policy SD1.</u></p>	
	143 - 154	Policies GB2; GB3; GB5; GB6; GB8	<p><i>REPLACE POLICY GB2 AND WITH THE FOLLOWING AND DELETE POLICIES GB3, GB5, GB6 AND GB8.</i></p> <p>Strategic Policy GB2</p> <p>New Development in the Green Belt</p> <p>Where new buildings or structures are proposed within the Green Belt, inappropriate development will be refused by reason of its harm to the Green Belt, except in very special circumstances. Consideration will be given to:</p> <p>a. The Green Belt of and in the vicinity of the proposal will continue to fulfil its purpose/s;</p> <p>b. The proposal is designed to integrate well into the landscape in which it is set and to maintain the openness of the Green Belt;</p> <p>c. The proposed development is an exemplar of high quality design;</p>	Modification to reflect the discussion undertaken in the hearing sessions under Matter 3 and paragraphs 64-65 of the Inspector's post hearings letter in removing duplication with the NPPF.

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			<p>d. Whether the land is previously developed, providing that the new building is within the envelop of the land previously developed and not the whole curtilage of the site; and</p> <p>e. The proposal is consistent with all other relevant policies of this plan.</p> <p>Strategic Policy GB3</p> <p>Extensions and Alterations to, and Replacements of Buildings in the Green Belt</p> <p>1. Proposed extensions and alterations to existing buildings in the Green Belt will be permitted, provided that the proposals do not result in disproportionate additions over and above the size of the original building(s), and also subject to fulfilling the following criteria:</p> <p>a. There is no material impact on the character, appearance or openness of the Green Belt;</p> <p>b. The individual and cumulative size, scale, form, massing and height is proportionate to that of the original building and its plot;</p> <p>c. The design and siting ensure sufficient space around the building, between neighbouring buildings and between boundaries;</p> <p>d. The design, siting and materials is sympathetic to the existing building and its surroundings; and</p> <p>e. The design and materials are of high quality.</p> <p>2. Proposals for replacement buildings in the Green Belt, will be permitted, provided that the new building is in the same use and not materially larger than the one it replaces, and subject to fulfilling the following criteria:</p> <p>a. The building to be replaced has not been abandoned for such a period that the site has developed greenfield characteristics;</p> <p>b. There is no material impact on the character, appearance or openness of the Green Belt;</p> <p>c. The individual and cumulative size, scale, form, massing and height reflects the original building and its plot;</p> <p>d. The design and siting ensure sufficient space around the building, between neighbouring buildings and between boundaries; and</p> <p>e. The design, siting and materials is sympathetic to the existing building and its surroundings, unless its re-siting and design would be less obtrusive in the Green Belt and would improve the appearance of the Green Belt.</p> <p>3. Where the replacement building is approved, a condition may be applied to any permission granted removing permitted development rights which might allow for further enlargements to the building, and/or the provision of ancillary buildings within the curtilage of the building, compromising the criteria set out above.</p> <p>Strategic Policy GB5</p> <p>Change of Use of Buildings and Land in the Green Belt</p> <p>1. Proposals for the change of use of buildings or land in the Green Belt will be permitted, subject to fulfilling the following criteria:</p> <p>a. The existing building is of permanent and substantial construction;</p>	

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			<p>b. The building or land is suitable for the proposed use, with limited need for extensions or alterations;</p> <p>c. There is no material impact on the character, appearance or openness of the Green Belt;</p> <p>d. It will not result in an intensification of the existing use of the site, by means of the generation of traffic, noise, or other forms of disturbance;</p> <p>e. It will not result in a massing of open storage, parked cars, plant or temporary, ancillary or out buildings/structures greater than existing; and</p> <p>f. The need for the proposed use has been identified.</p> <p>2. Permitted development rights relating to outbuildings will be removed if a garden has been extended into the Green Belt.</p> <p>Local Policy GB6</p> <p>Ancillary Buildings and Structures in the Green Belt</p> <p>1. The provision of ancillary buildings and structures in the Green Belt will not be permitted, unless it is proven to be necessary subject to fulfilling the following criteria:</p> <p>a. There is no material impact on the character, appearance or openness of the Green Belt;</p> <p>b. The individual and cumulative size, scale, form, massing and height is proportionate to that of the original building and its plot;</p> <p>c. It can be clearly demonstrated that they are incidental to the main building or use of the site;</p> <p>d. The use of the main building or use of the site has not been left dormant;</p> <p>e. The design and siting ensure sufficient space around the building, between neighbouring buildings and between boundaries;</p> <p>f. The design, siting and materials are sympathetic to the existing building or use and its surroundings. However, it must not repeat poor forms of development;</p> <p>g. The design and materials are of high quality; and</p> <p>h. It is restricted to use as ancillary accommodation to the main building or use.</p> <p>2. The use of caravans, mobile homes or metal storage containers as ancillary buildings in the Green Belt will normally be refused.</p> <p>Strategic Policy GB8</p> <p>Enclosure and Boundary Treatment in the Green Belt</p> <p>1. For land in the Green Belt, the means of enclosure or boundary treatment should be informed by the prevailing character of the land use, surrounding area, in terms of materials, height and positioning.</p> <p>2. Any means of enclosure or boundary treatment should not dominate the public realm.</p> <p>3. Enclosure and boundaries within rural areas should maintain a semi openness of the Green Belt.</p>	

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			<p>4. In all cases the means of enclosure or boundary treatment must be of high quality materials, appropriate in terms of appearance and ongoing maintenance to the location, full details of which must form part of any application.</p> <p>5. Where more robust means of enclosure or boundary treatment is required in exceptional circumstances, its visual impact should be minimised by the provision of appropriate landscaping. For landscaping associated with residential development, reference should be made to the Residential Design Guidance Supplementary Planning Document (SPD).</p> <p><u>Strategic Policy GB2</u></p> <p><u>Development in the Green Belt</u></p> <p><u>1. In determining the harm to the Green Belt arising from development or any material change of use, the planning authority will give consideration to:</u></p> <p><u>a. The impact of the proposal on the ability of the Green Belt to fulfil its purpose(s);</u></p> <p><u>b. The ability of the proposal to maintain or improve the openness of the Green Belt;</u></p> <p><u>c. The impact of the proposal on the character and appearance of the Green Belt</u></p> <p><u>d. The design of the proposal, which will be expected to be an exemplar of high-quality;</u></p> <p><u>e. Whether the land is previously developed;</u></p> <p><u>f. Whether the proposal will result in an unacceptable intensification of traffic movements, noise or other forms of disturbance; and</u></p> <p><u>2. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.</u></p> <p><u>3. Where there is a clear justification and the tests for conditions/obligations would be passed, the Council may seek to restrict permitted development rights where a proposal would not otherwise be acceptable in the Green Belt.</u></p>	
MM69	145	Paragraphs 17.25 – 17.31 and Policy GB4	<p>DELETE POLICY GB4 AND ITS REASONED JUSTIFICATION IN ITS ENTIRETY AND RENUMBER SUBSEQUENT PARAGRAPHS AND POLICIES ACCORDINGLY</p> <p>Limited Infill and Self Build – Special Policy Areas</p> <p>Policy Context</p> <p>17.25 The NPPF allows for limited infilling infill in the Green Belt in ‘villages.’ Furthermore, limited infill is allowed on previously developed land where there is no greater impact on the Green Belt than that arising from the existing or previous development.</p> <p>Reasoned Justification</p> <p>17.26 Green Belt runs through the central mainland area of the Borough, from the Hadleigh Marshes in the south to the A127 in the north, creating a strategically important physical gap between built up urban areas of the Borough. Green Belt in the north east of the Borough also has a strategically important role in maintaining Daws Heath as a separate and distinct settlement and maintaining a physical gap in the built form between the urban areas of Eastwood and Rayleigh outside the Borough, and the settlement of Hadleigh, Daws Heath, and Thundersley.</p> <p>17.27 These Green Belt areas are predominantly undeveloped and contribute significantly to the local character. The undeveloped areas of the Borough are also important for local flora and fauna and for recreational purposes.</p>	Modification to reflect the discussion undertaken in the hearing sessions under Matter 3 and paragraphs 64-65 of the Inspector’s post hearings letter.

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			<p>17.28 However, the Benfleet Road and Vicarage Hill, Bramble Road and Burches Road areas form semi-rural locations where limited infilling would not cause increased harm to the Green Belt. These areas consist of linear development, creating an almost continuous developed semi-rural character. While the Council supports the protection of Green Belt in these areas, it is acknowledged that due to the developed character and layout of existing buildings, the application of Green Belt policy in these areas is inappropriate and unnecessarily restrictive.</p> <p>17.29 While existing development runs alongside the road in these areas, the density of existing development is low, and existing houses are set back from the road and include large landscaped gardens. The extent of existing development in these areas do not necessitate a change to the Green Belt boundary, so it is appropriate to outline additional policy in order to more appropriately manage development within these particular areas of the Green Belt.</p> <p>17.30 Existing development within these areas is linear, and therefore has a limited impact on Green Belt areas to the rear of the properties beyond the roads. To maintain the openness of the Green Belt in these areas, the Council will therefore not support backland development. Development proposals in these areas should be in the form of limited infill, facing existing roads.</p> <p>17.31 The Council will support bespoke and self-build new dwellings in the Special Policy Areas where the proposed development responds appropriately to character and layout of existing development. The Council will also support extensions and alterations to existing dwellings in these areas where it can be demonstrated that the proposals will not have a significant detrimental impact on the openness of the Green Belt.</p> <p>Local Policy GB4</p> <p>Limited Infill – Special Policy Areas</p> <p>1. The development of new dwellings within the Bramble Road, Benfleet Road, Vicarage Hill, and Burches Road Special Policy Areas (identified on the Policies Map) will be supported where the proposals:</p> <ul style="list-style-type: none"> a. Respect the existing character of the area; b. Are centrally located on the plot and along existing general building lines; c. Have plot sizes that should generally confirm with those in the area to avoid higher density development; d. Front onto existing roads; e. Maintain the existing layout and form of development in the area; f. Do not result in the significant loss of existing tree coverage; g. Do not involve back land development; h. Provide off street parking; and i. Demonstrate that the scheme will not have a significant detrimental impact on the openness of the Green Belt within the area. <p>2. Extensions and alterations to existing dwellings within the Bramble Road, Benfleet Road, Vicarage Hill, and Burches Road Special Policy Areas (identified on the Policies Map) will be supported where the proposals:</p>	

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			a. Respect the existing character of the area; b. Maintain the existing layout, massing, bulk and form of development in the area; c. Do not have a detrimental impact on neighbouring residential amenity; and d. Demonstrate that the scheme will not have a significant detrimental impact on the openness of the Green Belt within the area. 3. Where the replacement building is approved, a condition may be applied to any permission granted removing permitted development rights which might allow for further enlargements to the building, and/or the provision of ancillary buildings within the curtilage of the building, compromising the criteria set out above.	
MM70	153	Policy GB7	<p><i>REPLACE POLICY GB7 IN ITS ENTIRETY WITH THE FOLLOWING TEXT</i></p> 1. The Council will consider proposals favourably which seek to positively enhance the beneficial use of the Green Belt, by providing opportunities for positive use of the Green Belt. Where development is proposed adjacent to the Green Belt, opportunities will be sought to: <ul style="list-style-type: none"> a. improve access; b. outdoor sport and recreation; c. landscape enhancements; d. improvements to visual amenity; e. improvements to biodiversity; f. sustainable flood risk management; or g. improvements to damaged and derelict land. 2. Such proposals must clearly demonstrate that the following criteria have been fulfilled: <ul style="list-style-type: none"> a. The Green Belt will continue to fulfil its purposes; b. There will be no material impact on the character, appearance or openness of the Green Belt; c. The design, siting and materials of any buildings are sympathetic to the surrounding built form and landscape; d. The proposal is an exemplar of high quality design and materials; e. The design and siting of any buildings ensures sufficient space around the building, between neighbouring buildings and between boundaries; f. It will not result in an unacceptable generation of traffic, noise, or other forms of disturbance; and g. The proposal is compliant with all other relevant policies in the plan. 3. The Council will consider favourably the provision of other appropriate forms of development in the Green Belt, subject to the fulfilment of the criteria set out above.	Modification to reflect the discussion undertaken in the hearing sessions under Matter 3 and paragraphs 64-65 of the Inspector's post hearings letter in removing duplication with the NPPF.

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			<p>Strategic Policy GB73</p> <p>Positive Uses in the Green Belt</p> <p><u>Subject to policy GB2, the Council will seek opportunities to positively enhance the Green Belt for beneficial use. Where development is proposed within or adjacent to the Green Belt, consideration will be given to identified opportunities to:</u></p> <ul style="list-style-type: none"> <u>a. improve access;</u> <u>b. improve outdoor sport and recreation provision;</u> <u>c. enhance the landscape;</u> <u>d. improve visual amenity;</u> <u>e. improve biodiversity;</u> <u>f. facilitate sustainable flood risk management; or</u> <u>g. improve damaged and derelict land.</u> 	
MM71	158	Paragraph 18.25	<p>In order for the sea defences to be improved on Canvey Island it is necessary for land adjacent to these defences to be left free from development as far as possible to provide the space for taller defences with a larger footprint.⁷ Accessibility is also essential in delivering such improvements (both for facilitating the construction of new defences as well as for the access to maintain and inspect and repair the defences over their lifetime). The Environment Agency has advised that <u>a maximum of approximately 19m, as measured from the landward edge of the current sea defence structure, should be left free from development for this purpose. This enables the delivery of well-designed and landscaped defences that not only ensure the future safety of residents but are also attractive and contribute to the quality of the environment.</u></p> <p><i>INSERT A NEW PARAGRAPH AFTER 18.25 AND RENUMBER SUBSEQUENT PARAGRAPHS</i></p> <p><u>Developers are encouraged to enter into discussions with the Environment Agency at a very early stage when formulating development proposals close to or within the safeguarded sea defence area. Flood Risk Activity Permits are separate to the planning application process and are required by the Environment Agency for any activities that fall within 16m of a sea defence. Flood Risk Activity Permits were introduced under the Environmental Permitting (England and Wales) (Amendment) (No.2) Regulations in April 2016. Early discussions with the Environment Agency will avoid the potential for costly development design and layout revisions or to avoid the risk of having a flood risk permit application refused by the Environment Agency. The safeguarding provision helps to enable the delivery of well-designed and landscaped defences that not only ensure the future safety of residents but are also attractive and contribute to the quality of the environment and will reflect the clear aspiration in NPPF for plans to safeguard land that is required, or is likely to be required for current or future flood management.</u></p>	Modification to reflect the discussion undertaken in the hearing sessions under Matter 7 and clarification of the relationship between flood risk permits and the land safeguarded for flood defence work.
	160	Policy CC2	<p>Local Policy CC2</p> <p>Tidal Flood Risk Management Area</p> <p>1. The extent of the Canvey, Hadleigh Marshes and South Benfleet Tidal Flood Risk Management Areas is defined on the Policies Map. Within these areas:</p> <ul style="list-style-type: none"> a. The Council will support the necessary improvements to the sea defences in the Borough as set out in the Thames 2100 Plan. 	<p>Modification to policy title to ensure consistency within the Plan.</p> <p>Part 1b – Modification proposed in response to representation 257 from Environment Agency.</p> <p>Part 1c - Modification proposed in response to representation 307 from Natural England.</p> <p>Part 3 – Modifications proposed to parts a, b and c in response to a recommendation made by the Inspector, as discussed at the hearing</p>

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			<p>b. New bungalows <u>and other forms of self-contained residential accommodation at ground level</u> will be refused on Canvey Island unless safe refuge areas can be provided within the development, and favourable consideration will be given to the conversion of bungalows to houses, subject to those privacy, amenity and urban design considerations set out in the Residential Design Guidance SPD;</p> <p>c. The Council will work with partners to maintain and improve nature conservation in the Hadleigh Marshes area, with a long-term view of securing appropriate compensatory sites within the Thames Estuary for any loss of particular <u>designated</u> habitats resulting from climate change; and</p> <p>d. South Benfleet Playing Fields will be retained as a flood storage area for both tidal flooding and surface water management. Opportunities to increase the storage capacity of this area will be secured in the long-term.</p> <p>2. The Council will work with partners in the railway industry to identify economically viable solutions to the potential risk of flooding of local railway lines in the long-term, to ensure the ongoing provision of services.</p> <p>3. Within flood zones 2 and 3 new development proposals will be permitted only where they meet the following criteria:</p> <p>a. They pass the sequential test <u>and where appropriate the exception test</u>, as set out in the National Planning Policy Framework;</p> <p>b. They have been designed to make space for water and reduce the risk of flooding to prospective users/residents of the site and to neighbouring properties <u>do not increase flood risk elsewhere and where possible reduces flood risk overall;</u> and</p> <p>c. They are designed to be flood resistant and resilient and provide safe refuge for users/residents above predicted flood water depths for a 1 in 1,000 + year climate change flood event. <u>Buildings should also be hydrostatically and hydrodynamically resistant to prevent damage to the structure. In this context resilient includes the ability of the development to be brought quickly back into use after a flood event.</u></p> <p>4. <u>A buffer up to 19m wide of land adjacent to the existing flood defences on Canvey Island, as shown on the Policies Map, is safeguarded for future flood defence works and landscaping. The Council will consult with the Environment Agency to determine the extent of land required to be kept free from development from applications falling into this 19m wide buffer</u> Only temporary development will be permitted on this land. Proposals for flood defence works within the safeguarded land, where appropriate, should provide information to support a project level HRA, as per the requirements set out in policy SD1.</p> <p>5. Where land safeguarded for future flood defence works falls within a development site, opportunities should be taken to integrate future flood defence requirements into the landscaping and open space provision for the site.</p>	<p>sessions under Matter 7. The last sentence proposed in part 3c is a consequence of the revised NPPF 2021.</p> <p>Part 4 – Modifications proposed in response to representation 257 from the Environment Agency and recommendations within the HRA October 2019 (paragraphs 5.1.28 and 5.2.41) and HRA September 2020 (paragraph 5.1.28).</p>
MM72	163	Paragraph 18.45	<p>Sustainable Drainage Systems (SuDS) are useful in mitigating the impact of flooding. These take a variety of forms, some of which are more appropriate in certain locations than others. The predominant soil geology underlying Castle Point is London Clay, which is impermeable, and is prone to rapid runoff. <u>Site-specific ground investigation should be undertaken to determine the local variations in soil permeability before discounting infiltration to discharge surface water runoff from the site. If infiltration is not found to be favourable, surface water attenuation using above ground features should be used wherever possible.</u> The use of infiltration systems would not work in most cases; therefore the focus</p>	Modification proposed in response to representation 418 from Essex County Council.

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			should be on the attenuation of surface water through the use of These source control mechanisms These can would restrict the volume and rates of surface water runoff leaving a site. <u>Underground storage tanks are the least favourable option and should only be used as a last resort.</u>	
	164	Paragraph 18.47	Within larger For any proposed development schemes such measures can complement site control SuDS techniques. Site control SUDs techniques include the provision of balancing ponds, swales, attenuation tanks and other surface water attenuation features. The runoff from properties and sites can be routed through to such provisions and subsequently re-used for other purposes such as irrigation or as part of a greywater system. Site control SUDS can be integrated into the open spaces within development and can form part of the multi-functional Green Infrastructure network.	Modification proposed in response to representation 419 from Essex County Council.
	164	Policy CC3 Part 1	1. The Critical Drainage Areas for the borough are defined by Essex County Council <u>ECC</u> as the Lead Local Flood Authority.	Consistency with elsewhere within the Plan.
	164	Policy CC3 Part 2	2. New development proposals within <u>an area at risk of Flood Risk Zones</u> for fluvial flooding, or within an area at risk from surface water flooding in a 1 in <u>100 1,000</u> -year event, will be considered against the sequential test set out in the NPPF.	For clarification, in response to MIQ 327.
	164	Policy CC3 Part 3	3. If the sequential test shows that it is not possible to use an alternative site, the exceptions test will be applied as appropriate. Development would be permitted where through the application of the exceptions test, the sustainability benefits of the development to the community outweigh the flood risk, and that the development will be safe for its lifetime taking into account the vulnerability of its users, and that it will not increase flood risk elsewhere. Built development proposals on sites where the majority of the land is at risk from non-tidal flooding will not normally be permitted unless there is a clear and robust evidence of wider sustainability benefits to the community that outweigh the flood risks.	Compliance with the NPPF, in response to MIQ 328.
	164	Policy CC3 Part 4	4. Where a development proposal is located in an area at risk of fluvial or surface water flooding and passes the sequential test and, where appropriate, the exception tests, the design and layout of development must be taken to avoid built development on those parts of the site most at risk of flooding. This includes those parts of the site that form natural or pre-existing flow paths for fluvial flood water or surface water. <u>Easements will be required adjacent to designated Main Rivers to allow for future maintenance.</u>	Modification proposed in response to representation 258 from the Environment Agency.
MM73	166	Paragraph 18.55	<u>Part L of the Building Regulations details the minimum requirements for energy efficiency in new buildings. The Council would encourage developers to consider these requirements as a minimum and strive towards Zero Carbon buildings as soon as possible. The Association of South Essex Local Authorities aims to make the area carbon zero by 2040 and will introduce requirements to achieve this which will be reflected in reviews of this plan. In the meantime, there is an opportunity to limit the energy consumption of a building in the first instance through the way it is designed and located. The orientation of development is also important in influencing the potential to reduce energy consumption within the development and maximising the potential energy production from renewable sources. Building design can also provide good opportunities to manage solar gain through non-mechanical means for heating in the winter and cooling in the summer. Careful orientation and arrangement of development can provide good opportunities for solar gain and daylight penetration. Designing for daylight in the form of appropriately located and sized windows, reduces the need for artificial light, and designing for passive solar gain reduces the need for internal space heating.</u>	Clarification of existing policy framework around energy efficiency requirements.
	167	Paragraph 18.60	Water demand calculations in the <i>South Essex WCS 2012</i> indicate that growth in Castle Point could result in over 1 mega-litres per day (Ml/d) of additional water being needed to meet demand by 2031. This could be reduced if best practice regarding water efficiency is sought from new developments. <u>The South Essex WCS 2012 recommended water use of 105 lpppd.</u> It is however recognised that there may be costs associated with achieving this level of water consumption reduction in the short-term.	Modification proposed in response to representation 260 from the Environment Agency in regard to water use.
	167	Paragraph 18.61	In order to achieve <u>the water efficiency needed in South Essex as identified through the South Essex WCS 2012, the Council will apply the optional water efficiency requirements set out in Regulation 36(2)(b) of the Building Regulations 2010 as amended to new residential developments which will secure consumption levels at 110 lpppd, and also encourage</u> , measures such as rainwater harvesting, and greywater recycling schemes can to be installed within <u>all</u> developments. <u>The equivalent BREEAM credits will be sought for non-residential developments.</u>	Modification proposed in response to representation 260 from the Environment Agency in regard to water use.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	168	Policy CC4	<p>1. All new development should seek to must minimise its impact on <u>climate change arising from energy consumption by the environment by incorporating the following principles:</u></p> <p>a. Utilising design, siting and layout to maximise opportunities for solar gain and daylight penetration, and reduce energy consumption; and Incorporate measures for achieving high levels of energy efficiency, and the use of decentralised energy sources.</p> <p>b. <u>Integrating measures to achieve high levels of energy efficiency and where feasible and viable, decentralised energy generation, to meet as a minimum, the energy efficiency requirements of the Building Regulations. Demonstrating how its design, siting and layout has maximised the opportunities for solar gain, daylight penetration and the use of decentralised energy sources</u></p> <p>2. The design of all new development should incorporate measures for achieving high levels of energy efficiency, and the use of decentralised energy sources. Development is expected to demonstrate how its design, siting and layout has maximised the opportunities for solar gain, daylight penetration and the use of decentralised energy sources.</p> <p>3. As a minimum non-residential development should achieve at least 50% of the credits available for reduction in CO2 emissions under the relevant BREEAM very good scheme or its equivalent for the development proposed.</p> <p>4-2. The design of all new development should incorporate measures for achieving high levels of water efficiency. As a minimum:</p> <p>a. <u>Residential development should meet the optional water efficiency requirements set out in part G2 and Regulation 36(2)(b) of the Building Regulations, currently 110litres/person/day;</u></p> <p>a-b. Non-residential development should achieve at least 50% of the credits available for water consumption under the relevant BREEAM very good scheme or its equivalent for the development proposed: and</p> <p>b 3. Space should be made available within the site to enable segregated waste storage for that waste arising from the proposed use of the development.</p> <p>5. The materials, including aggregates, used in the construction of all new buildings should be sustainable in terms of the energy that has been expended in their production, and the energy that is required to transport them to the location of the development.</p> <p>64. The waste resulting from the construction of all new buildings should be managed in a way that maximises the re-use and recycling of materials, including aggregates, onsite where possible.</p> <p>7 5. Sustainability measures installed, and sustainable materials, must be consistent with the overall architectural approach of the development. Their design and siting should be an integral part of the development and must not result in prominent, dominant, alien or incongruous features which detract from the visual appearance of the development or its surroundings.</p>	<p>Part 1 – Modifications are a result of discussions in the hearing sessions under Matter 7, which were previously highlighted through representations 611 (Home Builders Federation), 112 (Countryside Properties), 324 (Redrow Homes, Persimmon Homes and Burrows and Dunn), 718 (Persimmon Homes) and 295 (Bellway Homes).</p> <p>Part 2 – Proposed to be removed as it duplicates elements of Part 1 of the same policy and in response to MIQ 332.</p> <p>Part 3 – Proposed to be removed as a result of the discussion at the hearing sessions under Matter 7. This requirement is not consistent with the NPPF.</p> <p>Part 2 (previously part 4) – Proposed modifications in response to representation 260 from the Environment Agency and 611 from the Home Builders Federation, this is highlighted within the response to MIQ 331.</p> <p>Part 5 – Proposed to be removed as it is not consistent with the NPPF in terms of being an effective policy requirement.</p>
MM74	170	Paragraph 19.1	<p>Green infrastructure is a strategically planned and delivered network of green spaces and other environmental features. It should be designed and managed as a multi-functional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure, urban and rural, includes playing fields, allotments, woodlands, heathlands, marshlands, wetlands, coastlines, public parks and gardens. <u>Within and alongside green infrastructure within Castle Point are bodies of water which form blue infrastructure. This blue infrastructure is a fundamental part of the natural environment in Castle Point with the undeveloped coast providing a key point of interaction between the terrestrial and marine environment for people and for wildlife.</u></p>	In response to representation 259 from the Environment Agency.
	171	Paragraph 19.9	<p>The <i>South Essex Green Grid Strategy</i> sets out a Green Infrastructure Plan for the sub-region. Strategic elements of the plan are already in place including the restoration of West Canvey Marshes (as part of South Essex Marshlands) and the creation of a nature reserve at Canvey Wick SSSI. These projects will contribute positively to the vision of the NIA. <u>More recently, a <i>South Essex Green and Blue Infrastructure Strategy</i> has been developed for the area which looks to the future in terms of Green and Blue infrastructure planning. This includes looking to take forward further proposals to create an</u></p>	In response to representation 337 from Essex County Council.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<u>Estuary Park, enhancing and better linking up wildlife habitats across the South Essex area, and creating more opportunities for access and recreation for communities in South Essex. This provides a framework for further enhancements to the Green and Blue Infrastructure in South Essex and in Castle Point. Such an approach to planning for Green and Blue Infrastructure is advocated by the published <i>Essex Green Infrastructure Strategy</i>.</u>	
	171	Paragraph 19.10	The <i>South Essex Green Grid Strategy 2005</i> , and more recently the <i>South Essex Green and Blue Infrastructure Strategy</i> , identifies the significant green infrastructure assets in the borough including the coastline and coastal features along the Thames Estuary; marshland at West Canvey; Hadleigh Castle and Hadleigh Country Park; and woodlands and ancient landscape areas within Daws Heath Nature Reserves. The <i>Thames Gateway Historic Environment Characterisation Study 2007</i> identifies significant areas of historic value within the borough around the marshlands, Hadleigh Castle and Daws Heath.	Updated to include reference to recently completed evidence.
	172	Paragraph 19.14	The Greater Thames Marshes Nature Improvement Area extends across the southern part of Castle Point. Within this area, the Council will work with partners to deliver projects which contribute positively to the vision for the Nature Improvement Area. Elsewhere in Castle Point, the Council will work with partners to deliver projects which extend the network of Green Infrastructure and create new habitats, providing links for wildlife and people to the Nature Improvement Area. It will encourage the management and enhancement of existing habitats and the creation of new ones to assist with species migration and to provide ways to adapt and mitigate from climate change, such as shading during higher temperatures. <u>These actions are consistent with the recommendations set out in the <i>South Essex Green and Blue Infrastructure Strategy</i>, and the <i>Essex Green infrastructure Strategy</i>.</u>	Updated to include reference to recently completed evidence.
	170 and 172	Heading – Strategic Policy NE1 Green Infrastructure and the Undeveloped Coast	Green <u>and blue</u> Infrastructure and the Undeveloped Coast	In response to representation 259 from the Environment Agency.
	172	Policy NE1	<p>1. Development which results in the creation, restoration, enhancement, expansion and improved connections between green <u>and blue</u> infrastructure features will be encouraged. The provision of green infrastructure that offers multiple benefits to the environment and local communities will be supported. Through development proposals the Council will seek to secure:</p> <ul style="list-style-type: none"> a. The preservation and enhancement of green <u>and blue</u> infrastructure, ecological assets, areas of nature conservation and valued landscapes; b. A <u>measurable</u> net increase in biodiversity, with a focus on priority habitats and priority species; c. Management of and a reduction in pollution to air, water and soil through an increased provision of green infrastructure; d. Opportunities for local food production; and e. Recreational benefits for local people, including access to coast. <p>2. Proposals which will result in the loss, degradation, fragmentation and / or isolation of existing green <u>and blue</u> infrastructure will not be supported, unless it can be demonstrated through the provision of new or enhanced green <u>and blue</u> infrastructure in other areas of the Borough, that there will be no overall adverse impact in the provision of green <u>and blue</u> infrastructure in the area. <u>Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.</u></p>	<p>Part 1, 1a and 2 - In response to representation 259 from the Environment Agency in regard to inclusion of 'blue infrastructure'.</p> <p>Part 1b - In response to representation 308 from Natural England.</p> <p>Part 2 – In regard to the HRA requirements are in response to a recommendation from the HRA October 2019, paragraph 5.4.13.</p>
MM75	172	Policy NE2	<p>Local Policy NE2</p> <p>Protection of Historic Natural Landscapes</p>	Modification to name of policy for consistency within the Plan.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<p>1. Development which will have an impact on the the Daws Heath, Hadleigh Castle and Marshes, and Canvey Marshes historic natural landscapes (as identified on the Policies Map) will be supported where the proposals:</p> <p>a. Protect and Enhance <u>Enhance the character and quality of the landscape and its heritage or ecological assets having regard to the level of protection set out in policies HE1 and NE5 respectively for different designations, and the provisions of the NPPF.</u></p> <p>b. Seek to provide greater public <u>access to and</u> enjoyment of the landscape and its features, <u>where appropriate.</u></p> <p>c. Do not detrimentally impact the undeveloped character and visual quality of the landscape, heritage and ecological assets.</p> <p>d. Mitigate any residual harm to the quality of the landscape through the provision of landscaping, which should comprise native species and must be sufficiently mature to integrate effectively into the environment and provide effective mitigation.</p>	<p>1a) – clarity as to the level of extent of protection afforded to the character and quality of landscape, heritage assets within the historic natural landscapes.</p> <p>1b) – clarity on the extent of public accessibility sought.</p> <p>1c) – delete to ensure level of protection afforded is consistent with the NPPF.</p>
MM76	176	Paragraphs 19.35 – 19.37	<p>The South Canvey Green-Lung Wildlife Corridor</p> <p>Policy Context</p> <p>The NPPF states that planning policies should protect and enhance valued landscapes and biodiversity <u>and establish coherent ecological networks</u>. When determining planning applications local planning authorities should refuse permission if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) adequately mitigated, or, as a last resort, compensated for.</p> <p>Reasoned Justification</p> <p>The Council has identified a 51ha area of green infrastructure (identified on the Policies Map) which provides an undeveloped landscape and ecological corridor across the south of Canvey Island. The area links two Local Wildlife Sites <u>and a Potential Local Wildlife Site</u> that are designated within the Green-Lung Wildlife Corridor, namely Thorneycreek Fleet (CPT35) to the east, and Brick House Farm Marsh (CPT38) <u>and extension to Brick House Farm (PLoWS 15) to the west as shown on the Policies Map in the Local Wildlife Site Register 2019</u>. Consequently, there is only 7 hectares of Green-Lung Wildlife Corridor which is unconstrained.</p> <p>The Green-Lung Wildlife Corridor acts as an landscape and ecological corridor across the south of Canvey Island. It links the two designated Local Wildlife Sites and has the potential to enhance habitat creation given the limits to development and public access in the area. Located within the Greater Thames Marshes Nature Improvement Area, this site has the potential to contribute towards improved ecology on farmland and the creation of lowland meadows. The Wildlife Corridor Green-Lung also acts a buffer between existing residential development to the north and the hazardous installations to the south.</p>	These modifications are in response to paragraphs 80-81 in the Inspector's post hearings letter.
	176	Policy NE3	<p>Local Policy NE3</p> <p>The South Canvey Green-Lung Wildlife Corridor</p> <p>1. The Council will not support development within the Wildlife Corridor Green-Lung (identified on the Policies Map) which will adversely affect its openness, ecological and landscape value, and the ability of <u>the</u> area to provide a strategically important ecological corridor.</p> <p>2. Proposals which support the creation of new habitats, having regard to the targets for the Nature Improvement Area, will be supported.</p>	These modifications are in response to paragraphs 80-81 in the Inspector's post hearings letter.
MM77	177	Paragraph 19.40	Local Wildlife Sites (LoWS), are locally designated sites recognised as comprising priority habitats or being home to priority species. There are were 41 LoWSs in the Borough, which were assessed through the <i>Castle Point Local Wildlife Site Register 2019</i> . <u>Within this list site CPT44 Poors Lane has not been endorsed through the Essex Local Wildlife</u>	This modification is in response to paragraph 82 in the Inspector's post hearings letter.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			Partnership, therefore at this stage can not be designated as a LoWS, as a consequence 40 LoWS can be found on the Policies Map.	
	177	Paragraph 19.42	Additionally, there are 5 Potential Local Wildlife Sites (PLoWS) <u>have been identified through the Local Wildlife Site Register 2019 within the Borough, which. These are sites that are identified as having the potential to meet the LoWS selection criteria in the future through improvement to the quality of the habitats on site. Site CPT44 Poors Lane in addition to three other sites (extension to Kents Hill Wood; extension to Coombe Wood; extension to Brickhouse Farm) that were identified as forming extensions to existing LoWS but have not been endorsed through the Essex Local Wildlife Partnership, will be added to the list of PLoWS, equating to 9 PLoWS in the borough. Once the Essex Local Wildlife Partnership has recommenced these sites will be put forward to be designated as LoWS.</u>	This modification is in response to paragraph 82 in the Inspector's post hearings letter.
	177	Policy NE4 Part 3	3. Development proposals which would result in harm to either a Local Wildlife Site or a potential Local Wildlife Site will not normally be permitted unless <u>it can be demonstrated that every reasonable effort has been taken to minimise the harm arising through avoidance. Any harm arising must be fully mitigated, or compensated, resulting in a measurable net gain in biodiversity.</u> the need for the development outweighs the harm to biodiversity.	In response to representation 296 from Bellway Homes and in response to MIQ 343 and consistency with the NPPF.
MM78	178	Paragraph 19.45	The NPPF states potential and designated SPAs, Special Areas of Consideration (SACs) and Ramsar sites should be given the highest level of protection. <u>Where a proposal affects a SPA, SAC, or Ramsar site a Habitats Regulation Assessment will be required in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended).</u> Additionally, planning permission should be refused for developments <u>which</u> resulting in in the loss of irreplaceable wildlife habitats or landscapes such as Ancient Woodlands due to their irreplaceable features, unless there are wholly exceptional reasons and a suitable compensation strategy exists. Where a proposal affects an SPA, SAC or Ramsar site, a Habitat Regulation Assessment may be required in accordance with the Conservation of Habitats and Species Regulations 2010.	In response to recommendations in the HRA October 2019, under paragraphs 5.1.30, 5.2.47, 5.3.67, 5.4.15, 5.4.52 and 5.5.29.
	178	Paragraph 19.48	Habitats sites include Natura 2000 sites namely Ramsar, (SPA and SAC sites) and Ramsar sites which the NPPF states should be afforded similar protection. Are situated within the Borough and include The Benfleet and Southend Marshes SPA and Ramsar is the only Habitats site that is situated within the borough's boundary however Castle Point is also located within the Zone of Influence The Borough is also within close distance of other internationally designated sites and these cover the majority of the Essex coastline. Land at Holehaven Creek which is functionally linked to the Thames Estuary and Marshes SPA and Ramsar site may also be affected by development within Castle Point borough. These sites are designated for their intertidal habitats and/or the presence of internationally important numbers of rare and migratory bird species, and therefore consideration must also be given to the impact that development within the borough may have indirectly on these fragile ecosystems as harm to these sites must be avoided as required by the Conservation of Habitats and Species Regulations 2017, as amended. The Habitats Regulations Assessment prepared to support the Local Plan identified a potential for population growth arising in the borough, in combination with that arising elsewhere in Essex, to have a cumulative impact on Natura 2000 an adverse effect on integrity of Habitats sites through increased recreational pressure. Whilst on-site green infrastructure provision can offset some of this pressure and impacts from the development alone, the coast will nonetheless be a draw to visitors as it provides an environment which cannot be replicated elsewhere. There is therefore a need for residential development in the Borough to contribute towards the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) to ensure these recreational pressures from development are appropriately avoided or mitigated in combination with other plans and projects.	In response to recommendations in the HRA October 2019, under paragraphs 5.1.30, 5.2.47, 5.3.67, 5.4.15, 5.4.52 and 5.5.29.
	178	Paragraph 19.49	Following consultation with Natural England, an Essex-wide Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) and Supplementary Planning Document is being has been prepared and adopted to include all coastal European designated Habitats Sites. The strategy will identify where recreational disturbance is happening and the main recreational uses causing the disturbance identifies a Zone of Influence (ZOI) around each Habitats site where recreational disturbance is likely to result from residential development, mitigation is required from these developments to avoid adverse effect on the integrity of the relevant Habitats sites from recreational uses. New residential development that is likely to affect the adverse integrity of the European Habitats Sites will be required to contribute towards the implementation of the mitigation. At this stage, it is considered that a Development allocations in this location ZOI will be is required to pay for the implementation of mitigation measures to protect the interest features of European designated Habitats sites along the Essex Coast which include the Benfleet and Southend Marshes Special Protection Area and Ramsar Site, the Crouch and Roach Estuaries Special Protection Area and Ramsar site, and Site of Special Scientific Interest, and the Essex Estuaries Special Area of Conservation, the Blackwater Estuary, the Foulness Estuary and Thames Estuary and Marshes SPA and Ramsar site. The appropriate mechanisms will be identified in the	In response to recommendations in the HRA October 2019, under paragraphs 5.1.30, 5.2.47, 5.3.67, 5.4.15, 5.4.52 and 5.5.29.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			Essex Coast RAMS. Applicants who do not contribute to the Essex Coast RAMS will be required to undertake their own visitor surveys to inform the Council's HRA and implement the necessary measures in perpetuity to avoid adverse effects on the integrity of the relevant Habitats sites from recreational uses.	
	279	Policy NE5	<p><i>AMEND PART 1 OF POLICY NE5 AND RENUMBER SUBSEQUENT CRITERIA ACCORDINGLY</i></p> <p>Strategic Policy NE5</p> <p><u>Determining Applications affecting Ecologically Sensitive and Designated Sites</u></p> <p>1. The Council will support proposals which can demonstrate <u>a measurable</u> net gain in biodiversity.</p> <p><u>2. Proposals which have the potential to cause adversely impact effects on the integrity of (either individually or in combination with other developments) European, and internationally designated sites, must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified. Where appropriate, contributions from development will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations.</u></p> <p><u>3. Proposals likely to have an adverse effect on a and locally designated sites including Ramsar sites, Special Protection Areas, Special Areas of Conservation, Sites of Special Scientific Interest (SSSI) (either individually or in combination with other developments), will not be permitted unless, on an exceptional basis, the benefits of the development clearly outweigh both the adverse impacts on the features of the site and any adverse impact on the wider network of SSSIs.</u></p> <p><u>4. Proposals likely to have an adverse effect on irreplaceable Habitats such as; Ancient Woodlands Local Nature Reserves and Special Roadside Verges, will not be supported unless there are wholly exceptional reasons and an appropriate avoidance, on-site management and on-site mitigation strategy is submitted to and approved by the Council. Any loss must be compensated.</u></p> <p>5. Proposals which may result in adverse impacts to biodiversity, protected species, priority species and/or priority habitats, will only be supported if they can meet the following requirements:</p> <ul style="list-style-type: none"> a. The application must demonstrate that impacts to biodiversity cannot be avoided through the location of development on an alternative site with less harmful impacts; b. Where an alternative site is not available, the development proposal should seek to avoid adverse impact to biodiversity by virtue of the design and layout of the development. The Council must be satisfied that all reasonable opportunities to avoid impact to biodiversity have been taken; c. Where it has not been possible to avoid all impacts to biodiversity, as required by a) and b), the development proposal should seek to apply management and mitigation techniques which retain and enhance biodiversity on site. The Council must be satisfied that all reasonable opportunities to secure on-site management and mitigation have been taken; d. Where it is likely that impacts to a protected species, or Biodiversity Action Plan (BAP) species is not fully addressed through a), b) and c), species relocation within the site, or to a site nearby will be required to address the remaining impacts to that species. The Council must be satisfied that the relocation site will provide a long-term suitable habitat for the species in question. A management plan must be put in place to manage the relocation site as a suitable habitat for a period of at least 20 years; then 	Modifications have been proposed to this policy in response to representations 287 (Woodland Trust), 309 (Natural England) and 440 (Essex Wildlife Trust), additionally modifications have been proposed from recommendations made in the HRA October 2019 from paragraphs 5.1.31, 5.2.48, 5.3.67, 5.4.15, 5.4.53 and 5.5.30. The wording is similar to that included in Chelmsford City Council's recently adopted Local Plan.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<p>a. As a last resort, if the impacts to biodiversity in terms of both quantity and quality have not been fully addressed through a), b), c) and d), off-site compensation which would result in a net gain in biodiversity will be required. A compensation site must be identified which has the potential to be broadly equivalent to that habitat being lost, and a management plan prepared. Arrangements must be put in place to deliver that plan over a period of at least 20 years.</p> <p>6. Proposals affecting ecologically sensitive sites and designated sites should be accompanied by an ecological assessment which should conform with guidance set out by the Chartered Institute of Ecology and Environmental Management (CIEEM) or an equivalent standard. Where insufficient information is provided, the Council will take a precautionary approach to the protection of ecological assets.</p> <p>4. Contributions from relevant developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS).</p>	
MM79	183	Paragraph 19.64	<p>The Environment Agency's <i>Thames River Basin Management Plan</i> identifies that the lower Thames Estuary is of a moderate quality in terms of its ecological status and is failing to achieve a good chemical status. The plan seeks to raise both of these to 'good' by 2027, to meet the requirements of the <i>Water Framework Directive</i>. <u>The Water Framework Directive aims to secure no further deterioration of waterbodies and aims to ensure that the status of waterbodies is improved. Whilst the Thames Estuary is the main waterbody in Castle Point to which this applies, it also applies to all other main rivers in the borough also.</u></p>	In response to representation 260 from the Environment Agency which clarifies the role of the Water Framework Directive.
	183	Paragraph 19.65	<p>The <i>South Essex Water Cycle Study 2012</i>1 identifies that new development in South Essex is likely to impact on water quality. However, the Study concludes that with improvements <u>such as through the delivery of the Asset Management Plans of the water supply company and the drainage undertakers, and through the use of Sustainable Drainage</u> there is the capacity to accommodate growth in the borough without exceeding the qualitative and quantitative capacity of the Water Recycling Centres. Measures will <u>It is recommended that the Council seeks</u> to ensure water efficiency is achieved, and Sustainable Drainage Systems (SuDS) measures are incorporated into new development proposals, where necessary and viable, in order to minimise impacts on the drainage infrastructure, as required by the <i>Thames River Basin Management Plan</i>.</p> <p><i>SPLIT TO CREATE NEW PARAGRAPH AND RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY</i></p> <p>The <i>South Essex Water Cycle Study 2012</i>1 recommends that improvements in water efficiency levels which reduce consumption levels to at most 105 litres per person per day (lpppd) should be achieved in new development. <u>The application of the optional water efficiency standard in part G of the Building Regulations will help to improve water efficiency to close to this level. This is a requirement of policy CC4.</u></p> <p><i>SPLIT TO CREATE NEW PARAGRAPH AND RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY</i></p> <p>The Essex County Council <i>ECC Sustainable Drainage Systems Design Guide Guidance 2016</i> provides guidance on the appropriate use of SuDS in the borough. <u>The Canvey Island Six Point Plan specifies the approach to be taken on Canvey Island in particular to managing surface water flood risk, and consequently any impact on water quality arising from surface water flows. It is especially important for Castle Point that the Six Point Plan is implemented through the Asset Management Plans of drainage undertakers, and that the impact of development on water quality is managed to ensure there is no harm to the integrity of the nearby Benfleet and Southend Marshes SPA and Ramsar site or the Thames Estuary and Marshes SPA and Ramsar site.</u></p>	Modifications proposed in response to representation 260 from the Environment Agency, the HRA recommendation October 2019 (paragraph 5.3.62), a discussion with Essex County Council after the Regulation 19 Consultation and a new format to improve readability.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
	184	Policy NE7	<p>1. Development proposals should be designed to manage and reduce pollution through energy and water efficient design, the installation of sustainable drainage systems, and the delivery or enhancement of green <u>and blue</u> infrastructure.</p> <p>2. Development proposals should be located, and designed and constructed in such a manner as to not cause a significant adverse effect upon the environment, the health of new and existing residents or surrounding residential amenity by reason of pollution to land, air or water, or as a result of any form of disturbance including, but not limited to, noise, light, odour, heat, dust and vibrations.</p> <p>3. <u>Development proposals adjacent to, or in the vicinity of, existing businesses or community facilities will need to demonstrate that the ongoing use of the existing businesses or community facilities would not be prejudiced by the proposed development, and that the impact of the continuing operation of the existing businesses or community facilities on the amenity of occupiers of the new development can be satisfactorily mitigated through the development proposals.</u></p> <p>4. <u>All major development proposals must be accompanied by a Construction Environment Management Plan prepared with regard to pollution prevention guidance. These plans shall include details of the proposed mitigation measures that will be implemented to prevent undue noise and disturbance to adjoining occupiers and Habitat sites and the entry of pollutants into the environment by all potential pathways including, but not limited to watercourses (including when dry). Where necessary, seasonal working may be required to avoid any adverse effects on the integrity of Habitats sites.</u></p> <p>3.5. Where necessary, the Council will seek to manage and mitigate the effects of pollution and/or disturbance arising from development, (including during site clearance and construction) by means of appropriate planning conditions. Exceptionally, a Section 106 Agreement may be used to secure measures to control pollution and/or disturbance necessary to make the impacts of development acceptable.</p>	<p>Part 1 - Links back to amendment made to policy NE1 in respect of representation 259 from the Environment Agency.</p> <p>Part 2 – Proposed in response to a recommendation made by the Inspector at the hearing sessions under Matter 7.</p> <p>Part 3 and 4 – In response to representations 115 (Mr T Morgan), 135 (Anglian Water), 465 (Port of London Authority), 704 (Oikos) and recommendations from the HRA October 2019 (paragraphs 5.3.69 and 5.4.46).</p> <p>Part 5 – to ensure consistency with national policy and the NPPF.</p>
MM80	186	Paragraph 19.79	<p><i>INSERT NEW PARAGRAPH AFTER 19.79</i></p> <p><u>In terms of roles and responsibilities Anglian Water are responsible for the water discharge consents and the quality of water that is discharged from the WRCs, any exceedances of the standards required would be a matter for Anglian Water. Developers pay Anglian Water a connection fee which should be used by Anglian Water to ensure that any necessary improvements are made to the local system to ensure that there is sufficient capacity in the local drainage network and in the local WRC, as appropriate. Allocated residential sites within this Plan have been assessed by Anglian Water, as identified within the Infrastructure Delivery Plan 2020, and improvements can be made to accommodate the new development through the payment of appropriate connection fees. Any additional development that comes forward will need to be tested by Anglian Water to ensure that there is capacity within the WRCs and appropriate mitigation will be required where relevant.</u></p>	To reflect the discussion in the hearing sessions under Matter 7.
	187	Policy NE10	<p><u>1. All new development should demonstrate that adequate foul water treatment and drainage already exists or can be provided in time to serve the development. This must include confirmation that there is adequate quantitative and qualitative capacity at the Water Recycling Centre which would serve the development. Where either the quantitative or qualitative capacity of the Water Recycling Centre would be exceeded, or would otherwise have an adverse effect on the water quality of the nearby Benfleet and Southend Marshes SPA and Ramsar site and Thames Estuary and Marshes SPA and Ramsar site thereby affecting their integrity, either alone or in combination with other plans and projects, the proposal will be refused.</u></p> <p>1-2. Within these areas t The following types of development must incorporate sustainable drainage systems that prevent surface water entering the foul/combined drainage network:</p> <p>a. All new developments on greenfield land;</p>	<p>Part 1 - In response to representations 136 (Anglian Water), 626 (Environment Agency), and recommendations from the HRA October 2019 (paragraph 5.2.62).</p> <p>Part 2 – In response to representation 136 from Anglian Water.</p>

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<p>b. All new developments on land currently in use as residential garden; and</p> <p>c. All developments comprising the redevelopment of previously developed land.</p> <p>2. Any development occurring beyond the extent of these areas may only connect to the foul drainage network, and must manage surface water entirely on-site through the installation of sustainable drainage systems.</p> <p>3. In order to ensure that the provision of sustainable drainage systems also achieve nature conservation and climate change objectives, regard should be had to policies NE1 and CC3 in their design.</p>	
MM81	188	Paragraph 20.9	<p>20.9 All designated heritage assets within the Borough are listed within Appendix Five. <u>At 2019, none of the designated historic assets in Castle Point Borough are included on the Historic England Heritage at Risk Register. The Council will monitor this situation throughout the plan period, and if necessary, work with the owners of assets if they are found to fall onto the Register. However, at this time no such action is required. A schedule of non-designated locally significant heritage assets can also be found in Appendix Five.</u></p>	In response to representation 268 from Historic England in relation to the Heritage at Risk Register.
	189	Policy HE1	<p>1. The Council will seek to conserve and enhance heritage assets in the Borough. New development proposals affecting a heritage asset (either designated or non-designated) will be expected to conserve, and where appropriate enhance, the setting of the heritage asset, taking into account the contribution which the asset, setting makes to the character and appearance of the surrounding area and the original function of the asset.</p> <p>1. <u>Development proposals affecting a heritage asset (either designated or non-designated) will be expected to conserve, and where appropriate enhance, the setting of the heritage asset, taking into account the contribution which the asset, setting makes to the character and appearance of the surrounding area and the original function of the asset.</u></p> <p>2. When assessing applications for development, there will be a presumption in favour of the preservation conservation, and where appropriate enhancement, of designated all heritage assets and their setting. The Council will encourage applicants to put heritage assets to viable and appropriate use, to secure their future protection conservation and enhancement.</p> <p>2. <u>When assessing applications for development, there will be a presumption in favour of the preservation conservation, and where appropriate enhancement, of designated all heritage assets and their setting. The Council will encourage applicants to put heritage assets to viable and appropriate use, to secure their future protection conservation and enhancement.</u></p> <p>3. Development proposals affecting any heritage asset should demonstrate a comprehensive understanding of its significance. This should include an understanding of the contribution made to that significance by the current setting so that it is clear to decision makers how a change would impact on heritage significance. of the importance of the heritage asset, and potential the impacts of the development on the setting of the asset. In assessing the impact of a development proposal on a heritage asset or its setting, the Council will consider:</p> <p>3. <u>Development proposals affecting any heritage asset should demonstrate a comprehensive understanding of its significance. This should include an understanding of the contribution made to that significance by the current setting so that it is clear to decision makers how a change would impact on heritage significance. of the importance of the heritage asset, and potential the impacts of the development on the setting of the asset. In assessing the impact of a development proposal on a heritage asset or its setting, the Council will consider:</u></p> <p>a. The level of any harm or loss;</p> <p>b. The significance of the asset;</p> <p>c. The sustainability, economic and conservation benefits of the assets; and</p> <p>d. The contribution the assets makes to local character and distinctiveness.</p> <p>4. Development proposals which have a significant detrimental impact on would cause substantial harm to, or total loss of the significance of, a designated heritage asset will be dealt with in accordance with national policy set out in the NPPF. refused unless it can be demonstrated that the public benefits of the development are substantial and would clearly outweigh the harm to the significance of the heritage asset,</p> <p>4. <u>Development proposals which have a significant detrimental impact on would cause substantial harm to, or total loss of the significance of, a designated heritage asset will be dealt with in accordance with national policy set out in the NPPF. refused unless it can be demonstrated that the public benefits of the development are substantial and would clearly outweigh the harm to the significance of the heritage asset,</u></p> <p>5. Development proposals which result in the loss of a heritage asset will be refused unless it can be demonstrated that:</p> <p>5. <u>Development proposals which result in the loss of a heritage asset will be refused unless it can be demonstrated that:</u></p> <p>a. <u>The nature of the heritage asset prevents any reasonable use of the site;</u></p> <p>b. <u>No viable use of the heritage asset can be identified through appropriate marketing of the site that will enable its conservation;</u></p> <p>d. <u>The loss of the asset is outweighed by the benefits the development proposals.</u></p>	<p>Part 1 - In response to representation 268 from Historic England, as clarified in MIQ 356.</p> <p>Part 2 - In response to representation 268 from Historic England.</p> <p>Part 3 - In response to representation 268 from Historic England, as clarified in the Statement of Common Ground [SCG-006] and MIQ 356.</p> <p>Parts 4 and 5 – to avoid duplication with the NPPF.</p> <p>Part 5 (new criteria) - In response to representation 268 from Historic England, as clarified in MIQ 356.</p> <p>Part 6 – more detailed requirements for if there is a non-designated heritage asset of archaeological interest.</p>

Ref	Page	Policy/ Paragraph	Main Modification			Reason for Modification
			<p>5. The effect of a development proposals on the significance of a non-designated heritage asset should be considered in determining the appropriateness of relevant planning applications. Consideration will be given to scale of any harm or loss, against the significance of the heritage asset.</p> <p>6. Planning permission will be granted for development affecting archaeological sites providing it protects, enhances and preserves sites of archaeological interest and their settings. Where there is a non-designated heritage asset of archaeological interest which is demonstrably of equivalent significance to scheduled monuments, it will be considered in accordance with the requirements for designated assets as set out in part 4 of this policy. In other cases where archaeological heritage assets are known or have the potential to be present, Development proposals should assess sites in consultation with the Historic Environment Record and should have taken into the Council will expect a desk-based assessment and as necessary a field evaluation to have been undertaken and will take into account the archaeological importance of those any remains, the need for the development, the likely extent of any harm, and the likelihood of the proposal successfully preserving the archaeological interest of the site in determining any application for development.</p>			
MM82	190	Monitoring Framework Objective 1	Balancing the population by making provision for the needs of older people and young people.	<p>Housing mix includes homes suitable for older people:</p> <ul style="list-style-type: none"> Bungalows Specialist accommodation Homes built to part M4(2) of the Building Regulations <p>Number of starter-sized homes provided (1-2 beds)</p>	<p>At least 10% of supply</p> <p>At least 50 starter-sized homes per annum (25% of supply)</p>	Updated to reflect SHMA Addendum 2020.
				<p>Number of additional bed spaces provided in residential/nursing homes.</p> <p>Housing size mix aligns with the need identified in most recent SHMA. Ensuring housing mix in accordance with Policy HO3.</p>	<p>At least 90 300 additional bed spaces</p> <p>Sites of between 0.5 and 4ha should comprise at least 35% 1 or 2 bedroom homes for general needs; and sites over 4ha should comprise at least 25% 1 or 2 bedroom homes for general needs. At 2020, that requirement is:</p> <p>1 Bedroom – 6%</p> <p>2 Bedrooms – 22%</p> <p>3 Bedrooms – 43%</p> <p>4 Bedrooms + – 29%</p>	
	190	Monitoring Framework Objective 2	Make provision for additional homes, including affordable housing.	Net number of new homes provided.	In accordance with the Housing Trajectory and the 5- Year Housing Land Supply. equating to at least 342 291 per annum on average through the first eight years of the plan period and 430 per annum for the remainder of the plan period.	Updated to reflect stepped trajectory set out in policy HO1 under modification MM5

Ref	Page	Policy/ Paragraph	Main Modification				Reason for Modification
	191	Monitoring Framework Objective 4	Reduce the number of people commuting out of Castle Point for work.	Area of additional employment (B1 E(g) , B2 and B8) floorspace provided.	More than 10,000 sqm		To reflect the updated use classes.
	192	Monitoring Framework Objective 7	ADD A NEW MONITORING INDICATOR				HRA October 2019 recommendation.
			Improved air quality	Number of monitoring points across the borough where NO ₂ levels exceed statutory maximum limits (40 ugm-3). Number of monitoring points adjacent to the Benfleet and Southend Marshes Special Protection Area where NO ₂ levels have increased from base year 2021.	Zero Zero		
	192	Monitoring Framework Objective 7	ADD A NEW MONITORING INDICATOR				In response to representation 268 from Historic England.
			To maintain and enhance the Borough's cultural heritage assets and areas, assets of historical and archaeological importance and their settings	Designated Heritage Assets on Historic England's Heritage at Risk Register	Zero		
MM83	198	Appendix 3 Table 3.1	DELETE RUNNYMEDE PADDOCKS FROM THIS TABLE				In response to representation 170 from Mr B Brazier and to reflect the Policies Map.
			Runnymede Paddocks	Kiln Road, Thundersley	Cedar Hall	Amenity greenspace	
MM84	207	Appendix 4 Table 4.1	DELTE CPT44 POORS LANE FROM TABLE				In response to paragraph 84 in the Inspector's post hearings letter.
			CPT44 Poors Lane	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland		
	207	Appendix 4 Table 4.2	INSERT THE FOLLOWING POTENTIAL LOCAL WILDLIFE SITES				In response to paragraph 84 in the Inspector's post hearings letter.
			PLoWS 13 Extension to Kents Hill Wood	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites			
			PLoWS 14 Extension to Coombe Wood	HC1 Ancient Woodland Sites			

Ref	Page	Policy/ Paragraph	Main Modification			Reason for Modification			
				HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites					
			PLoWS 15 Extension to Brick House Farm Marsh	HC20 Coastal Grazing Marsh SC1 Vascular Plants					
			PLoWS 16 Poors Lane	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites					
MM85	208	Appendix 5 Table 5.3	<i>ADD A NEW LISTED BUILDING</i> Benfleet There are 1920 Listed Buildings located in Benfleet Table 5.1 Benfleet Listed Buildings <table><tr><td><u>Tombstone of Sir Charles Nicholson and family, High Street</u></td><td><u>II</u></td><td><u>09-11-2021</u></td></tr></table>			<u>Tombstone of Sir Charles Nicholson and family, High Street</u>	<u>II</u>	<u>09-11-2021</u>	Factual update.
	<u>Tombstone of Sir Charles Nicholson and family, High Street</u>	<u>II</u>	<u>09-11-2021</u>						
209	Appendix 5 Table 5.3	<i>ADD A NEW LISTED BUILDING</i> Hadleigh There are six five Listed Buildings in Hadleigh.... Table 5.3 Hadleigh Listed Buildings <table><tr><td><u>Hadleigh War Memorial, Memorial Recreation Ground, London Road</u></td><td><u>II</u></td><td><u>15-06-2020</u></td></tr></table>			<u>Hadleigh War Memorial, Memorial Recreation Ground, London Road</u>	<u>II</u>	<u>15-06-2020</u>	Factual update.	
<u>Hadleigh War Memorial, Memorial Recreation Ground, London Road</u>	<u>II</u>	<u>15-06-2020</u>							
MM86	214	Appendix 6 Glossary	<i>INSERT DEFINITION OF ACTIVE AND SUSTAINABLE TRANSPORT INFRASTRUCTURE</i> <table><tr><td>=</td><td><u>Active and Sustainable Travel Infrastructure</u></td><td><u>Such infrastructure includes, but is not limited to, walking and cycling routes, and bridleways to promote health and wellbeing of communities, cycle storage, bus stops, bus lanes, shelters, seating, real time bus information, and electric vehicle charging points.</u></td></tr></table>			=	<u>Active and Sustainable Travel Infrastructure</u>	<u>Such infrastructure includes, but is not limited to, walking and cycling routes, and bridleways to promote health and wellbeing of communities, cycle storage, bus stops, bus lanes, shelters, seating, real time bus information, and electric vehicle charging points.</u>	As a consequence of discussions with Essex County Council post the Regulation 19 Consultation.
	=	<u>Active and Sustainable Travel Infrastructure</u>	<u>Such infrastructure includes, but is not limited to, walking and cycling routes, and bridleways to promote health and wellbeing of communities, cycle storage, bus stops, bus lanes, shelters, seating, real time bus information, and electric vehicle charging points.</u>						
	216	Appendix 6 Glossary	<i>INSERT DEFINITION OF DEVELOPMENT BRIEF AFTER DEVELOPMENT</i> <table><tr><td>=</td><td><u>Development Brief</u></td><td><u>A development brief is a document that is prepared in advance of a planning application and sets out the vision, constraints, opportunities and considerations for the site such as access, biodiversity and infrastructure. Within this Plan development briefs are required for certain residential allocations but are usually for residential development schemes of 10-60 units.</u></td></tr></table>			=	<u>Development Brief</u>	<u>A development brief is a document that is prepared in advance of a planning application and sets out the vision, constraints, opportunities and considerations for the site such as access, biodiversity and infrastructure. Within this Plan development briefs are required for certain residential allocations but are usually for residential development schemes of 10-60 units.</u>	To define the term used within the Plan.
=	<u>Development Brief</u>	<u>A development brief is a document that is prepared in advance of a planning application and sets out the vision, constraints, opportunities and considerations for the site such as access, biodiversity and infrastructure. Within this Plan development briefs are required for certain residential allocations but are usually for residential development schemes of 10-60 units.</u>							
216	Appendix 6 Glossary	<i>INSERT RELEVANT ABBREVIATION AND DEFINITION OF ESSEX COUNTY COUNCIL</i> <table><tr><td><u>ECC</u></td><td><u>Essex County Council</u></td><td><u>Castle Point Borough is a two-tier authority area, with ECC providing a range of services and infrastructure such as (but not limited to) highways and transportation, education and social services, and surface water management at a county-wide level.</u></td></tr></table>			<u>ECC</u>	<u>Essex County Council</u>	<u>Castle Point Borough is a two-tier authority area, with ECC providing a range of services and infrastructure such as (but not limited to) highways and transportation, education and social services, and surface water management at a county-wide level.</u>	To define the term used within the Plan.	
<u>ECC</u>	<u>Essex County Council</u>	<u>Castle Point Borough is a two-tier authority area, with ECC providing a range of services and infrastructure such as (but not limited to) highways and transportation, education and social services, and surface water management at a county-wide level.</u>							
	217	Appendix 6 Glossary	<i>INSERT RELEVANT ABBREVIATION AND DEFINITION OF INFRASTRUCTURE DELIVERY PLAN AFTER INFRASTRUCTURE</i>			To define the term used within the Plan.			

Ref	Page	Policy/ Paragraph	Main Modification			Reason for Modification
			<u>IDP</u>	<u>Infrastructure Delivery Plan</u>	<u>This document sets out the infrastructure requirements for the borough, including but not limited to highways, healthcare, education and open space. It includes timescales, costs and how it will be delivered.</u>	
217	Appendix 6 Glossary	<i>INSERT DEFINITION OF A MASTER PLAN AFTER MARINE CONSERVATION ZONE</i>				To define the term used within the Plan.
			-	<u>Master Plan</u>	<u>A master plan is a document that is prepared in advance of a planning application and sets out the vision, constraints, opportunities and considerations for the site such as access, biodiversity and infrastructure. Preparation of a master plan should include engagement with the community, stakeholders and the Council. Master plans are usually required for residential development schemes of 60+ units. In some instances the Council may adopt a master plan as a Supplementary Planning Document depending on the scale and complexity of the particular site.</u>	
219	Appendix 6 Glossary	<i>INSERT RELEVANT ABBREVIATION AND DEFINITION OF POTENTIAL LOCAL WILDLIFE SITE AFTER POLICIES MAP</i>				To define the term used within the Plan.
			<u>PLoWS</u>	<u>Potential Local Wildlife Site</u>	<u>These are areas of land with potential for wildlife value. Potential Local Wildlife Sites have the potential to support both locally and nationally threatened wildlife, and sites may contain habitats and species that are priorities under the Essex or UK Biodiversity Action Plans that sets out strategies for the conservation of much of our most vulnerable wildlife. Potential Local Wildlife Sites may be endorsed through the plan period by the Essex Local Wildlife Site Partnership, when this occurs these sites will be designated as Local Wildlife Sites.</u>	
220	Appendix 6 Glossary	<i>UPDATE LATEST USE CLASSES</i>				To reflect the updated use classes.
			-	<u>Use Classes Order</u>	<u>The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class. The A use classes consist of: A1 — shops and retail outlets A2 — financial and professional services A3 — restaurants and cafes A4 — drinking establishments A5 — hot food and takeaway The B use classes consist of: B1 — business B2 - general industrial B8 - storage or distribution: The C use classes consist of: C1 - hotels C2 - residential institutions C2A - secure residential institution C3 - dwellinghouses C4 - houses in multiple occupation The D use classes consist of: D1 — non-residential institutions D2 — assembly and leisure <u>The E use classes consist of</u> <u>E(a) Display or retail sale of goods, other than hot food</u></u>	

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification
			<p><u>E(b) Sale of food and drink for consumption (mostly) on the premises</u></p> <p><u>E(c) Provision of:</u></p> <ul style="list-style-type: none"> • <u>E(c)(i) Financial services,</u> • <u>E(c)(ii) Professional services (other than health or medical services), or</u> • <u>E(c)(iii) Other appropriate services in a commercial, business or service locality</u> <p><u>E(d) Indoor sport, recreation or fitness (not involving motorised vehicles or firearms or use as a swimming pool or skating rink,)</u></p> <p><u>E(e) Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)</u></p> <p><u>E(f) Creche, day nursery or day centre (not including a residential use)</u></p> <p><u>E(g) Uses which can be carried out in a residential area without detriment to its amenity:</u></p> <ul style="list-style-type: none"> • <u>E(g)(i) Offices to carry out any operational or administrative functions,</u> • <u>E(g)(ii) Research and development of products or processes</u> • <u>E(g)(iii) Industrial processes</u> <p>The F use classes consist of:</p> <p><u>F1 Learning and non-residential institutions – Use (not including residential use) defined in 7 parts:</u></p> <ul style="list-style-type: none"> • <u>F1(a) Provision of education</u> • <u>F1(b) Display of works of art (otherwise than for sale or hire)</u> • <u>F1(c) Museums</u> • <u>F1(d) Public libraries or public reading rooms</u> • <u>F1(e) Public halls or exhibition halls</u> • <u>F1(f) Public worship or religious instruction (or in connection with such use)</u> • <u>F1(g) Law courts</u> <p><u>F2 Local community – Use as defined in 4 parts:</u></p> <ul style="list-style-type: none"> • <u>F2(a) Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres</u> • <u>F2(b) Halls or meeting places for the principal use of the local community</u> • <u>F2(c) Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)</u> • <u>F2(d) Indoor or outdoor swimming pools or skating rinks</u> <p>Sui Generis Certain uses do not fall within any use class and are considered 'sui generis'.</p>	
MM87	222	Appendix 7	<p><i>AMEND APPENDIX 7 TITLE</i></p> <p>Appendix Seven: Policy Changes From the Castle Point Local Plan 1998 (Saved Policies 2007) Superseded Policies</p>	To reflect the recommendation made by the Inspector in the hearings under Matter 1.
	222	Table 7.1	<i>INSERT THE BELOW TEXT ABOVE TABLE 7.1</i>	To add clarity over which policies are superseded policies.

Ref	Page	Policy/ Paragraph	Main Modification	Reason for Modification																																																																				
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	222	Appendix 7	<table><tr><th>Saved policies 2007</th><th>Relevant policies in the new Local Plan</th></tr><tr><td colspan="2">Green Belt</td></tr><tr><td>GB2 – Re-use of buildings in the Green Belt</td><td>GB3, GB5, GB6 <u>GB2</u></td></tr><tr><td>GB4 – Rebuilding of existing dwellings in the Green Belt</td><td>GB3, GB5, GB6 <u>GB2</u></td></tr><tr><td>GB5 – Extensions to dwellings</td><td>GB3 <u>GB2</u></td></tr><tr><td>GB6 – Garden extensions</td><td>Not included</td></tr><tr><td>GB7 – Agricultural dwellings</td><td>GB6 <u>GB2</u></td></tr><tr><td colspan="2">Environment and conservation</td></tr><tr><td>EC2 - Design</td><td>DS1</td></tr><tr><td>EC3 – Residential amenity</td><td>NE7</td></tr><tr><td>EC4 - Pollution</td><td>NE1, NE7</td></tr><tr><td>EC5 – Crime prevention</td><td>DS1</td></tr><tr><td>EC7 – Natural and semi-natural features in urban areas</td><td>HS1, HS7, NE1, NE2, NE6</td></tr><tr><td>EC8 – The green lung</td><td>NE3</td></tr><tr><td>EC9 – Development affecting commercial farmland</td><td>Not included</td></tr><tr><td>EC10 – Protection of high quality agricultural land</td><td>Not included</td></tr><tr><td>EC13 – Protection of wildlife and their habitats</td><td>NE1, <u>NE3</u>, NE4, NE5</td></tr><tr><td>EC14 – Creation of new wildlife habitats</td><td>NE1, <u>NE3</u>, <u>NE5</u></td></tr><tr><td>EC15 – Control of permitted development in sensitive areas</td><td>NE5</td></tr><tr><td>EC16 – Protection of landscape</td><td>NE2, NE6</td></tr><tr><td>EC17 – Special landscape area</td><td>NE2</td></tr><tr><td>EC18 – Permitted development in the special landscape area</td><td>NE2, NE6</td></tr><tr><td>EC19 – Ancient landscapes</td><td>NE2, NE6</td></tr><tr><td>EC20 – Landscape improvement area</td><td>Not included</td></tr><tr><td>EC21 – Woodland management and tree preservation orders</td><td>HS7, HS3, <u>NE6</u></td></tr><tr><td>EC22 – Retention of trees, woodland and hedgerows</td><td>NE6</td></tr><tr><td>EC23 – Tree and shrub planting</td><td>DS2</td></tr><tr><td>EC25 – Principles of control</td><td>HE1, HS7, NE5</td></tr><tr><td>EC26 – Design and development</td><td>HE1</td></tr><tr><td>EC27 – Planning applications</td><td>Not included</td></tr><tr><td>EC28 – Restrictions on permitted development</td><td>HE1</td></tr><tr><td>EC29 – Control of demolition</td><td>HE1</td></tr><tr><td>EC30 – Shopfront design</td><td>DS4</td></tr><tr><td>EC31 - Advertisements</td><td>DS3</td></tr></table>	Saved policies 2007	Relevant policies in the new Local Plan	Green Belt		GB2 – Re-use of buildings in the Green Belt	GB3, GB5, GB6 <u>GB2</u>	GB4 – Rebuilding of existing dwellings in the Green Belt	GB3, GB5, GB6 <u>GB2</u>	GB5 – Extensions to dwellings	GB3 <u>GB2</u>	GB6 – Garden extensions	Not included	GB7 – Agricultural dwellings	GB6 <u>GB2</u>	Environment and conservation		EC2 - Design	DS1	EC3 – Residential amenity	NE7	EC4 - Pollution	NE1, NE7	EC5 – Crime prevention	DS1	EC7 – Natural and semi-natural features in urban areas	HS1, HS7, NE1, NE2, NE6	EC8 – The green lung	NE3	EC9 – Development affecting commercial farmland	Not included	EC10 – Protection of high quality agricultural land	Not included	EC13 – Protection of wildlife and their habitats	NE1, <u>NE3</u> , NE4, NE5	EC14 – Creation of new wildlife habitats	NE1, <u>NE3</u> , <u>NE5</u>	EC15 – Control of permitted development in sensitive areas	NE5	EC16 – Protection of landscape	NE2, NE6	EC17 – Special landscape area	NE2	EC18 – Permitted development in the special landscape area	NE2, NE6	EC19 – Ancient landscapes	NE2, NE6	EC20 – Landscape improvement area	Not included	EC21 – Woodland management and tree preservation orders	HS7, HS3, <u>NE6</u>	EC22 – Retention of trees, woodland and hedgerows	NE6	EC23 – Tree and shrub planting	DS2	EC25 – Principles of control	HE1, HS7, NE5	EC26 – Design and development	HE1	EC27 – Planning applications	Not included	EC28 – Restrictions on permitted development	HE1	EC29 – Control of demolition	HE1	EC30 – Shopfront design	DS4	EC31 - Advertisements	DS3	To reflect the change to policies and policy numbering.
Saved policies 2007	Relevant policies in the new Local Plan																																																																							
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			EC32 – Protection from demolition	HE1		
			EC33 – Alterations to listed buildings	Not included <u>HE1</u>		
			EC34 – Setting of listed buildings	Appendix 5		
			EC35 – Re-use of listed buildings	HE1		
			EC36 – Grant aid	Not included		
			EC37 – Local list of buildings	Appendix 6		
			EC38 – Archaeological sites and monuments	HE1, Appendix 5		
			EC39 – Seafront entertainment area	EC3		
			Housing			
			H2 – Residential land	HO1		
			H3 – New development sites	<u>HO30 (Remaining Sites no longer relevant)</u>		
			H4 – Safeguarding of land for long term housing needs	Sites no longer relevant		
			H5 – Safeguarding of land for long term housing needs	Sites no longer relevant		
			H6 – Safeguarding of land for long term housing needs	Sites no longer relevant		
			H7 – Affordable housing	HO4		
			H9 – New housing densities	<u>HO1, DS1</u>		
			H10 – Mix of development	HO3		
			H11 – Accessible and wheelchair housing	Not included <u>DS1</u>		
			H12 – Piecemeal development	Not included		
			H13 – Location of development	<u>HO1, HO9-HO32</u>		
			H14 – Living over the shop	HO1, TC2		
			H16 – Winter gardens	Not included		
			H17 – Housing development – design and layout	DS1, chapter 10		
			Employment			
			ED1 – Provision of land to the south of Northwick Road	EC2		
			ED2 – Long term employment needs	EC2		
			ED3 – Protection of employment areas	EC1		
			ED5 – Piecemeal development	Not included		
			ED6 – Parking and servicing	TP7, <u>TP8, TP9</u>		
			ED7 – Environmental improvements	DS1, CC1, NE5		
			ED9 – Hazardous installations	NE9		
			Shopping			
			S1 – Location of retail development	TC1, TC3, TC5, TC6, TC7		
			S2 – Shopping facilities at Rayleigh Weir	TC4		
			S3 – Primary shopping frontages	TC1		
			S4 – Non-retail development	TC1, TC2		
			S5 – Parking and servicing	TP7, <u>TP8, TP9</u>		
			S7 – Environmental improvements	DS1, TC2		

Ref	Page	Policy/ Paragraph	Main Modification		Reason for Modification	
			S9 – Local shopping parades	TC3		
			S10 – Supermarket and retail warehouse development	TC4		
			S12 – Design, siting and illumination of advertisements	DS3		
			S13 – Proliferation of advertisements	DS3		
			S14 – Advertisements and public safety	DS3		
			S15 – Hoardings and poster panels	DS3		
			Transport			
			T1 – Strategic highway network	TP1, TP2		
			T2 – Intensification of access use	TP4		
			T5 – New link road access to employment land	Not included		
			T6 – Access to employment land	EC2		
			T7 – Unmade roads	Not included		
			T8 – Car parking standards	TP 8 7		
			T10 – Cycleways	TP1, TP 4 3, TP 5 4, TP 7 6		
			T11 – Cycleway construction	TP1, TP 4 3, TP 5 4, TP 7 6		
			T12 – Bus services	TP1, TP 5 4		
			T15 – Water-borne freight	Not included		
			Recreation			
			RE2 – Golf courses	HS3		
			RE4 – Provision of children’s play space and parks	HS3		
			RE5 – Public open space	HS7		
			RE6 – Allotments	HS7		
			RE7 – Romsey Road allotments	HS7		
			RE8 – Hadleigh Castle Country Park	Not included		
			RE9 – Informal recreation in the countryside	Not included		
			RE10 – Water recreation	Not included		
			RE12 – Public rights of way	HS3, TP 4 3		
			RE14 – Planning agreements and recreational development	HO1, SD2		
			Community facilities			
			CF1 – Social and physical infrastructure and new developments	Infrastructure Delivery Programme (IDP)		
			CF2 – Education facilities	HS4		
			CF4 – Workplace nurseries	Not included		
			CF6 – Places of worship and community centres	HS6		
			CF7 – Health facilities	HS5		
			CF8 – Non-residential health care	HS5		
			CF9 – Access and non-domestic development	Not included		
			CF12 – Powerlines and cables	CM1		

Ref	Page	Policy/ Paragraph	Main Modification			Reason for Modification																																																																																																															
			CF13 – Phasing of development	Chapter 9 and 10																																																																																																																	
			CF14 – Surface water disposal	CC3																																																																																																																	
			CF15 – Water supply	CC4																																																																																																																	
			CF16 - Telecommunications	CM1																																																																																																																	
			CF17 – Waste recycling	CC4, TP98																																																																																																																	
MM88	225	Appendix 7	INSERT A NEW APPENDIX AFTER APPENDIX 7 SETTING OUT A SCHEDULE OF COMMUNITY FACILITIES			In response to representation 164 from Mr J Tring and to ensure consistency with policy HS6 and the Policies Map.																																																																																																															
			Appendix Eight: Community Facilities																																																																																																																		
			The Table below lists the community facilities as identified on the Policies Map. These community facilities are subject to Policy HS6.																																																																																																																		
			Table 8.1: List of Community Facilities																																																																																																																		
			<table><tr><th>Community facility</th><th>Address</th><th>Type of community facility</th></tr><tr><td>Glenwood School</td><td>Rushbottom Lane, Thundersley</td><td>Education</td></tr><tr><td>Montgomerie primary School</td><td>Rushbottom Lane, Thundersley</td><td>Education</td></tr><tr><td>Woodham Ley Primary School</td><td>Rushbottom Lane, Thundersley</td><td>Education</td></tr><tr><td>St Georges Church</td><td>Rushbottom Lane, Thundersley</td><td>Reliquous establishment</td></tr><tr><td>St Georges Medical Practice</td><td>Rushbottom Lane, Thundersley</td><td>Healthcare</td></tr><tr><td>Hesten Day Centre</td><td>Off Church Road, Thunderlsey</td><td>Community centre</td></tr><tr><td>The Robert Drake Primary School</td><td>Off Church Road, Thunderlsey</td><td>Education</td></tr><tr><td>Great Tarpots Library</td><td>London Road, Thundersley</td><td>Library</td></tr><tr><td>Thundersley Methodist Church</td><td>Kennington Avenue, Thudnderlsey</td><td>Reliquous 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Ref	Page	Policy/ Paragraph	Main Modification			Reason for Modification
			Hadleigh Infants and Nursery School	Off Bilton Road, Hadleigh	Education	
			St Barnabas Church	Woodfield Road, Hadleigh	Religious establishment	
			St James the Less	London Road / High Street, Hadleigh	Religious establishment	
			The Salvation Army	London Road, Hadleigh	Religious establishment	
			St Thomas More Church Hall	High Street, Hadleigh	Community Hall	
			Hadleigh Methodist Church	Chapel Lane, Hadleigh	Religious establishment	
			TGH Evangelical Church	Kiln Road, Thundersley	Religious establishment	
			The King John School	Shipwrights Drive / Benfleet Road, Thundersley	Education	
			Holy Family Church Benfleet	High Road, South Benfleet	Religious establishment	
			Jotmans Hall Primary School	High Road, South Benfleet	Education	
			The Appleton School	Croft Road, South Benfleet	Education	
			Holy Family Catholic Primary School	Kents Hill Road, South Benfleet	Education	
			Kents Hill Infants and Junior School	Kents Hill Road, South Benfleet	Education	
			St Mary's Church Hall	High Road, South Benfleet	Community Hall	
			South Benfleet Primary School	Off Richmond Avenue, South Benfleet	Education	
			Richmond Pre-School CIC	High Road, South Benfleet	Education	
			Richmond Hall	Off Richmond Avenue, South Benfleet	Community Hall	
			Benfleet Theatre School	Off Richmond Avenue, South Benfleet	Sport and recreation	
			Benfleet Baptist Church	Kents Hill Road / Constitution Hill, South Benfleet	Religious establishment	
			Benfleet Surgery	Constitution Hill, South Benfleet	Healthcare	
			South Benfleet Library	Constitution Hill / High Road, South Benfleet	Library	
			Oasis Christian Fellowship	High Road, South Benfleet	Religious establishment	
			Benfleet Methodist Church	High Road, South Benfleet	Religious establishment	
			Church of St Mary the Virgin, South Benfleet	High Road, South Benfleet	Religious establishment	
			Wesley Pre School	Hall Farm Road, South Benfleet	Education	
			Essex Way Surgery	Essex Way, South Benfleet	Healthcare	
			Waterside Farm Leisure Centre	Off Somnes Avenue, Canvey Island	Sport and recreation	
			The Cornelius Vermuyden School	Off Dinant Avenue, Canvey Island	Education	
			Northwick Park Primary and Nursery Academy	Off Third Avenue, Canvey Island	Education	
			Third Avenue Healthcare Centre	Third Avenue, Canvey Island	Healthcare	
			Canvey Island Heritage Centre and Museum	Canvey Road, Canvey Island	Sport and recreation	
			St Katherine's Church of England Primary School	Off Hilton Road, Canvey Island	Education	
			Winter Gardens Academy	Link Road, Canvey Island	Education	
			Winter gardens Baptist Church	Hilton Road, Canvey Island	Religious establishment	
			Kingdom Hall of Jehovah's Witnesses	Off Meppel Avenue, Canvey Island	Religious establishment	
			Jewish Congregation of Canvey Island	Off Meppel Avenue, Canvey Island	Religious establishment	
			South Essex College - PROCAT	Off Meppel Avenue / Somnes Avenue, Canvey Island	Education	
			Canvey Village Surgery	Long Road, Canvey Island	Healthcare	
			The Surgery	Hawkesbury Road, Canvey Island	Healthcare	
			Canvey Junior School	Off Long Road, Canvey Island	Education	
			Hawkesbury Pre-School	Off Long Road, Canvey Island	Education	
			Canvey Island Infant School	Off Long Road, Canvey Island	Education	

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



Local Plan

Policies Map Changes to the
Pre-Submission Local Plan 2019 Booklet
November 2021

Contents

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1. Purpose of this Document

- 1.1. The Inspector has published a set of Modifications to the New Castle Point Local Plan.
- 1.2. As a consequence of these modifications the Pre-Submission Local Plan Policies Map will be required to be updated to provide an accurate reflection of the policies within the Plan.
- 1.3. This document sets out the proposed changes from the Pre-Submission Local Plan Policies Map 2019.

2. Summary of Amendments

2.1. Table 1 lists all of the proposed changes to the Pre-Submission Policies Map 2019.

Table 1: Proposed changes to the Pre- Submission Local Plan Policies Map 2019

Mod ref No.	Policy / Para	Proposed Change	Reason for the Change
MM10	HO7	Inset of Orchard's Place travellers site within the Green Belt and name the new map feature ' <i>Gypsy and Traveller Site</i> '	To reflect Main Modification number MM10.
MM15	HO11	Amendment to the eastern edge of the site boundary.	To reflect Main Modification number MM15. Policy HO11 of the Pre-Submission Local Plan Policies Map 2019 extends to the east along Essex Way. As part of the hearing sessions, the Council highlighted that the residential development would not extend into the easterly protrusion and as a consequence the boundary of the site could be reduced.
MM18 MM27	HO14 HO23	Addition of a new map feature named ' <i>New open space (Indicative)</i> ', adjacent to sites HO14 and HO23.	This corresponds to land adjacent to the respective housing allocations that will remain within the Green Belt but can be used for drainage, habitat enhancement and open space provision. This reflects Main Modification numbers MM18 in relation to HO14 and MM27 in relation to HO23.
MM52 MM88	HS6	Amendments to community facilities	The amendments to community facilities reflect existing uses on particular sites and ensures consistency. This also reflects Main Modifications MM52 and MM88.
MM55	TP2	Deletion of Roscommon Way route as part of this map feature.	This reflects Main Modification MM55 and is a consequence of paragraph 70 in the

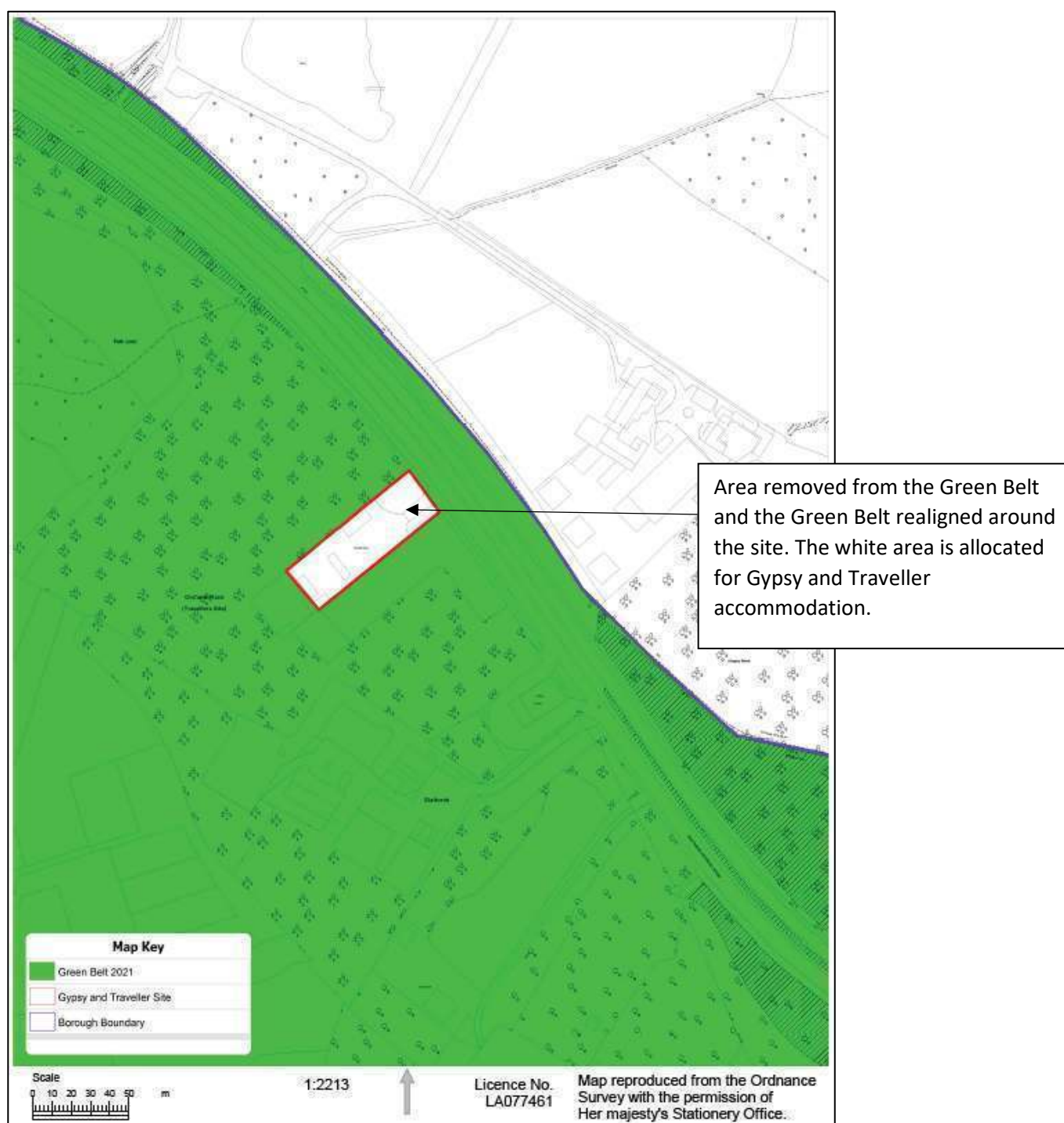
Mod ref No.	Policy / Para	Proposed Change	Reason for the Change
			Inspector's post hearings letter.
MM10 MM15 MM38	GB1	Amendments to the Green Belt boundary.	Small amendments to the Green Belt boundary as a consequence of modifications to policy HO7 and HO11, under Main Modifications MM10 and MM15. As well as boundary changes at school sites as identified in paragraphs 57-63 in the Inspector's post hearings letter. Deletion of land to the east of Manor Trading Estate, as identified in Main Modifications MM38. In addition the retention of the north western field in site HO23, identified in Main Modification MM27 and paragraphs 41-42 in the Inspector's post hearings letter.
MM69	GB4	Deletion of map feature.	Update to Policies Map is to reflect Main Modification MM69 as discussed under Matter Three in the hearing sessions.
N/A	CC2	Amend map feature title from ' <i>Coastal Change Management Area</i> ' to ' <i>Tidal Flood Risk Management Area</i> '.	Name of map feature proposed to change to be consistent with the name of policy CC2.
MM76	NE3	Amend map feature title from ' <i>South Canvey Green Lung</i> ' to ' <i>South Canvey Wildlife Corridor</i> '.	Name of map feature proposed to change to be consistent with the name of policy NE3, as highlighted in Main Modification MM76.
MM77	NE4	Amendments to Local Wildlife Sites (LoWS) CPT9 Kents Hill Wood, CPT10 Coombe Wood, CPT38 Brick House Farm Marsh and CPT44 Poors Lane to reflect the 2012 Local Wildlife Site boundary. The part of land removed from the LoWS will be redesignated as Potential Local Wildlife Sites (PLoWS).	The land proposed as PLoWS reflect the changes to the sites as highlighted in the 2019 Local Wildlife Site Review which have not formally been endorsed through the Essex Local Wildlife Site Partnership as this group is not currently active. This modification is identified under Main Modification MM77.

Mod ref No.	Policy / Para	Proposed Change	Reason for the Change
N/A	NE5	New map feature to be named ' <i>Ancient Woodlands</i> '.	This feature is protected under policy NE5 but has previously not been illustrated on the Policies Map.
N/A	NE9	Update boundaries to reflect the latest HSE consultation zones.	This modification was identified during the Regulation 19 consultation.

3. Map Changes

Policy HO7 – Gypsy and Traveller Site			
Mod ref No.	Policy / Para	Proposed Change	Reason for the Change
MM10	HO7	Inset of Orchard's Place travellers site within the Green Belt and name the new map feature ' <i>Gypsy and Traveller Site</i> '	To reflect Main Modification number MM10.

Map 1: MM10 – Policy HO7 – Orchard Place Gypsy and Traveller Site



Policy HO11 – Land off Glyders			
Mod ref No.	Policy / Para	Proposed Change	Reason for the Change
MM15	HO11	Amendment to the eastern edge of the site boundary.	To reflect Main Modification number MM15. Policy HO11 of the Pre-Submission Local Plan Policies Map 2019 extends to the east along Essex Way. As part of the hearing sessions, the Council highlighted that the residential development would not extend into the easterly protrusion and as a consequence the boundary of the site could be reduced.

Map 2: MM15 – Policy HO11 – Land off Glyders



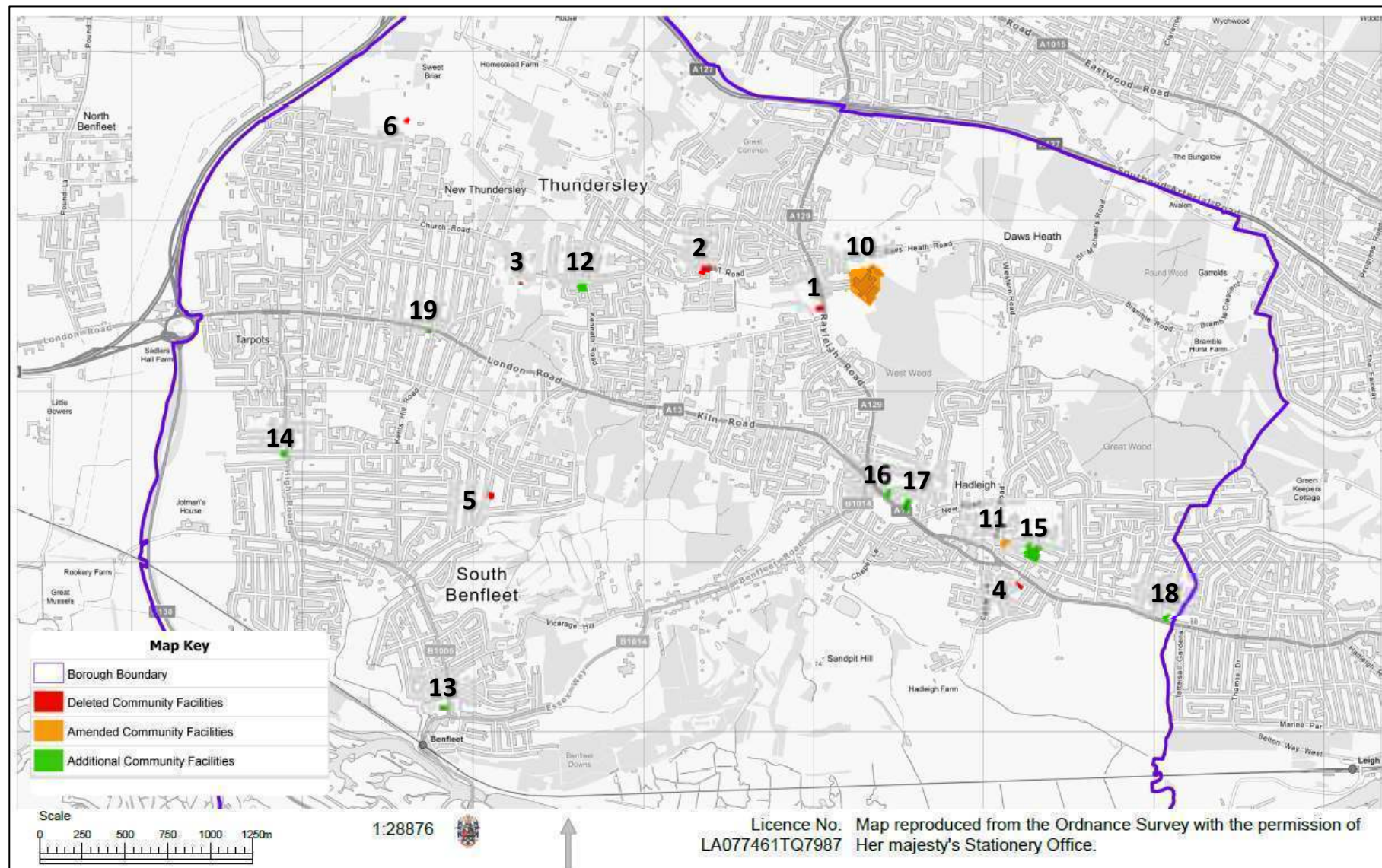
Policy HS6 - Community Facilities			
Mod ref No.	Policy / Para	Proposed Change	Reason for the Change
MM52 MM88	HS6	Amendments to community facilities	The amendments to community facilities reflect existing uses on particular sites and ensures consistency. This also reflects Main Modifications MM52 and MM88.

Table 2: Proposed amendments to the Community Facility Designations

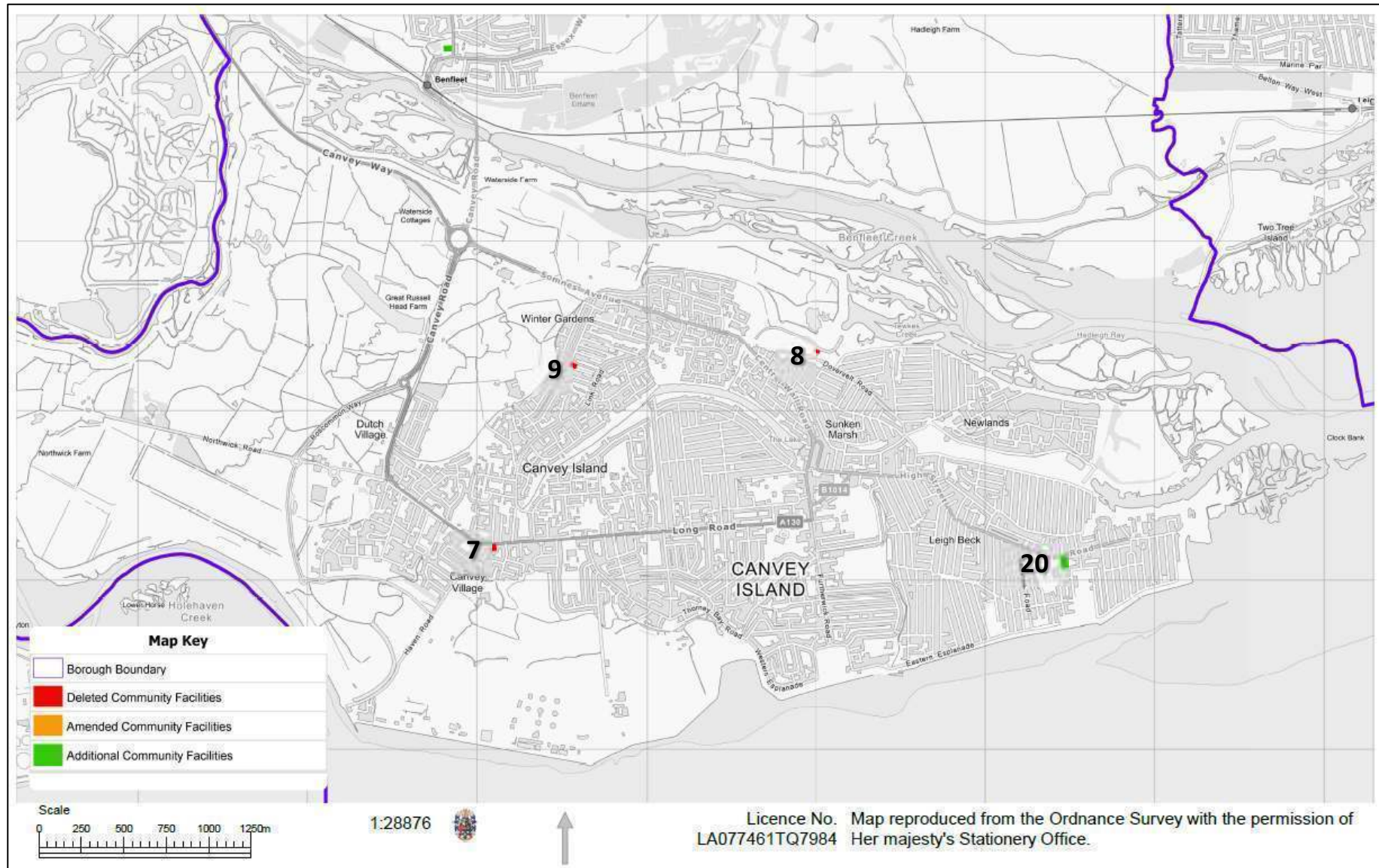
Reference	Location	Action	Reason
1	Rayleigh Rd/ The Chase	Remove	Factual amendment, now residential.
2	Hart Rd/ The Rundells	Remove	Factual amendment, now residential.
3	Off Church Road (next to St Peter's Church)	Remove	Facility does not meet the requirements within the policy.
4	Oak Road South	Remove	Factual amendment, no community facilities there.
5	Stafford Hall	Remove	Factual amendment, facility is residential.
6	Benfleet Cricket and Social club	Remove	Consistency as not all outdoor sports facilities have been identified.
7	British Red Cross	Remove	Facility does not meet the requirements within the policy.
8	Canvey Island Rugby Union Club	Remove	Consistency as not all outdoor sports facilities have been identified.
9	Budna Road/ Central Avenue Community Hall	Remove	Factual amendment, now residential.
10	Deanes School	Amendment to boundary	Representation 300 from Essex County Council – factual update, boundary should exclude 86 Daws Heath Road as this is now residential.
11	Hadleigh URC Church	Amendment to boundary	Factual update amend boundary to exclude residential.
12	Thundersley Clinic, Kenneth Road	Addition	Consistency with other community facilities.
13	Church of St Mary the Virgin, South Benfleet	Addition	Consistency with other community facilities.
14	Benfleet Clinic	Addition	Consistency with other community facilities.
15	Hadleigh Junior School, Church Road/The Avenue	Addition	Consistency with other community facilities.
16	Hadleigh Clinic, London Road	Addition	Consistency with other community facilities.
17	Sandscastles Nursery, London Road	Addition	Consistency with other community facilities.
18	Georgie Porgie Ltd, London Road	Addition	Consistency with other community facilities.

Reference	Location	Action	Reason
19	Queen Bee's Day Nursery and Pre School, London Road	Addition	Consistency with other community facilities.
20	Canvey Island Transport Museum, Point Road	Addition	Consistency with other community facilities.

Map 3: MM52 and MM88 – Policy HS6 - All Amendments to Community Facilities on the Mainland



Map 4: MM52 and MM88 – Policy HS6 - All Amendments to Community Facilities on Canvey Island



Reference	Location	Action	Reason
1	Rayleigh Rd/ The Chase	Remove	Factual amendment, now residential.

Map 5: MM52 and MM88 – Policy HS6 - Deletion of Rayleigh Rd/ The Chase Community Facility



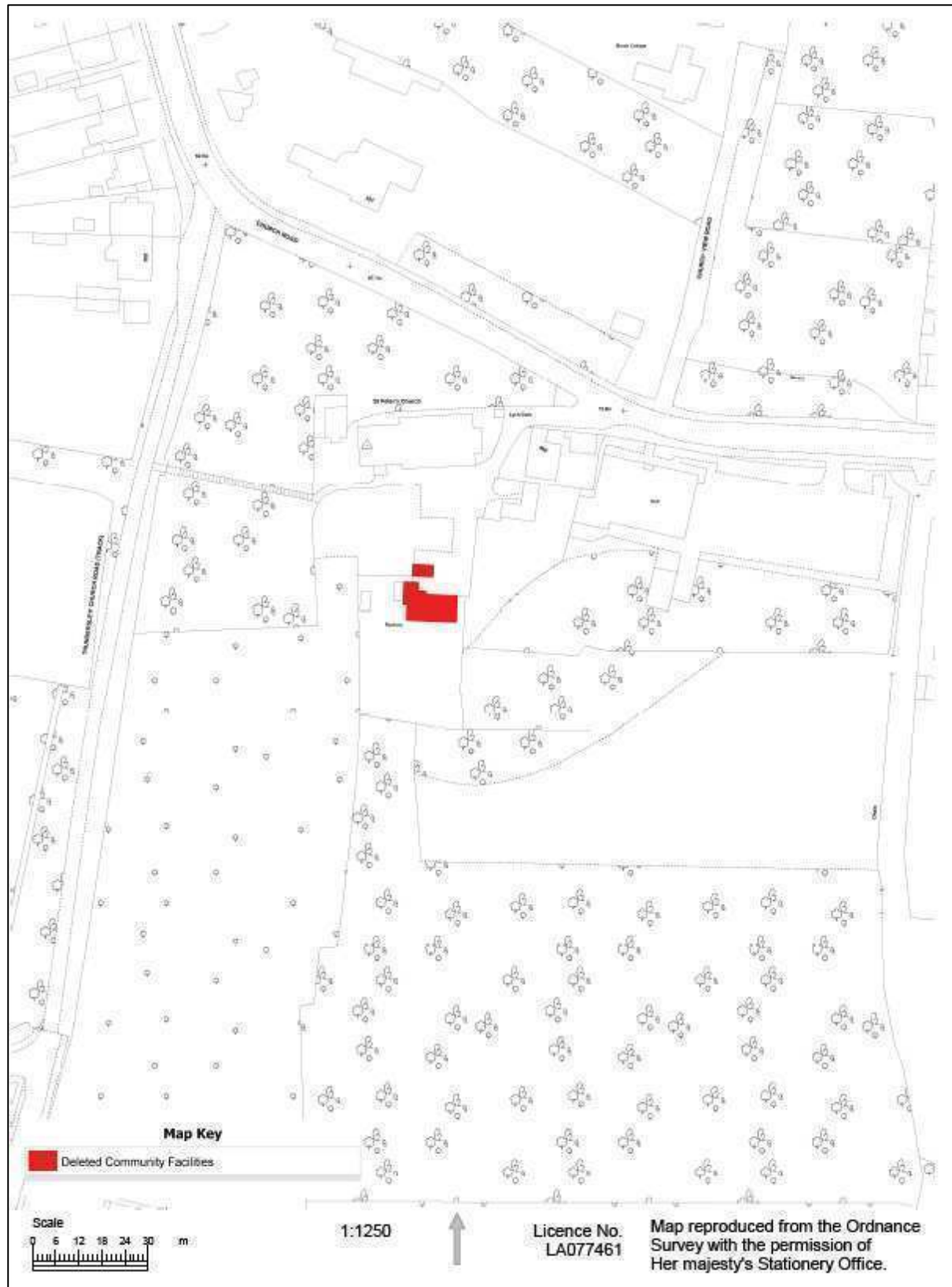
Reference	Location	Action	Reason
2	Hart Rd/ The Rundells	Remove	Factual amendment, now residential.

Map 6: MM52 and MM88 – Policy HS6 - Deletion of Hart Rd/ The Rundells Community Facility



Reference	Location	Action	Reason
3	Off Church Road (next to St Peter's Church)	Remove	Facility does not meet the requirements within the policy.

Map 7: MM52 and MM88 – Policy HS6 - Deletion of Off Church Road (next to St Peter's Church) Community Facility



Reference	Location	Action	Reason
4	Oak Road South	Remove	Factual amendment, no community facilities there.

Map 8: MM52 and MM88 – Policy HS6 - Deletion of Oak Road South Community Facility



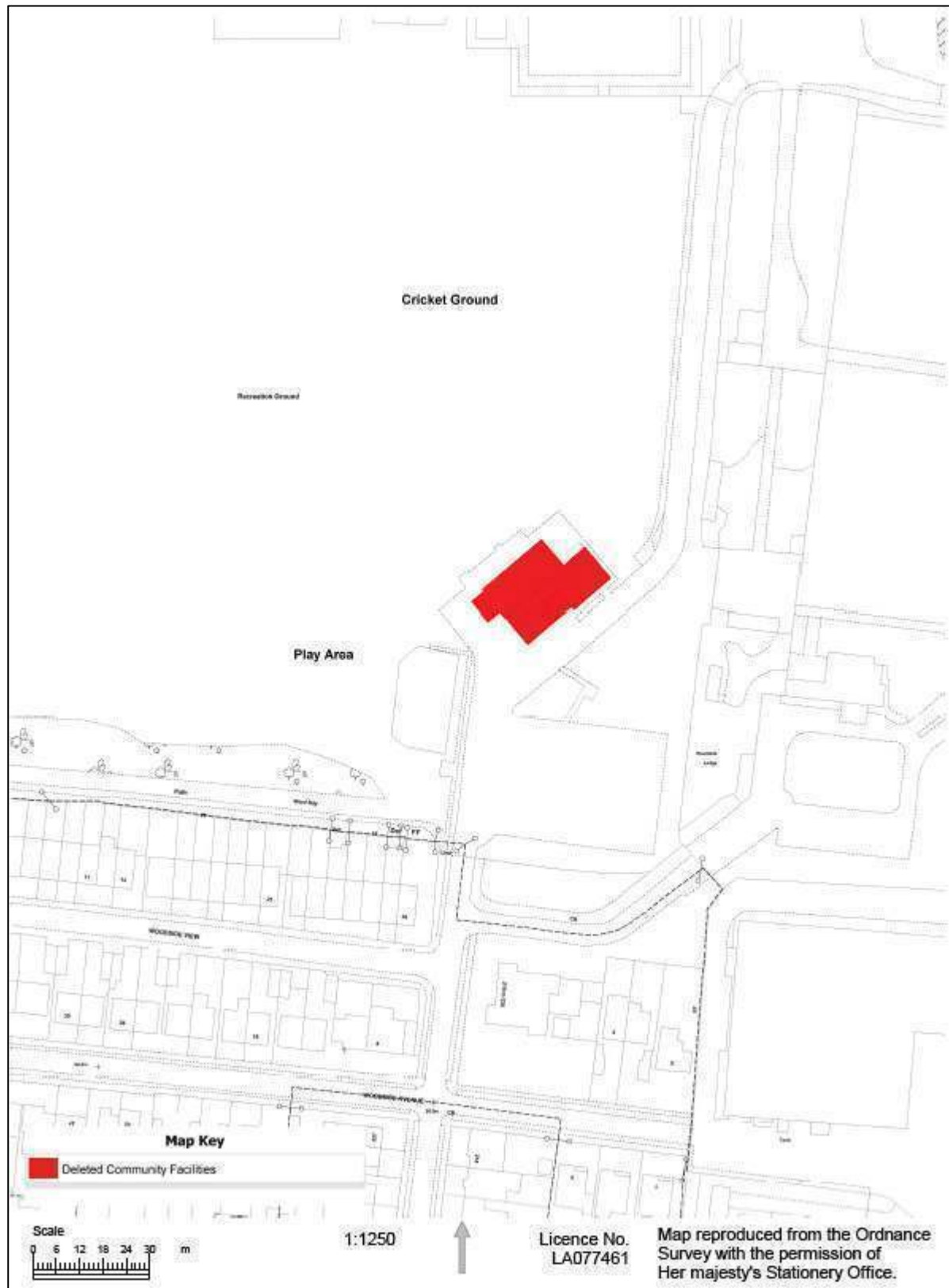
Reference	Location	Action	Reason
5	Stafford Hall	Remove	Factual amendment, facility is residential.

Map 9: MM52 and MM88 – Policy HS6 - Deletion of Stafford Hall Community Facility



Reference	Location	Action	Reason
6	Benfleet Cricket and Social club	Remove	Consistency as not all outdoor sports facilities have been identified.

Map 10: MM52 and MM88 – Policy HS6 - Deletion of Benfleet Cricket and Social club Community



Facility

Reference	Location	Action	Reason
7	British Red Cross	Remove	Facility does not meet the requirements within the policy.

Map 11: MM52 and MM88 – Policy HS6 - Deletion of British Red Cross Community Facility



Reference	Location	Action	Reason
8	Canvey Island Rugby Union Club	Remove	Consistency as not all outdoor sports facilities have been identified.

Map 12: MM52 and MM88 – Policy HS6 - Deletion of Canvey Island Rugby Union Club Community Facility



Reference	Location	Action	Reason
9	Budna Road/ Central Avenue Community Hall	Remove	Factual amendment, now residential.

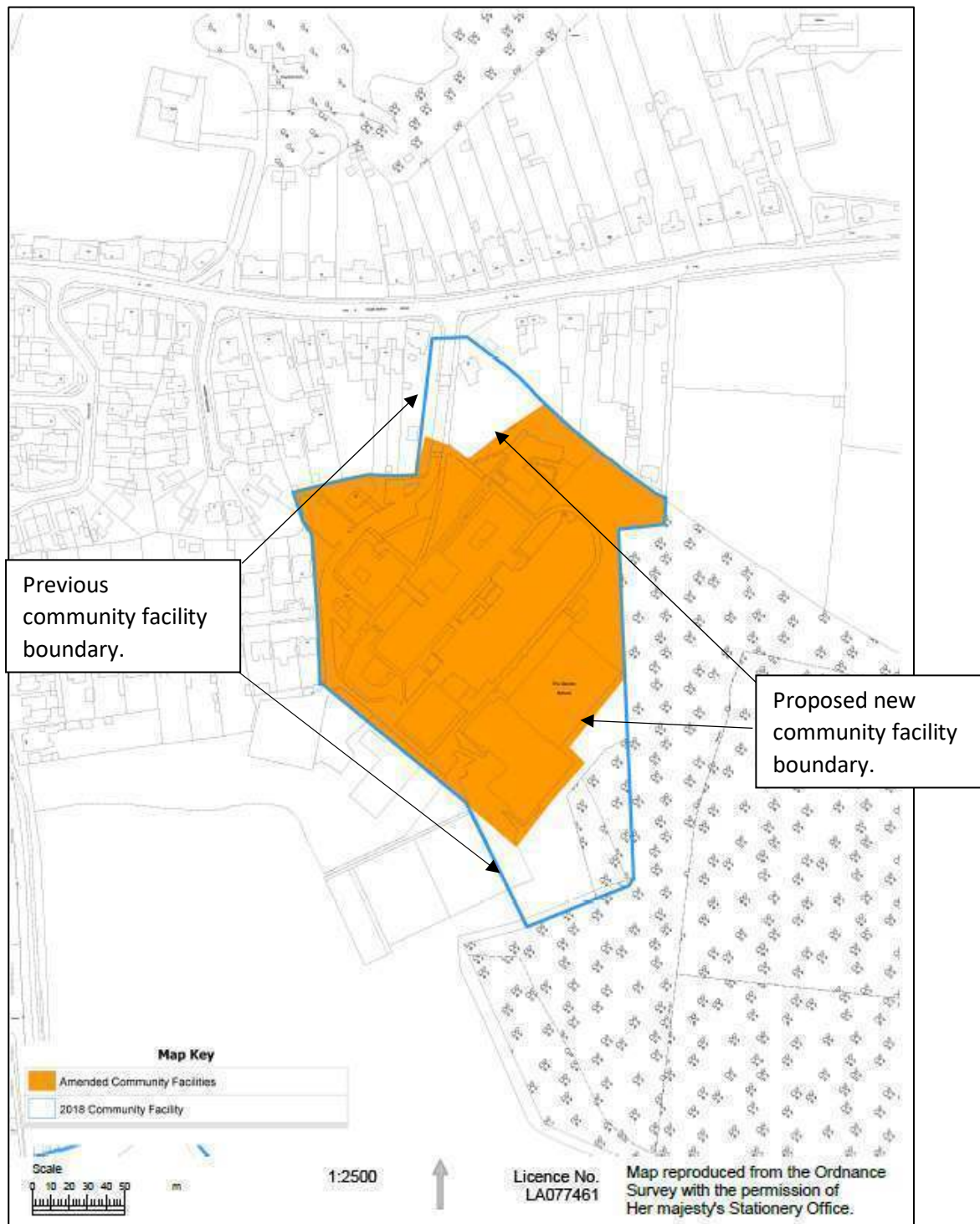
Map 13: MM52 and MM88 – Policy HS6 - Deletion of Budna Road/ Central Avenue Community Hall



Community Facility

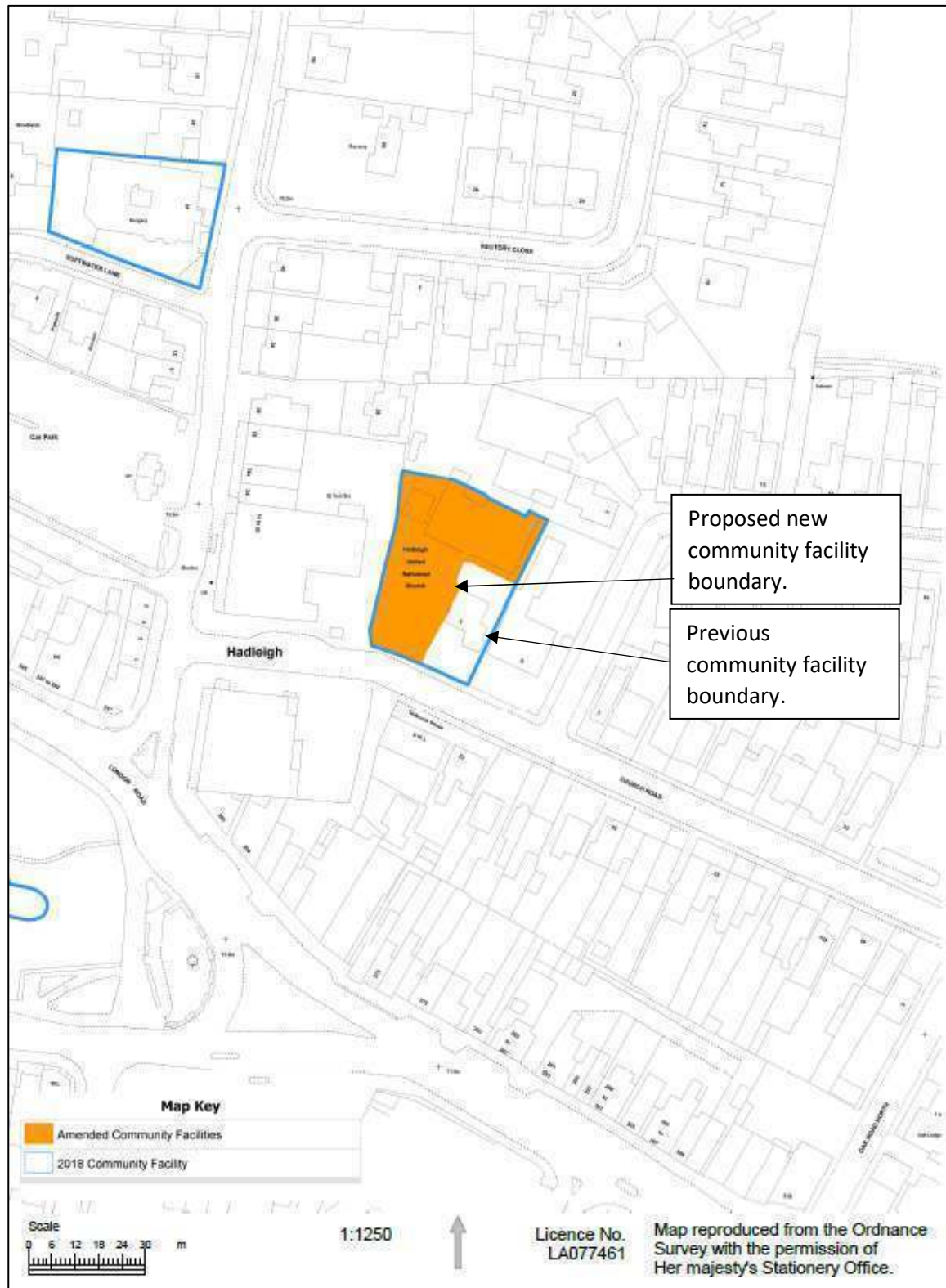
Reference	Location	Action	Reason
10	Deanes School	Amendment to boundary	Representation 300 from Essex County Council – factual update, boundary should exclude 86 Daws Heath Road as this is now residential.

Map 14: MM52 and MM88 – Policy HS6 - Amendment to the boundary of The Deanes School Community Facility



Reference	Location	Action	Reason
11	Hadleigh URC Church	Amendment to boundary	Factual update amend boundary to exclude residential.

Map 15: MM52 and MM88 – Policy HS6 - Amendment to the boundary of Hadleigh URC Church Community Facility



Reference	Location	Action	Reason
12	Thundersley Clinic, Kenneth Road	Addition	Consistency with other community facilities.

Map 16: MM52 and MM88 – Policy HS6 - Addition of Thundersley Clinic, Kenneth Road Community Facility



Reference	Location	Action	Reason
13	Church of St Mary the Virgin, South Benfleet	Addition	Consistency with other community facilities.

Map 17: MM52 and MM88 – Policy HS6 - Addition of Church of St Mary the Virgin, South Benfleet Community Facility



Reference	Location	Action	Reason
14	Benfleet Clinic	Addition	Consistency with other community facilities.

Map 18: MM52 and MM88 – Policy HS6 - Addition of Benfleet Clinic Community Facility



Reference	Location	Action	Reason
15	Hadleigh Junior School, Church Road/The Avenue	Addition	Consistency with other community facilities.

Map 19: MM52 and MM88 – Policy HS6 - Addition of Hadleigh Junior School, Church Road/The Avenue Community Facility



Reference	Location	Action	Reason
16	Hadleigh Clinic, London Road	Addition	Consistency with other community facilities.
17	Sandscastles Nursery, London Road	Addition	Consistency with other community facilities.

Map 20: MM52 and MM88 – Policy HS6 - Addition of Hadleigh Clinic, London Road and Sandscastles Nursery, London Road Community Facilities



Reference	Location	Action	Reason
18	Georgie Porgie Ltd, London Road	Addition	Consistency with other community facilities.

Map 21: MM52 and MM88 – Policy HS6 - Addition of Georgie Porgie Ltd, London Road Community Facility



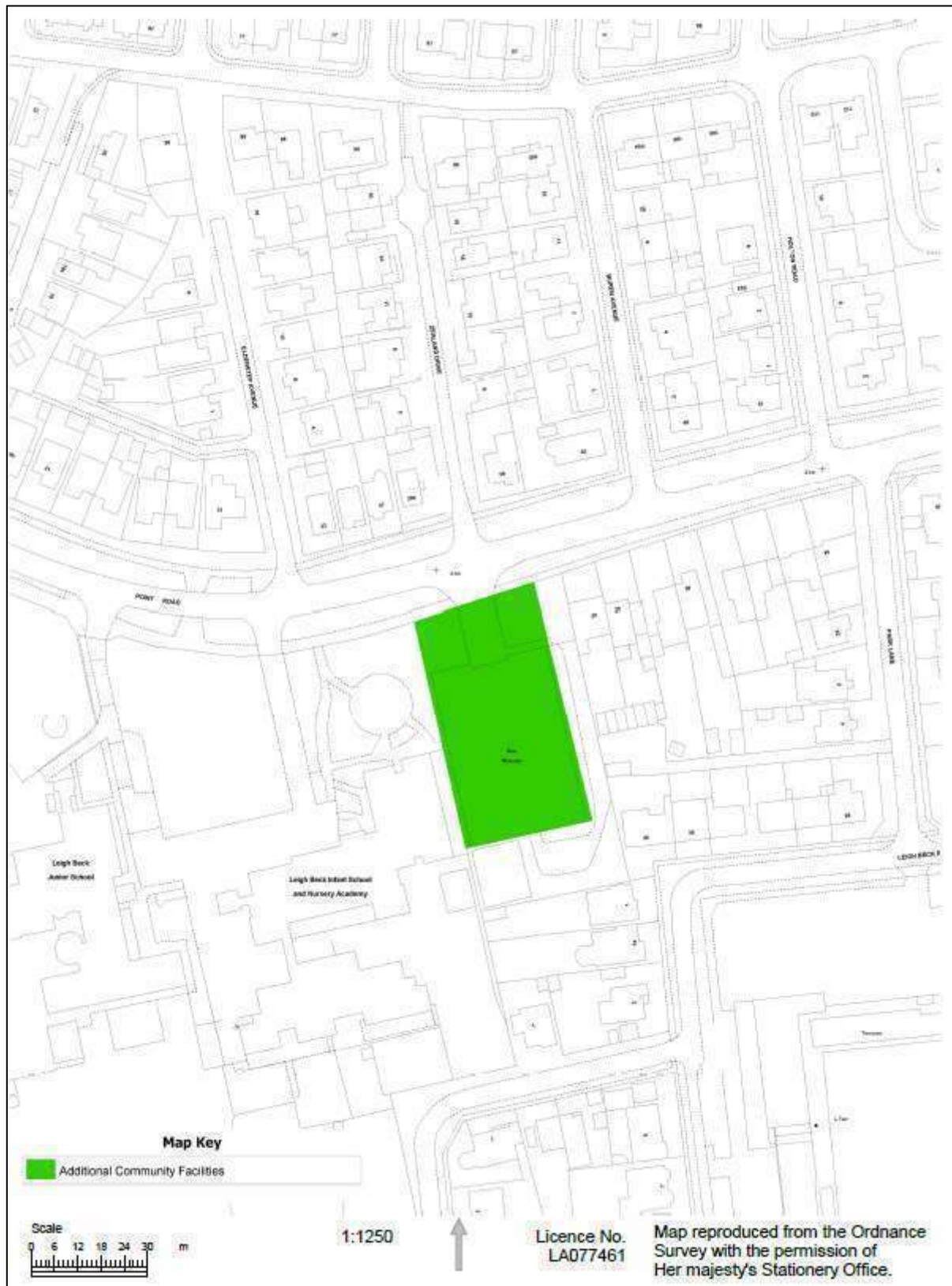
Reference	Location	Action	Reason
19	Queen Bee's Day Nursery and Pre School, London Road	Addition	Consistency with other community facilities.

Map 22: MM52 and MM88 – Policy HS6 - Addition of Queen Bee's Day Nursery and Pre School, London Road Community Facility



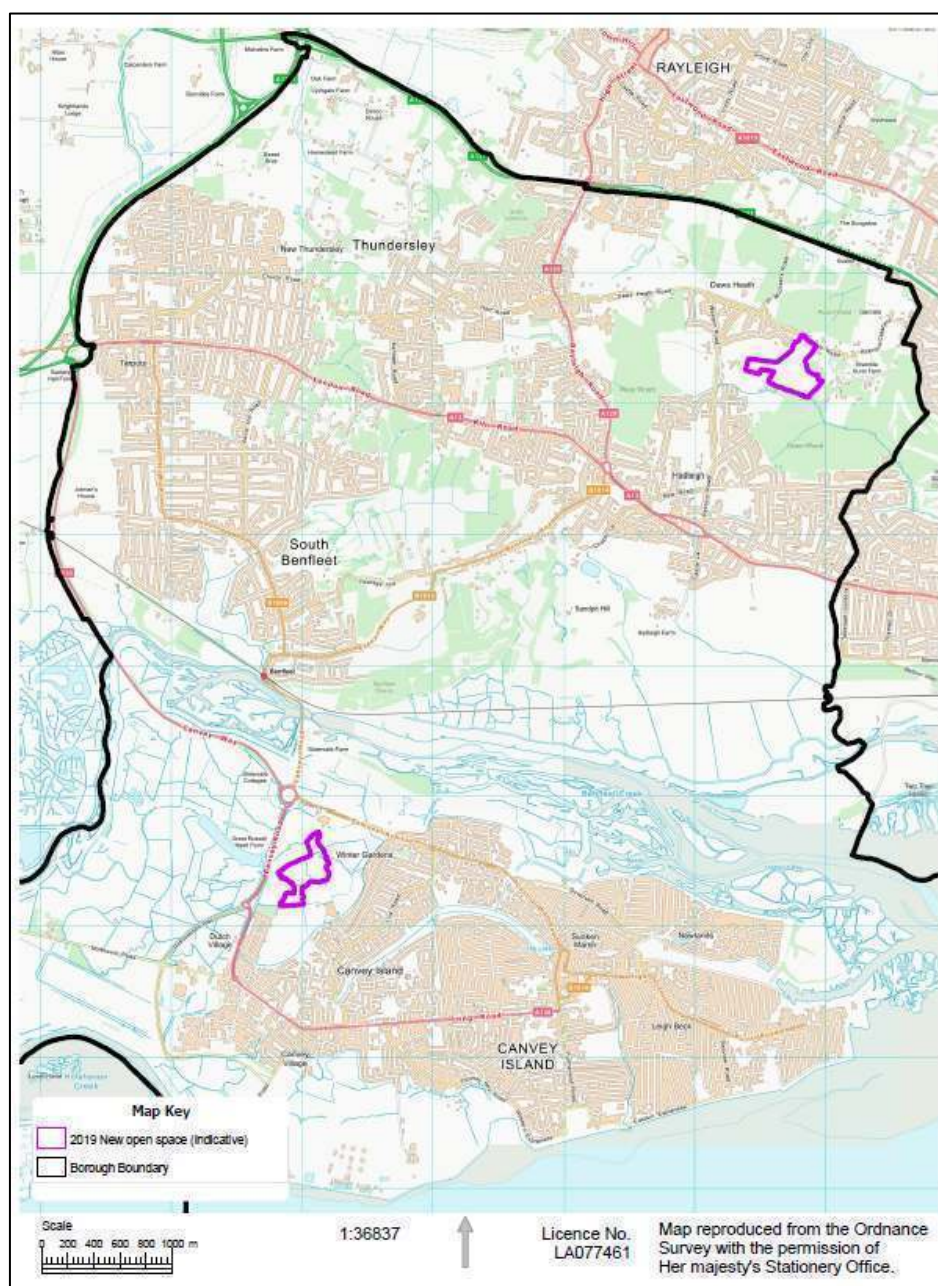
Reference	Location	Action	Reason
20	Canvey Island Transport Museum, Point Road	Addition	Consistency with other community facilities.

Map 23: MM52 and MM88 – Policy HS6 - Addition of Canvey Island Transport Museum, Point Road Community Facility



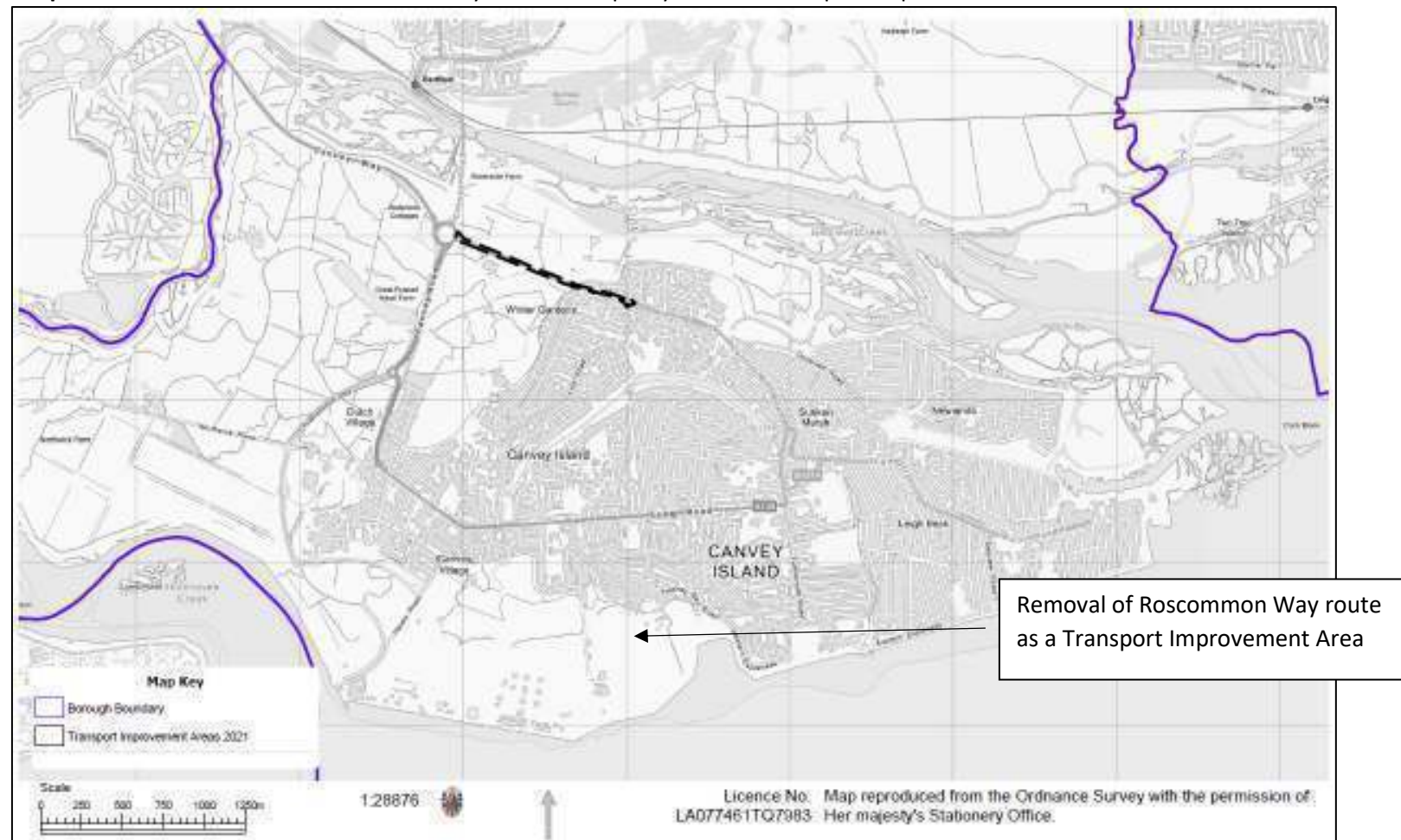
Policies HO14 and HO23 – New Open Space (Indicative)			
Mod ref No.	Policy / Para	Proposed Change	Reason for the Change
MM18 MM27	HO14 HO23	Addition of a new map feature named ' <i>New open space (Indicative)</i> ', adjacent to sites HO14 and HO23.	<p>This corresponds to land adjacent to the respective housing allocations that will remain within the Green Belt but can be used for drainage, habitat enhancement and open space provision.</p> <p>This reflects Main Modification numbers MM18 in relation to HO14 and MM27 in relation to HO23.</p>

Map 24: MM18 and MM27 – Policies HO14 and HO23 - New Open Space (Indicative)



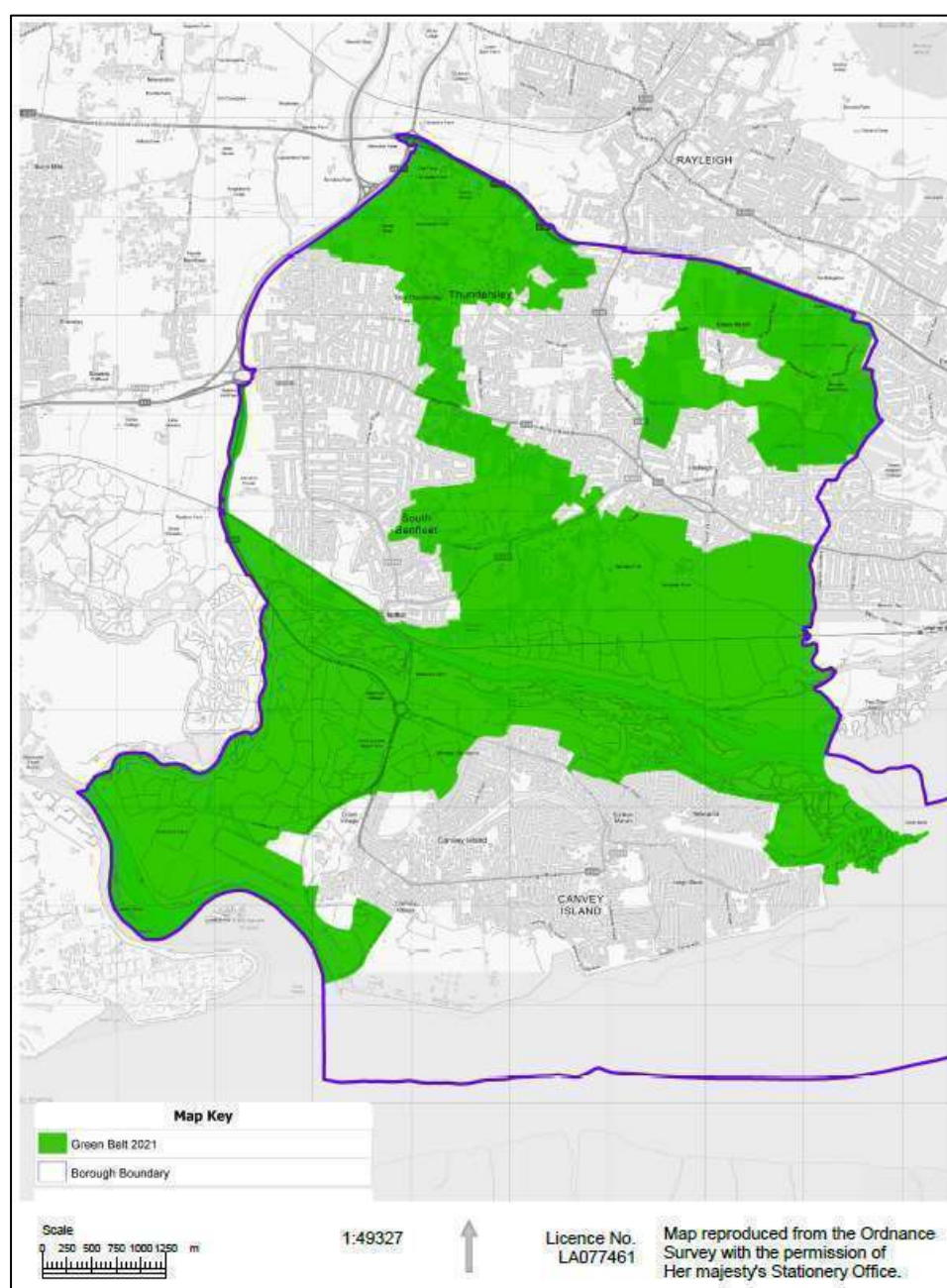
Policy TP2 – Removal of Roscommon Way Phase Three Route			
Mod ref No.	Policy / Para	Proposed Change	Reason for the Change
MM55	TP2	Deletion of Roscommon Way route as part of this map feature.	This reflects Main Modification MM55 and is a consequence of paragraph 70 in the Inspector's post hearings letter.

Map 25: MM55 Deletion of Roscommon Way Route from policy TP2 and Transport Improvement Areas



Policy GB1 – Green Belt Strategy			
Mod ref No.	Policy / Para	Proposed Change	Reason for the Change
MM10 MM15 MM27 MM38	GB1	Amendments to the Green Belt boundary.	<p>Small amendments to the Green Belt boundary as a consequence of modifications to policy HO7 and HO11, under Main Modifications MM10 and MM15.</p> <p>As well as boundary changes at school sites as identified in paragraphs 57-63 in the Inspector's post hearings letter.</p> <p>Deletion of land to the east of Manor Trading Estate, as identified in Main Modifications MM38.</p> <p>In addition the retention of the north western field in site HO23, identified in Main Modification MM27 and paragraphs 41-42 in the Inspector's post hearings letter.</p>

Map 26: Proposed new Green Belt boundary



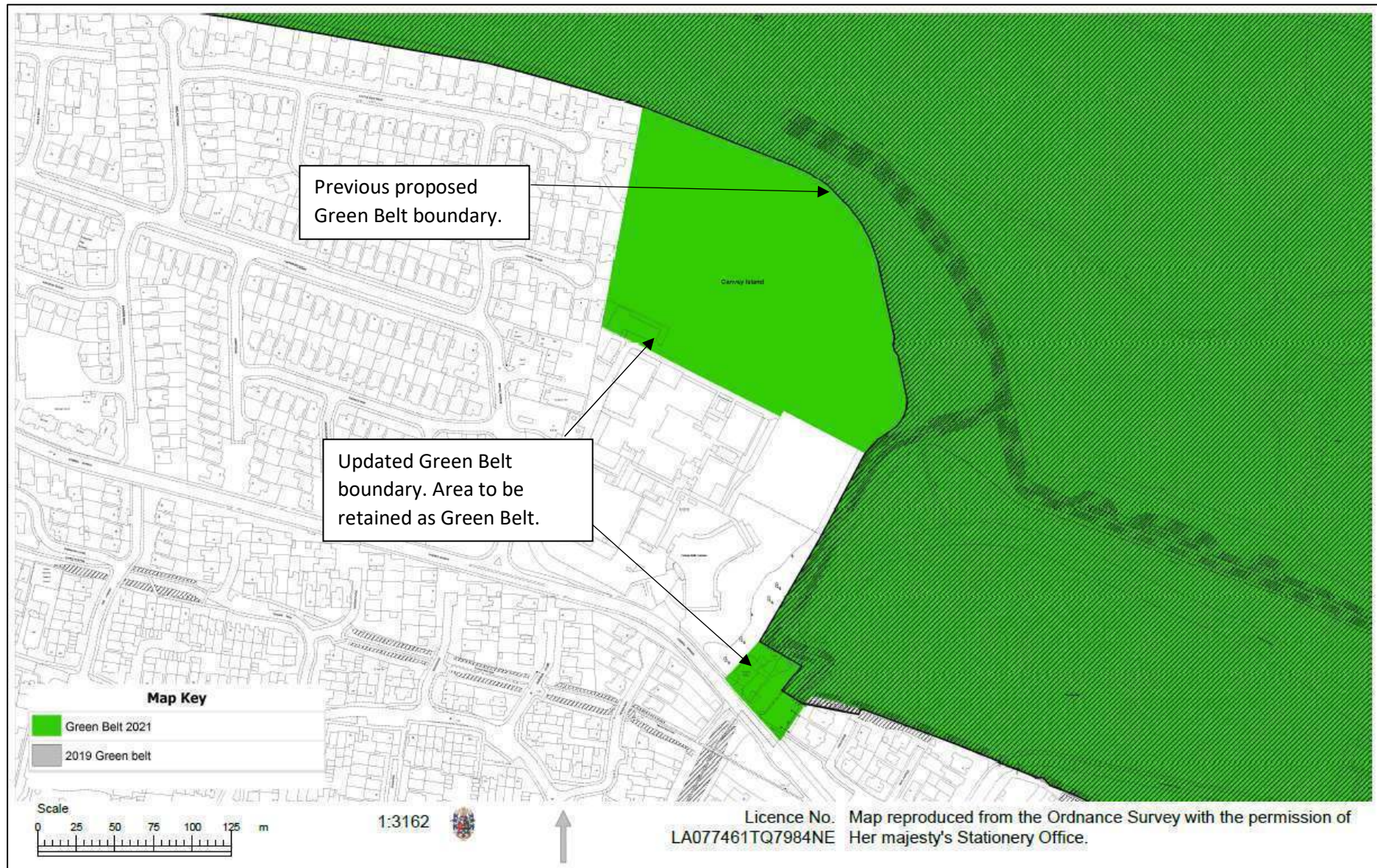
Map 27: Policy GB1 - Green Belt changes around The Deanes School



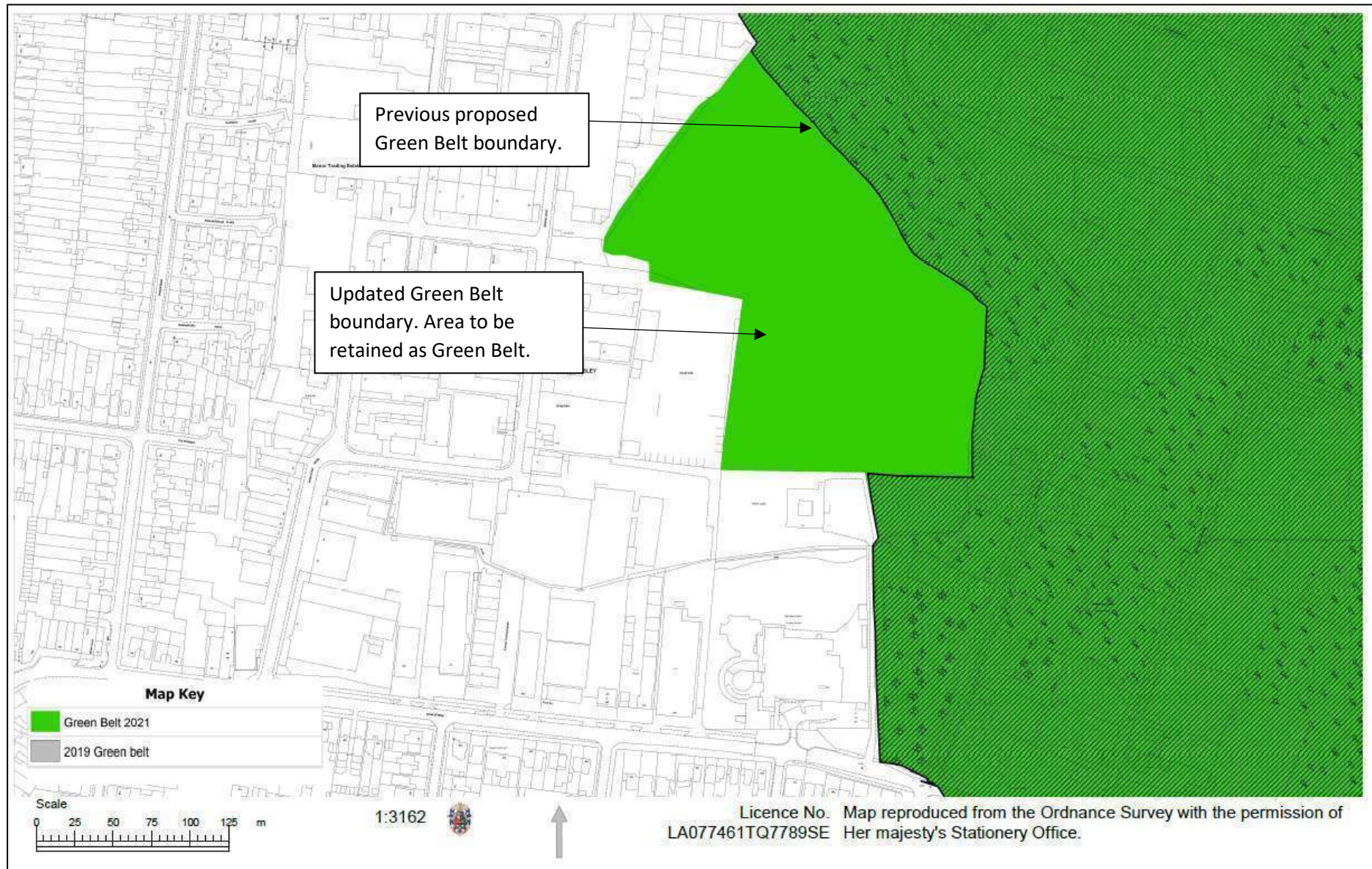
Map 28: Policy GB1 - Green Belt changes around King John School



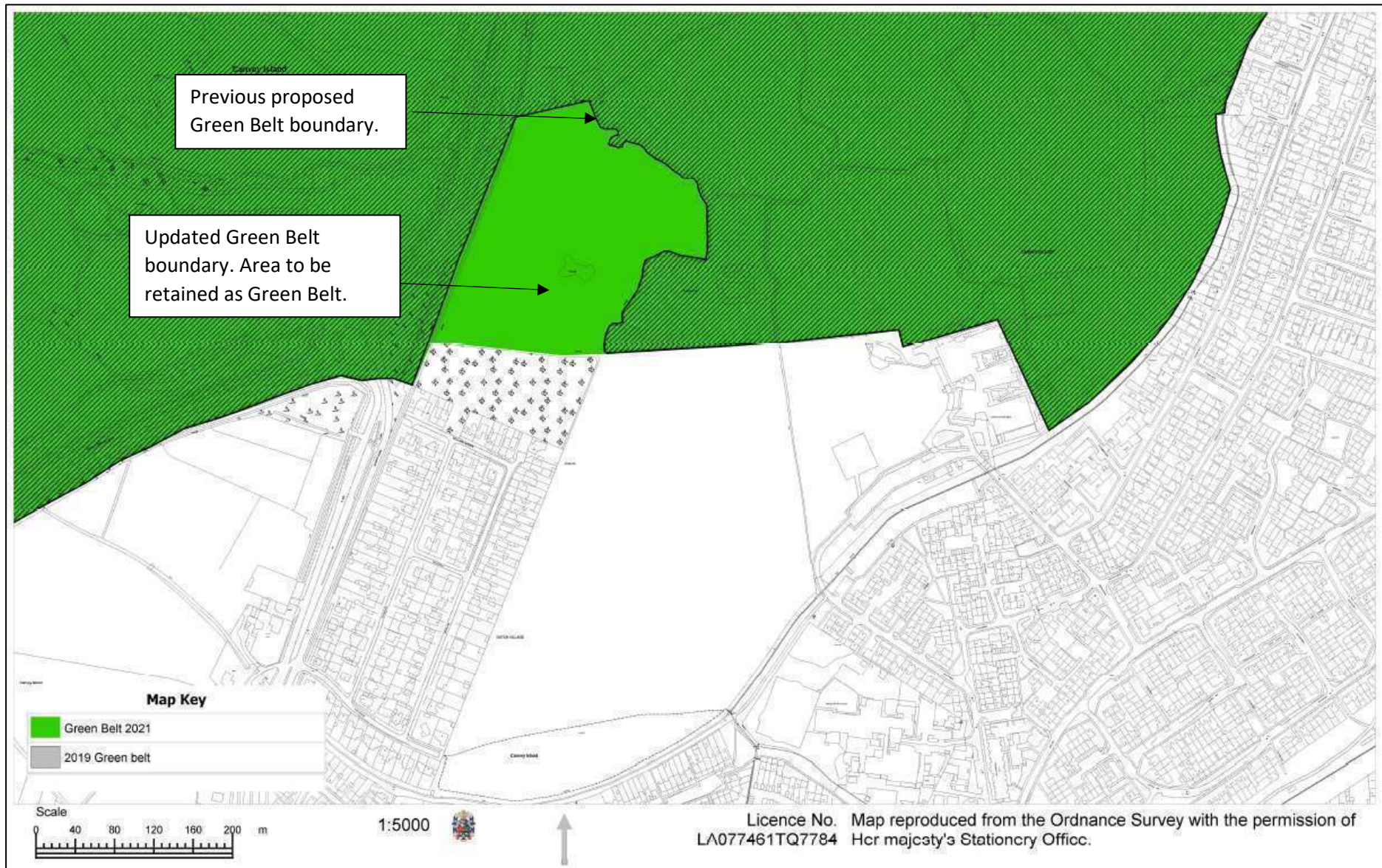
Map 29: Policy GB1 - Green Belt changes around USP Canvey College Campus and the former Castle View School



Map 30: MM38 – Policy GB1 - Green Belt changes at land to the east of Manor Trading Estate

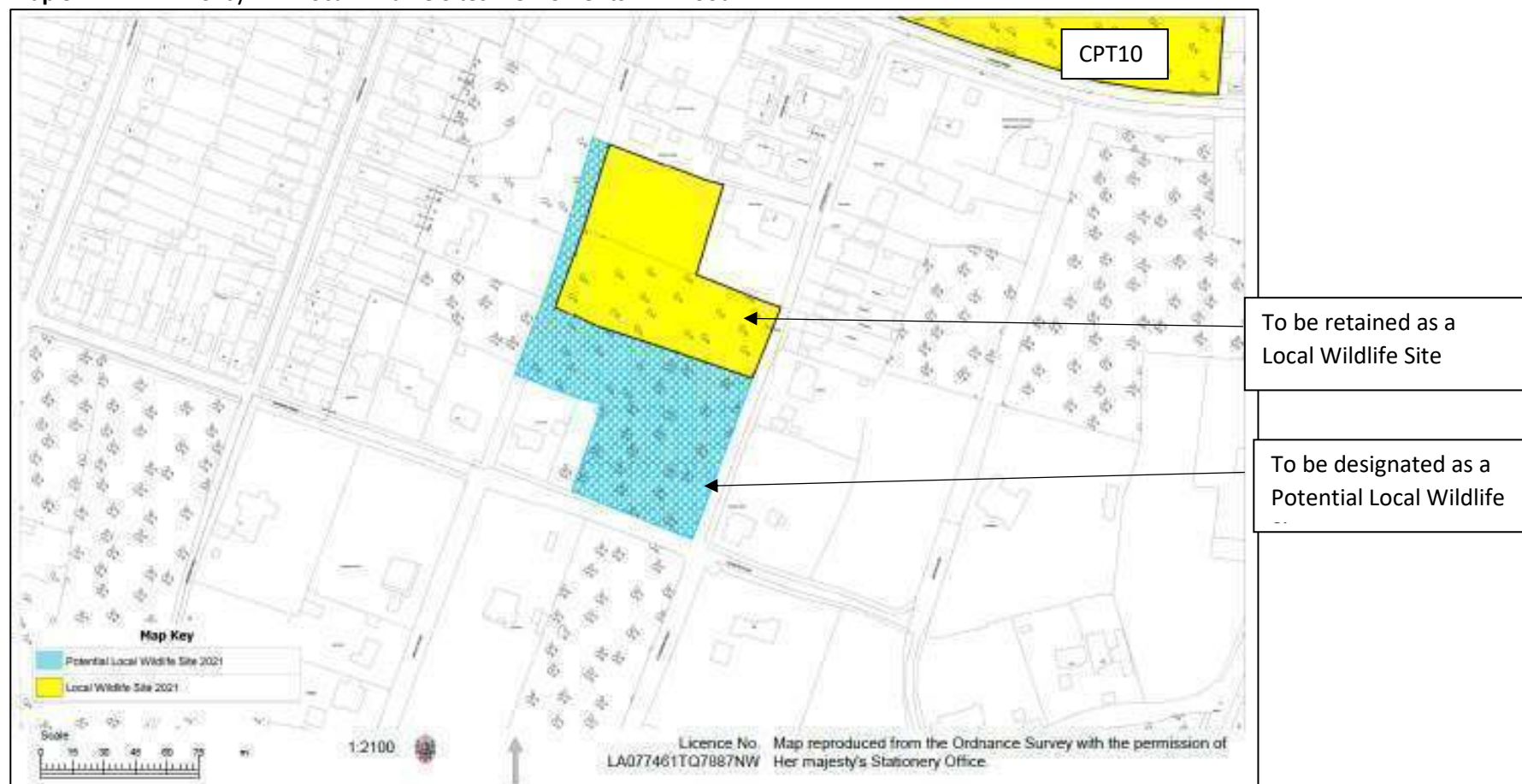


Map 31: MM27 – Policy GB1 - Green Belt changes around Site HO23 – Land east of Canvey Road

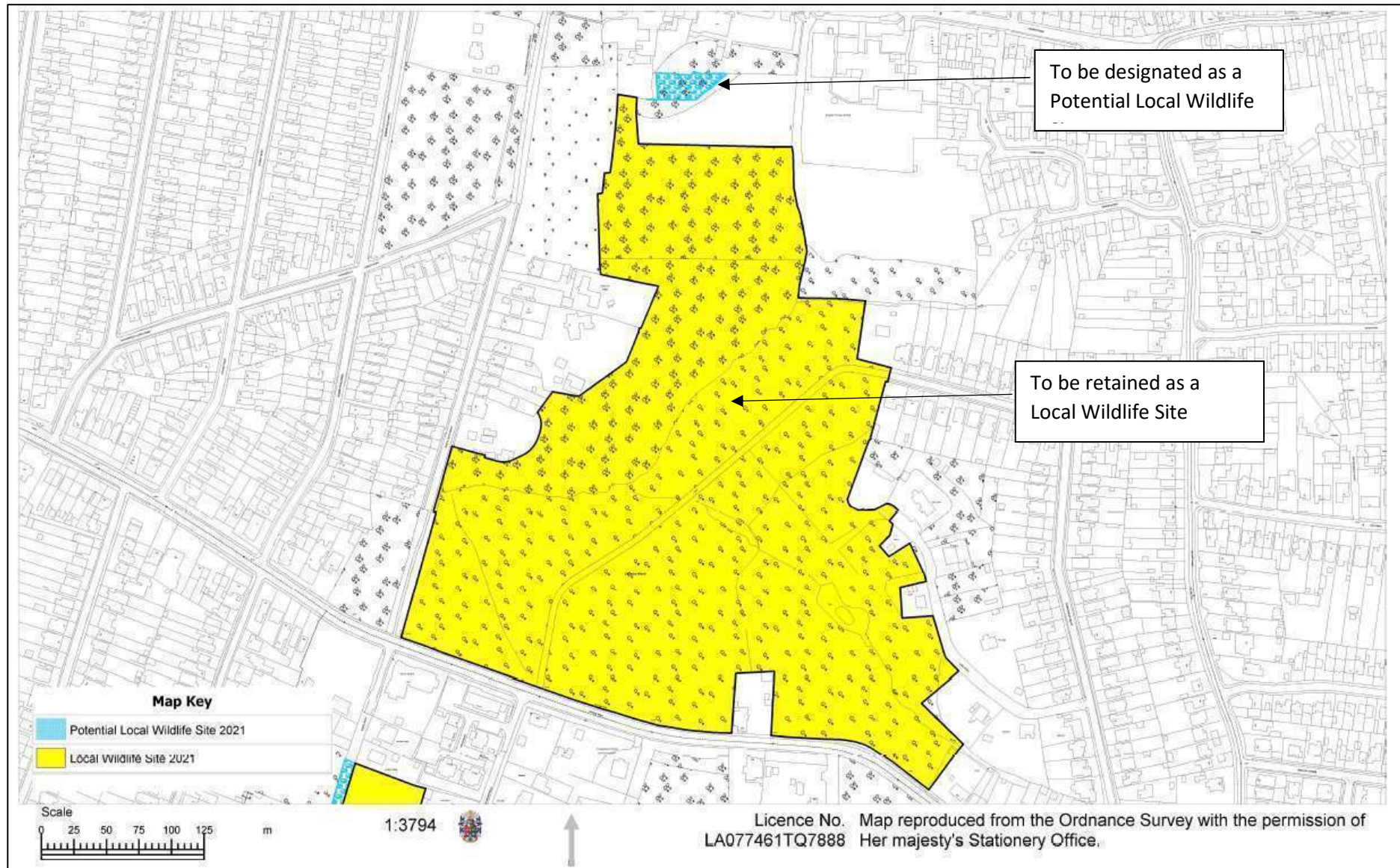


Policy NE4 – Local Wildlife Sites			
Mod ref No.	Policy / Para	Proposed Change	Reason for the Change
MM77	NE4	Amendments to Local Wildlife Sites (LoWS) CPT9 Kents Hill Wood, CPT10 Coombe Wood, CPT38 Brick House Farm Marsh and CPT44 Poors Lane to reflect the 2012 Local Wildlife Site boundary. The part of land removed from the LoWS will be redesignated as Potential Local Wildlife Sites (PLoWS).	The land proposed as PLoWS reflect the changes to the sites as highlighted in the 2019 Local Wildlife Site Review which have not formally been endorsed through the Essex Local Wildlife Site Partnership as this group is not currently active. This modification is identified under Main Modification MM77.

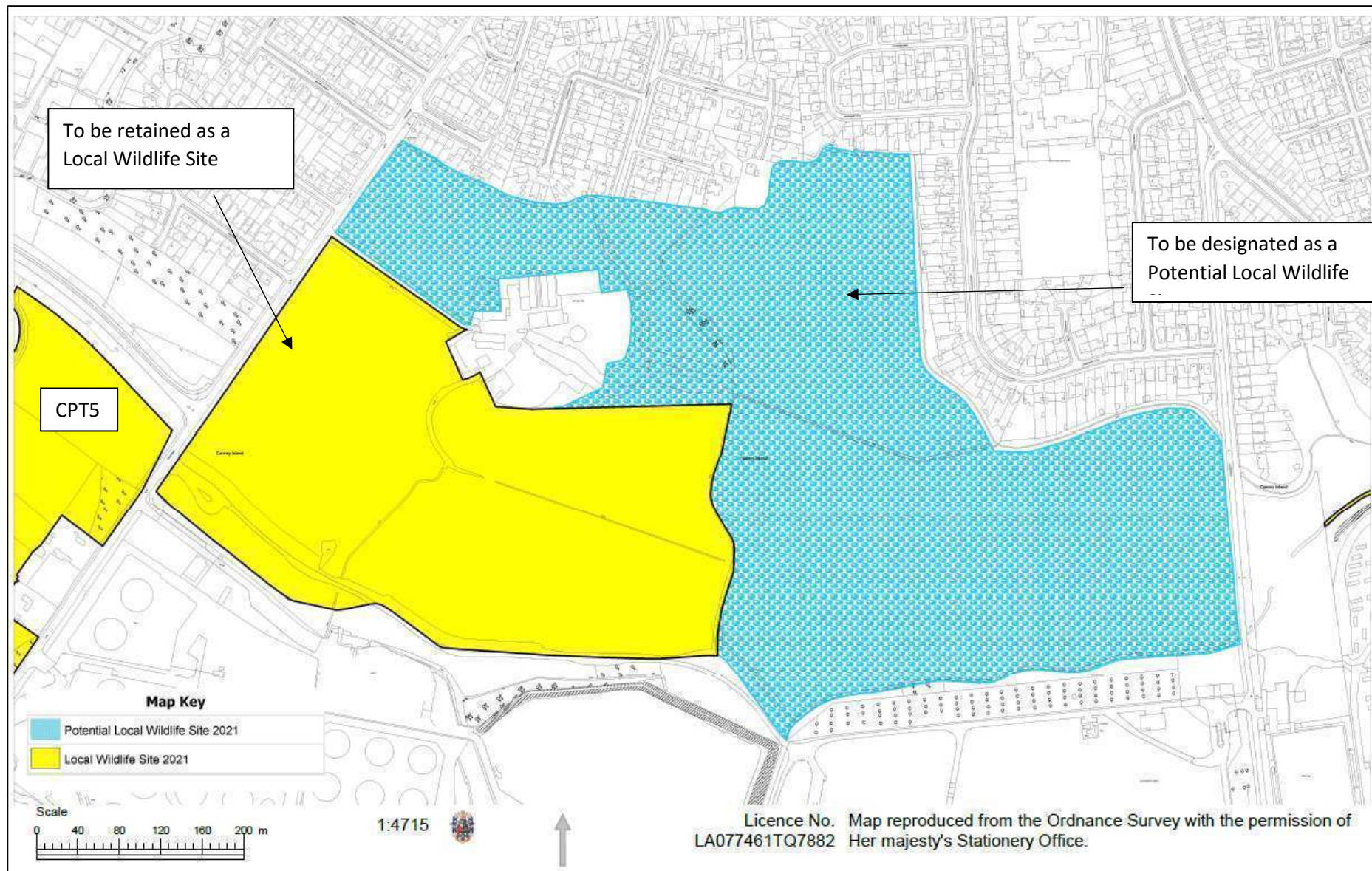
Map 32: MM77 - Policy NE4 Local Wildlife Sites – CPT9 Kents Hill Wood



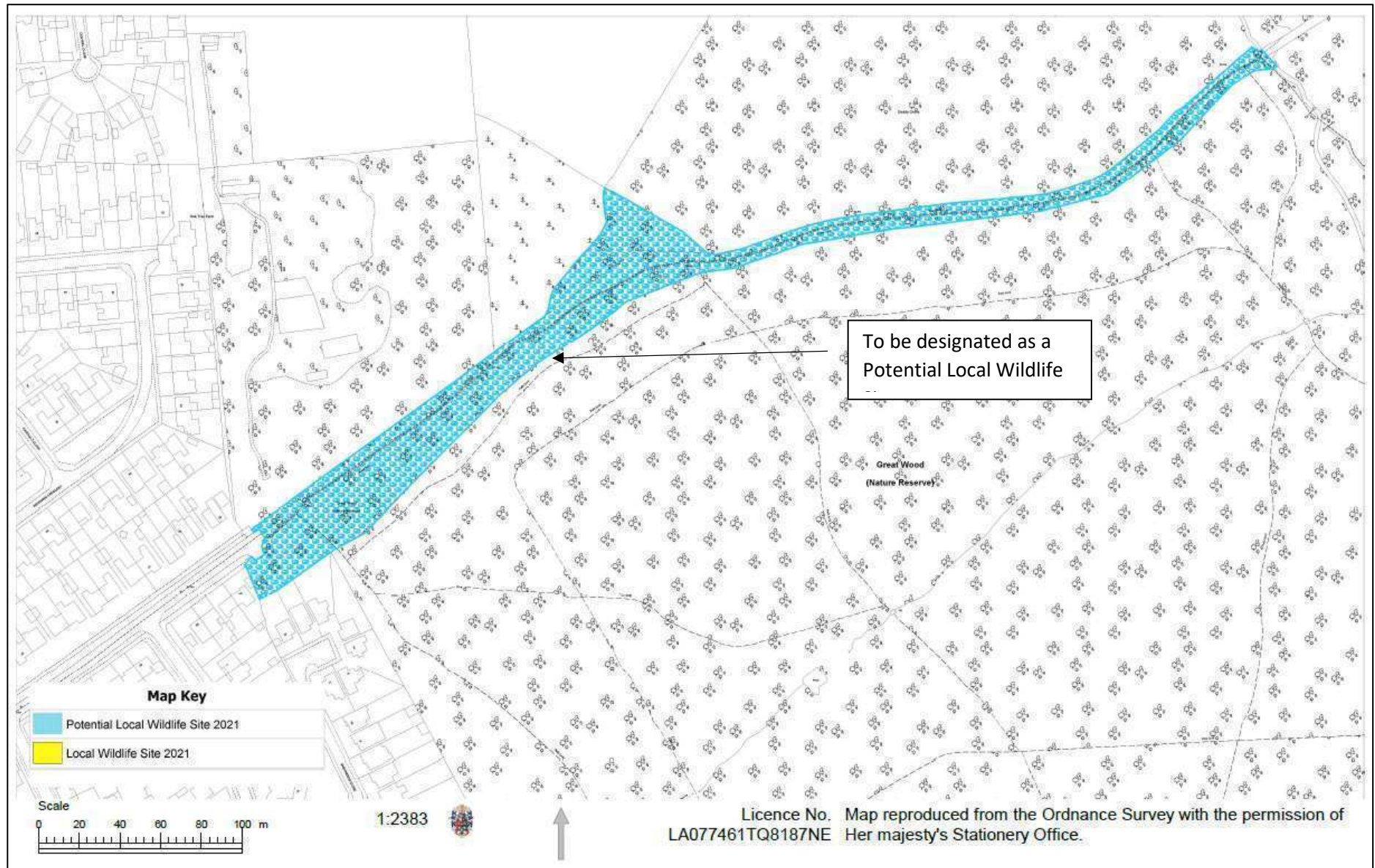
Map 33: MM77 - Policy NE4 Local Wildlife Sites – CPT10 Coombe Wood



Map 34: MM77 - Policy NE4 Local Wildlife Sites – CPT38 Brick House Farm Marsh

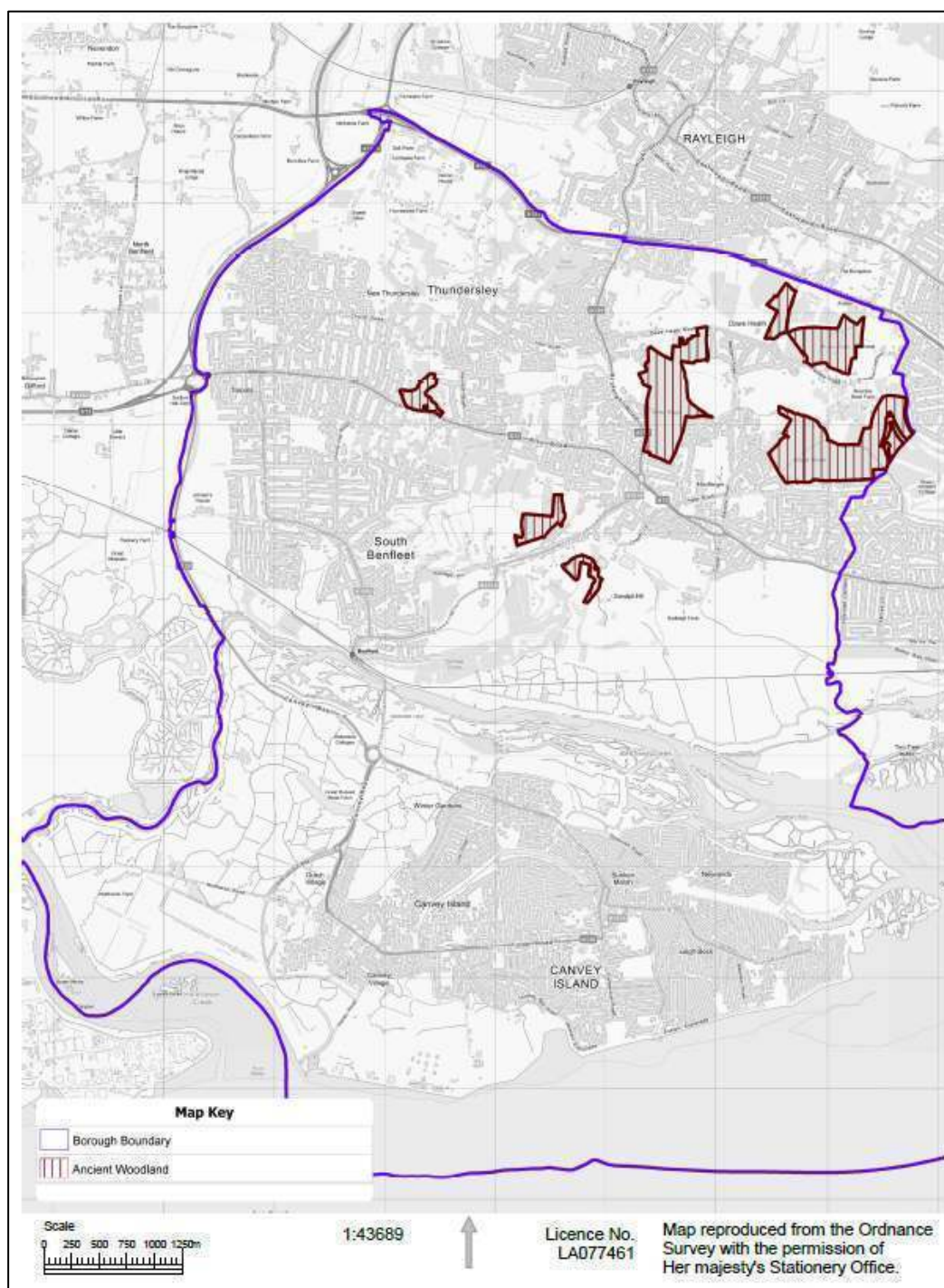


Map 35: MM77 - Policy NE4 Local Wildlife Sites – CPT44 Poors Lane



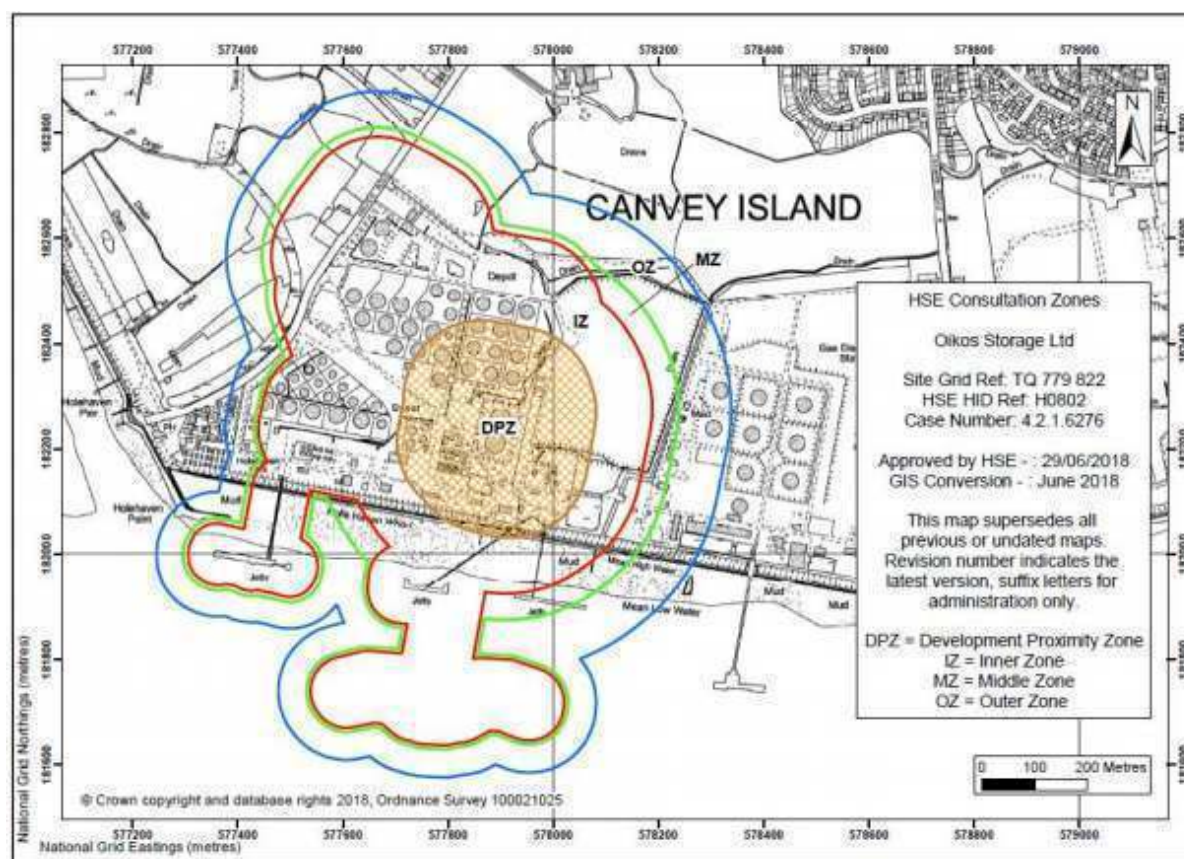
Policy NE5 - Determining Applications affecting Ecologically Sensitive and Designated Sites			
Mod ref No.	Policy / Para	Proposed Change	Reason for the Change
N/A	NE5	New map feature to be named ' <i>Ancient Woodlands</i> '.	This feature is protected under policy NE5 but has previously not been illustrated on the Policies Map.

Map 36: Policy NE5 - Ancient Woodlands

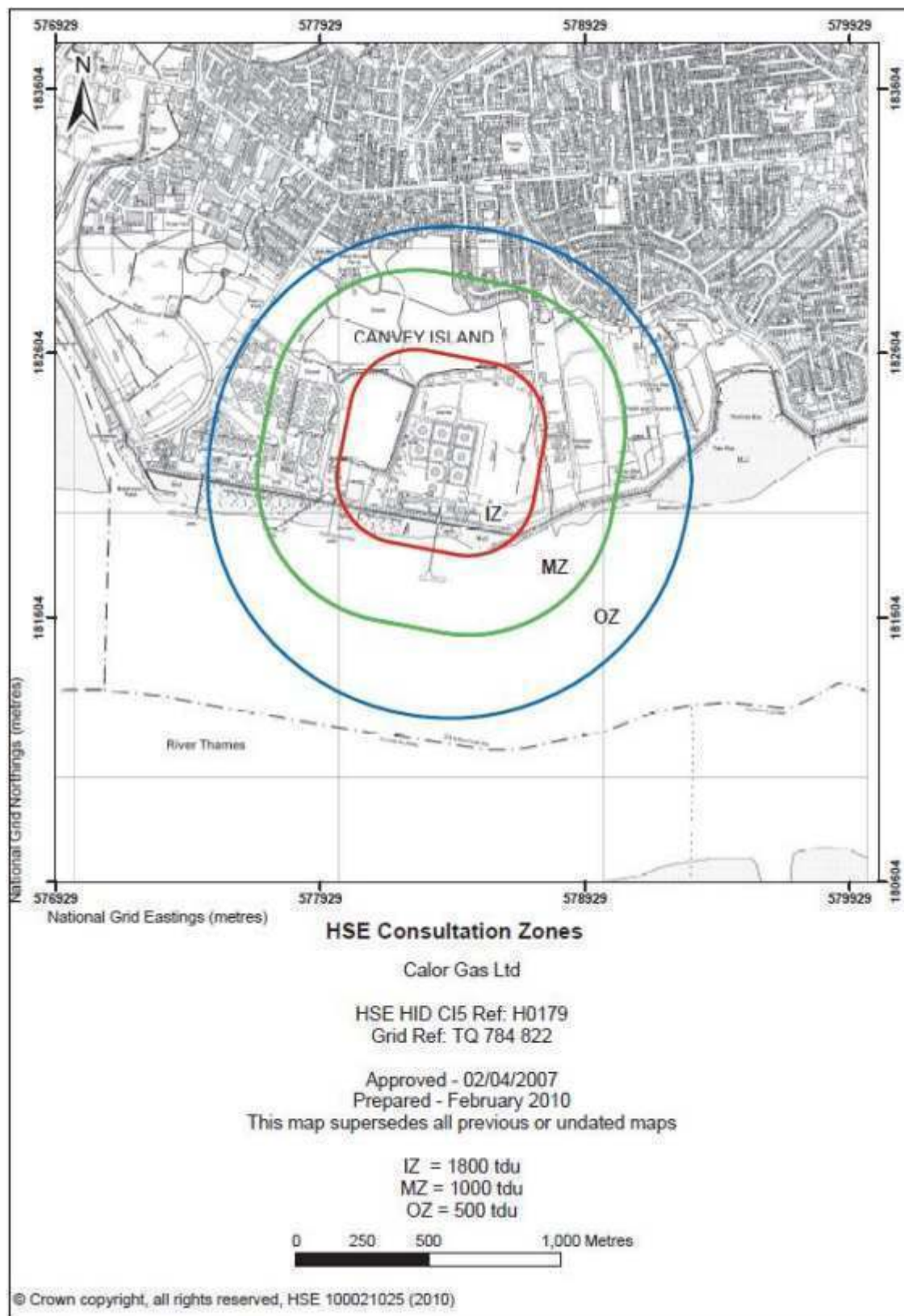


Policy NE9 - Developments near Hazardous Uses			
Mod ref No.	Policy / Para	Proposed Change	Reason for the Change
N/A	NE9	Update boundaries to reflect the latest HSE consultation zones.	This modification was identified during the Regulation 19 consultation.

Map 37: Policy NE9 - HSE Consultation Zones for Oikos Storage Limited



Map 38: Policy NE9 - HSE Consultation Zones for Calor Gas Installation



Appendix 4– Additional Modifications

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

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

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
AM1	Front cover	Front cover	Pre-submission <u>Post-Hearings</u> Plan 2018-2033 December 2019 <u>November 2021</u>	To reflect date and updated stage of document
AM2	0	Contents (Chapter 8)	Making Effective Use of Land <u>and</u> <u>Creating Sustainable Places</u>	Reflects update to policy name
	0	Contents (Chapter 9)	<i>INSERT POLICY TITLE AFTER 'PREVENTING LOSS OF HOUSING'</i> Caravan and Park Homes	Formatting error
	0	Contents (Chapter 10)	Land north of Grasmere Road and Ba <u>ar</u> rowdale	Typo
	0	Contents (Chapter 12)	Fast Food <u>Outlets</u>	Reflects update to policy name
	0	Contents (Chapter 13)	Health and Social Care <u>Provision</u> Facilities	Reflects update to policy name
	0	Contents (Chapter 14)	Improvements and Alterations to Roads <u>Highway Infrastructure</u>	Reflects update to policy name
	0	Contents (Chapter 14)	<i>INSERT NEW POLICY TITLE AFTER 'IMPROVEMENTS AND ALTERATIONS TO ROADS'</i> <u>New and Improved Access to Canvey Island</u>	Reflects proposed new policy
	0	Contents (Chapter 14)	Improvements to Footpaths, Bridleways and Cycling <u>Active Travel</u> Infrastructure	Reflects update to policy name

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
	0	Contents (Chapter 17)	New Development in the Green Belt	Reflects update to policy name
	0	Contents (Chapter 17)	DELETE THE FOLLOWING POLICY TITLES FROM THE CONTENTS PAGE Extensions and Alterations to, and Replacements of Buildings in the Green Belt Limited Infill and Self-Build—Special Policy Areas Change of Use of Buildings and Land in the Green Belt Ancillary Buildings and Structures in the Green Belt Enclosure and Boundary Treatment in the Green Belt	Reflects deleted policies
	0	Contents (Chapter 19)	Green and <u>Blue</u> Infrastructure and the Undeveloped Coast	Reflects update to policy name
	0	Contents (Chapter 19)	The South Canvey Green-Lung <u>Wildlife Corridor</u>	Reflects update to policy name
	0	Contents (Appendix Seven)	Appendix Seven: Policy Changes From the Castle Point Local Plan 1998 (Saved Policies 2007) Superseded Policies	Reflects update to appendix name
	0	Contents (Appendix Seven)	ADD NEW CRITERIA AFTER APPENDIX SEVEN <u>Appendix Eight: Community Facilities</u>	Reflects proposed new appendix
AM3	1	Chapter 1	DELETE THE BELOW TEXT AND CHAPTER TITLE. THIS WILL BE REPLACED WITH A FOREWORD AT THE POINT OF ADOPTION OF THE LOCAL PLAN 1. Foreword How to make representations to this draft Local Plan The new Local Plan is available on the Councils website along with a corresponding Policies Map, which spatially sets out the policies found within the Local Plan. The technical evidence that supports the Plan and any relevant information to help inform your response is available to view online. This can be found here: www.castlepoint.gov.uk/new-local-plan Comments can be made using the online portal found on: www.castlepoint.gov.uk/local-planconsultation. Comments should be targeted to specific sections of the	Removed as text is out of date

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			<p>document, for example a specific policy or paragraph number.</p> <p>Alternatively, comments can be made using the Pre Submission Regulation 19 Consultation Response Booklet by email localplan@castlepoint.gov.uk or by post to Local Plan Consultation, Castle Point Borough Council, Kiln Road, Thundersley, Benfleet, SS7 1TF.</p> <p>The Pre Submission Regulation 19 Consultation Response Booklet is available on the Council website, the Council Offices, and local Borough libraries.</p> <p>Comments should be made on whether the plan as a whole or in part is legally compliant and meets the test of soundness. Details of what these mean and how to complete the form can be found on the website. Copies of the local plan and associated documents are available to view at the Council offices and local libraries.</p> <p>Local Plan Consultation, Castle Point Borough Council, Council Offices, Kiln Road, Thundersley, Essex SS7 1TF</p>	
AM4	2	Paragraph 2.3	This These documents comprises the full suite of strategic policies, allocation policies and development management policies...	Representation 328 ECC
	2	Paragraph 2.4	The strategic policies <u>within this plan</u> set out an overarching strategy for the pattern, scale and quality of development...	Representation 328 ECC
	2	Paragraph 2.5	The local policies <u>within this plan</u> identify the specific location where development and change will occur within the borough.	Consistency with paragraph 2.4
	2	Paragraph 2.8	The evidence for the Local Plan, does where appropriate take account of that prepared for previous draft plans in 2014 and 2016. The New Local Plan has also been informed by the	Factual update

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			responses received during <u>its</u> preparation and examination. the Regulation 18 Consultation undertaken in 2018. Having regard to the consultation responses, the Council aims to secure improvements to road infrastructure and community facilities alongside the delivery of new development.	
AM5	5	Paragraph 3.6	The National Planning Policy Framework (NPPF, 2019 21) sets out the Government's planning policies for achieving sustainable development, plan making and taking decisions on planning applications. Local Plans are key to delivering sustainable development and must therefore be prepared in accordance with the principles and policies set out in the NPPF. The NPPF is supplemented by National Planning Practice Guidance (NPPG) which consolidates and updates technical advice and guidance on planning matters.	Revised NPPF
	6	Paragraph 3.10	Alongside the NPPF the Government published a separate Planning Policy for Traveller Sites (PPTS). As with the NPPF, this Plan sets out the requirements for local planning authorities when preparing Local Plans and taking decisions on planning applications. The requirements of this separate document will be <u>is</u> drawn out in the housing section of the New Local Plan.	Grammar
	6	Paragraph 3.14	Opportunity South Essex (OSE) is a business-led partnership which supports the delivery of regeneration and economic growth projects as set out in the SELEP Growth Deal and associated Strategic Economic Plan in South Essex. The South Essex local authorities comprising Basildon, Castle Point, Rochford, Southend-on-Sea and Thurrock, as well as Essex County Council (<u>ECC</u>) sit on that partnership.	Insertion of the acronym
	6	Paragraph 3.14	<i>INSERT A NEW PARAGRAPH AFTER AND RENUMBER REMAINING PARAGRAPHS ACCORDINGLY</i> <u>In respect of Transport infrastructure, the Cities and Local Government</u>	Representation 332 ECC

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			<p>Devolution Act (2016) introduced Sub-national Transport Bodies (STB). Government sees STBs delivering improved collective transport planning and decision making over areas larger than current transport authorities. Essex and Castle Point fall within the area covered by Transport East. Transport East is responsible for the development of a high-level transport strategy linked to the delivery of economic growth and prosperity and has a functional link with spatial planning. To deliver its strategy Transport East will seek to -</p> <ul style="list-style-type: none"> • <u>Work with Highways England to "Co-create" the future Road Investment Strategy (RIS) programme for the strategic road network</u> • <u>Define and prioritise investment programmes for the new Major Road Network.</u> • <u>Influence Network Rail investment by the "Co-creation" of an investment programme via the new Rail Network Enhancements Pipeline (RNEP).</u> • <u>Seek to Influence future rail franchise specifications.</u> • <u>Advise Government on other major transport scheme funding decisions.</u> • <u>Provide regional co-ordination and best practice across the East of England.</u> 	
	7	Paragraph 3.16	Essex County Council ECC is the waste planning authority for the borough, and is responsible for preparing planning policies, and for assessing applications for waste management development...	Amended for consistency
	7	Paragraph 3.17	<p><i>MOVE PARAGRAPH TO ABOVE PARAGRAPH 3.15 AND RENUMBER REMAINING PARAGRAPHS ACCORDINGLY</i></p> <p>Integrated County Strategy</p> <p>Castle Point Borough Council is a two-tier authority area, with Essex County Council ECC providing a range of services and infrastructure such as (<u>but not limited to</u>) highways <u>and transportation</u>, education, social</p>	Representation 333 ECC

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			<p>services, and surface water management at a county-wide level. The County Council Strategy focuses the provision of services to achieve the greatest benefit to delivering a buoyant economy for both the existing and future residents and businesses in Essex. Essex County Council ECC has also published several <u>strategic policies and guidance documents in relation to ECC services and infrastructure provision and delivery</u>, which are relevant to development and growth in the borough. These <u>are</u> will be referenced throughout the Local Plan where relevant.</p>	
	7	Paragraph 3.18	<p><i>INSERT THREE NEW PARAGRAPHS BEFORE PARAGRAPH 3.18 UNDER 'ESSEX LOCAL TRANSPORT PLAN' AND RENUMBER REMAINING PARAGRAPHS ACCORDINGLY</i></p> <p><u>ECC is the Local Highway Authority, with a responsibility to manage and maintain the highway network, and the Local Transport Authority, with transport planning responsibilities for the administrative area of Essex. Under the Transport Act 2000 (as amended by the Local Transport Act 2008), ECC must develop a transport strategy that includes policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within their area, that are required to meet the needs of persons living or working in the authority's area, or visiting or travelling through that area, including those required for the transportation of freight. The transport strategy and supporting transport policies are contained within the Local Transport Plan (LTP) and it is the responsibility of ECC as the Local Transport Authority to produce, maintain and update the LTP.</u></p> <p><u>The County Council's current statutory transportation strategy is contained in its third Local Transport Plan (LTP3), the "Essex Transport Strategy" that was adopted formally in July 2011. In this document, ECC states that "Our Vision is for a transport system that supports sustainable economic growth</u></p>	Representations 332 and 334 ECC

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			<p><u>and helps deliver the best quality of life for the residents of Essex."</u></p> <p><u>The LTP identifies that effective transport networks are essential to ensure the efficient and effective movement of people and goods necessary to support a thriving economy, and that it is essential that transport networks are developed in an integrated way that not only supports growth and increased prosperity but does this in a way that creates great places to live, work and visit and also enables people to live independently and make the most of the opportunities available to them. The LTP prioritises the effective use of the current network including support for less infrastructure intensive and more sustainable forms of transport. Investment is then targeted at local improvements such as addressing pinch points, improving sustainable transport and providing access to new developments; before considering investment in more significant new infrastructure is considered.</u></p> <p><i>AMEND PARAGRAPH 3.18 WITH THE FOLLOWING TEXT</i></p> <p>The LTP The Essex Local Transport Plan (2011)(LTP) sets out the 15 year vision to improve travel in the county and underlines the importance of the transport network in achieving sustainable, long term economic growth and enriching the lives of residents. It is supplemented by delivery strategies for public transport, highways, cycling and public rights of way. Essex County Council- ECC's published Sustainable Modes of Travel Strategy 2016 supports different modes of transport and seeks to create <u>a sustainable framework to provide</u> aims to give residents a real choice in the way in which they travel.</p> <p><i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 3.18 AND RENUMBER SUBSEQUENT PARAGRAPHS THEREAFTER ACCORDINGLY</i></p> <p><u>As Thurrock and Southend are unitary authorities with their own Local Transport Plans, ECC and these two</u></p>	

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			<p>neighbouring authorities work closely on projects in the South Essex area. South Essex is subject to national and strategic highway improvements which are being developed on a cross boundary basis. These include:</p> <ol style="list-style-type: none"> <u>A127 Corridor for Growth: An Economic Plan (March 2014) and the A127 Route Management Strategy.</u> <u>The A127 Task Force.</u> <u>South Essex strategic route network including the A13 corridor, A130 and A127/A130 Fairglens Interchange</u> <u>National road network including the M25, A13 and the Lower Thames Crossing</u> 	
	7	Paragraph 3.19	<p>Strategic Policy for Greater Essex <u>Essex Prosperity and Productivity Plan</u></p> <p><u>The Essex Prosperity and Productivity Plan (2020) sets out the framework for an economy in which productive businesses create high-value, sustainable jobs and in which everyone benefits from growth. Looking forward 20 years and setting out priorities for the next five, it is flexible in the light of technological change, collaborative in its approach to delivery and optimistic about the potential of businesses, people and communities. The document identifies four 'Missions' for the Essex economy:</u></p> <ol style="list-style-type: none"> <u>1. Dynamic: Driving the creation and adoption of new ideas and opportunities – leading to higher value employment over the long term</u> <u>2. Resilient: Adaptable for the long term – in the context of climate change, new technology and changing markets</u> <u>3. Inclusive: Supporting a growing and changing population, investing in new and existing communities and quality of life</u> <u>4. Connected: Creating better, more sustainable networks within</u> 	Representation 335 ECC

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			<p><u>Essex – and open to our neighbours, the UK and the world</u></p> <p>The <i>Economic Plan for Essex 2014</i> provides a vision for Essex, to identify the priorities needed to achieve increased economic growth. The purpose of the Plan is to help ensure that available funding is invested towards priorities which are most likely to generate long term economic growth. The <i>Economic Plan for Essex 2014</i> remains consistent with this strategic ambition and was developed in conjunction with the district, borough and city councils in Essex. It identified the steps that local partners will take together, alongside the private sector and the Government to accelerate local growth over a seven year period (2014-2021) and lays the foundation for long term sustainable growth in the years to follow. The <i>Economic Plan for Essex 2014</i> has three ambitions:</p> <p>Improve skills</p> <p>Infrastructure investment in four strategic growth corridors</p> <p>Enhance productivity</p>	
	7	Paragraph 3.19	<p><i>INSERT NEW SECTION AFTER PARAGRAPH 3.19 AND RENUMBER REMAINING PARAGRAPHS ACCORDINGLY</i></p> <p><u>Essex Green Infrastructure Strategy</u></p> <p><u>The Essex Green Infrastructure Strategy (2020) sets out a positive approach to the delivery of green infrastructure in Greater Essex. It aims to enhance the urban and rural environment, through creating better connected, multi-functional green infrastructure that delivers multiple benefits to people and wildlife. The strategy provides an understanding of and the opportunities to improve the quality and value of our green infrastructure. It identifies a clear vision and associated principles that will inform and contribute to a range of national, regional and local goals and objectives. It outlines an approach that</u></p>	Representation 337 ECC

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			requires a change to the way we think about and value our green and blue infrastructure. A carefully planned green infrastructure network is crucial for the environment, our health and well-being and will help support a thriving, sustainable economy.	
	7	Paragraph 3.20	<p><i>INSERT NEW SECTION BEFORE PARAGRAPH 3.20 AND RENUMBER REMAINING PARAGRAPHS ACCORDINGLY</i></p> <p><u>Strategic Policies for the Thames</u></p> <p><u>Castle Point sits on the banks of the lower Thames Estuary, and as such plans and strategies related to the Thames are relevant to plan-making in Castle Point. The <i>South East Inshore Marine Plan</i>, and any adopted South East Inshore Marine Plan that supersedes it, covers the area below mean high water spring level, from Felixstowe to Dover, including the tidal extent of all rivers such as the River Thames. It is a statutory marine plan prepared under the framework provided by the <i>Marine and Coastal Access Act 2009</i> and the <i>Marine Policy Statement</i> and provides the strategic approach for decision-making in the marine environment within the South East Inshore Marine area. It sets out a vision for the area to 2041 recognising the role of the Thames as a maritime gateway to the world with numerous ports of local and national significance. The vision also seeks to secure resilience around climate change and bring about improvements to environmental quality in recognition of the significant habitats that exist within the area.</u></p> <p><u>The <i>Vision for the Tidal Thames</i>, developed by the Port of London Authority in conjunction with stakeholders, meanwhile covers just the river itself and sets out a positive 20-year strategy for the use of the river for trade, for freight, for transport and for sport and recreation, whilst protecting and improving its environmental assets and engaging with adjacent communities. It establishes targets for increasing jobs</u></p>	<p>Representation 424 Marine Management Organisation</p> <p>Representation 444 Port of London Authority</p> <p>Referenced to EA strategies, as it would have been an oversight to create this section but not reference those documents.</p>

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			<p>in sectors associated with the river, for increasing freight movements including short-shore shipping, promoting increased use of the river for passenger transport and encouraging greater participation in sport on and alongside the river. In terms of the environment, it is intended to achieve this whilst aiming to make the river cleaner. This links into targets for the Thames set out under the requirements of the Water Environment (Water Framework Directive) (England and Wales) Regulations and will bring about biodiversity improvements as a consequence. The <i>Thames River Basin Management Plan</i> published by the Environment Agency establishes in more detail the approach being taken to meeting the requirements of these Regulations in the Thames.</p> <p>The Environment Agency has also prepared the <i>Thames Estuary 2100 Plan</i> which establishes how flood risk will be managed for the river over the remainder of this Century.</p>	
	7	Paragraph 3.20	<p>The South Essex local authorities of Basildon, Brentwood, Castle Point, Rochford, Southend on Sea, and Thurrock supported by and ECC Essex County Council formed the Association of South Essex Local Authorities (ASELA) in 2017.</p>	Representation 336 ECC
	8	Paragraph 3.23	<p>In January 2018, agreement was reached to from the ASELA. Its ambition is to develop a long term place based growth ambition across South Essex. A joint strategic approach will enable the South Essex sub region to collectively support economic growth and respond to external pressures such as the <i>Thames Estuary 2050 Commission</i> and the <i>London Plan</i>.</p>	Repeats introductory section
	8	Paragraph 3.25	<p>INSERT A NEW SECTION AFTER PARAGRAPH 3.25 AND RENUMBER REMAINING PARAGRAPHS ACCORDINGLY</p> <p><u>South Essex Productivity Programme</u></p> <p>ASELA also intend to address the broader elements of growth, beyond</p>	Representation 355 ECC

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			<p>planning. This includes supporting a more productive economy. The ASELA Productivity Programme (2019) lays out four programmes that will deliver significant additional economic activity within the area. The ambitions of this set of programmes are rooted in the intention to drive productivity in South Essex whilst ensuring that the people who live there are able to both contribute to and benefit from that growth.</p> <ol style="list-style-type: none"> 1. <u>Vibrant places</u> 2. <u>Enterprise growth</u> 3. <u>Future work</u> 4. <u>Data transformation</u> 	
	8	Paragraph 3.26	<p><i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 3.26 AND RENUMBER REMAINING PARAGRAPHS ACCORDINGLY</i></p> <p><u>The Vision of the Green Grid Strategy remains relevant today, and under the auspices of ASELA, a <i>Green and Blue Infrastructure Strategy</i> has been developed to deliver high quality green and blue infrastructure across the area as part of both Local Plans and the emerging Joint Strategic Plan. A key component of this strategy is the creation of an estuary park which integrates with existing and proposed communities within South Essex to enhance wildlife and the connectivity of habitats and provide wider opportunities for access and recreation for residents and visitors.</u></p>	Representation 337 ECC – sought reference to Essex Green Infrastructure Strategy
AM6	10	Paragraph 4.9	<p><u>Whilst the level of bus service provision on Canvey Island reaches up to 20 buses per hour in the peak, the Canvey Island is peripheral to the public transport network resulting in long journey times.</u> and therefore many residents rely on the private car...</p>	Representation 338 ECC
	11	Paragraph 4.12	<p>Canvey Island has a <u>two port facilities, serving namely the Oikos and Calor Gas fuel storage and distribution facilities.</u> Both are registered as top <u>upper tier</u> Control of</p>	Representation 691 Oikos

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			Major Accident Hazards (COMAH) Hazardous Installations. These facilities are the receptors of fuel products entering the UK and are of national significance. Due to their proximity to the resident population they <u>there</u> are a certain constraints on development within designated areas <u>defined consultation zones</u> around these sites.	
	11	Paragraph 4.13	<i>AMEND THE SUB-HEADING ABOVE PARAGRAPH 4.13</i> <u>South</u> Benfleet, Hadleigh and Thundersley	Consistency within chapter
	11	Paragraph 4.15	Compared with Canvey Island, <u>South</u> Benfleet, Hadleigh and Thundersley are relatively less deprived, with some pockets of significant wealth...	Consistency within chapter
AM7	13	Paragraph 5.10	The proportion of people over the age of 65 is expected to increase from 21.5% 25% in 2011-2018 to 34% in 2031-27% in 2033 . A population that includes a higher proportion of older people will need a different mix of services compared to that evident in the borough today. There will be a need for more specialist accommodation to be provided as the number of elderly people increases.	Factual update arising from SHMA Addendum 2020
	13	Paragraph 5.11	In the absence of the housing growth set out within this plan It is it would be expected that there will <u>would</u> be an increasing level of vacant school places, whilst pressure on healthcare services, social services and daytime clubs and leisure facilities will <u>would</u> grow.	Representation 339 ECC
	13	Paragraph 5.20	5.20 Sea-level rises are expected to increase the risk of flooding in low lying areas. The <i>TE2100 Plan</i> <u>identifies Canvey Island as a policy P4 area. Policy P4 states that there is a need to 'take further action to keep up with climate and land use change so that flood risk does not increase'. To this end, recommendations 6,7 and 11 for action zone 7, in which Canvey Island is located, seeks to maintain, enhance, improve or replace the river defence walls and active structures throughout</u>	Representation 241 Environment Agency

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			the period to 2100.. Makes provision for increasing the height of and strengthening of the Canvey Island tidal flood defences before the end of the century in order to ensure that they continue to provide the maximum level of protection.	
AM8	17	Paragraph 8.2	...It has carried out a <i>Strategic Housing Land Availability Assessment (SHLAA)</i> each year since 2011, all of which have taken a forensic approach in examining all potential sites regardless of size, particularly in the built-up area, to ensure that all opportunities are identified.	Typo
	17	Paragraph 8.4	However, to meeting housing need, the Council's strategy is to promote development with both existing urban areas and through limited urban extensions. The latter involves the re-designation of land identified as Green Belt in the 1998 Local Plan. The Council is committed to ensuring that opportunities to make greater use of the Green Belt are explored by improving accessibility without destroying its intrinsic open and attractive character.	Typo
	17	Paragraph 8.6	The Plan acknowledges that there is a limited urban capacity within the Borough. Castle Point is typified by suburban residential development around Hadleigh, <u>South</u> Benfleet and Thundersley (the 'Mainland'). Intensifying development...	Consistency within chapter
AM9	19	Paragraph 8.14	The Council will have regard to Essex County Council's (ECC) <u>published Developers Guide to Infrastructure Contributions 2016</u> . Essex County Council <u>ECC</u> plays an important role as an infrastructure provider in Castle Point and the guide sets out what the likely infrastructure requirements for matters such as schools and transport could be.	Representation 344 ECC
	19	Paragraph 8.15	The infrastructure delivery mechanisms will be identified through the master planning or planning <u>development</u> briefs. However, in order to ensure that	Consistency with other changes within the Plan

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			appropriate infrastructure is in place to serve the development needs identified in this plan, planning obligations will be sought.	
AM10	23	Paragraph 9.16	The table below, sets out the indicative housing trajectory for the strategic allocations and other sources of supply. This trajectory <u>will be monitored and maintained as is</u> a live document and will be updated to take account of market conditions and to ensure that there is a sufficient supply during the plan period to meet the housing targets and achieve a five year supply of housing <u>requirement for housing</u> .	Clarification
AM11	29	Paragraph 9.37	The Council's policy will do all it can to meet need, whilst maintaining viability <u>and in accordance with the NPPF affordable housing will only be sought for proposals of 10 units or more</u> . Although the Council is significantly increasing the provision of affordable housing through this Plan, it does not meet the recommendation in the SHMA of 110%. It is necessary to seek a mix of affordable housing provision that best meets the needs of the community, including social housing provision.	Moved from elsewhere in reasoned justification to improve readability
	29	Paragraph 9.44	... The quantum of affordable housing on such sites can affect viability. Viability evidence shows that market values are lower on Canvey Island than in <u>South Benfleet, Hadleigh and Thundersley</u> . This affects the viability of development and the ability to seek contributions to pay for infrastructure requirements.	Clarification
AM12	33	Paragraph 9.61	The need for Gypsy, Traveller and Travelling Showpeople accommodation, is identified in the 2018 Castle Point Borough Gypsy, <u>Traveller and Travelling Showpeople Accommodation Assessment 2017</u> and Traveller Local Needs Accommodation Assessment (CPLNAA) . This has been prepared in accordance with the Planning Policy for Traveller Sites and the Housing and Planning Act 2016, and forecasts the needs for Gypsies, Travellers and	Correction of evidence document name

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			Travelling Showpeople in the Borough to 2034.	
	33	Paragraph 9.62	Due to the different requirements of the <i>PPTS</i> and the Housing and Planning Act 2016, the CPLNAA <u>Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2017</u> identifies two groups of Gypsies, Travellers and Travelling Showpeople, depending on whether they meet the 'planning definition':	Correction of evidence document name
	34	Paragraph 9.63	Through the Essex Planning Officers Association, the Essex authorities have prepared a Greater Essex Gypsy, Traveller and Travelling Showpeople and Traveller Accommodation Assessment 2018 into which the findings of the Castle Point Borough <u>Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2017</u> LNAA have been integrated. At this time, it has not been possible to robustly assess the need for transit sites in Essex, with data on unauthorised encampments collected to date insufficient to establish a requirement. Changes have been made to the data collection process, but it will not be possible to undertake an assessment until 2020/21 at the earliest. Should that assessment identify the need for a transit site within the Borough in the future, this will need to be considered through the next review of the Local Plan.	Correction of evidence document name
	34	Policy HO7 Title	Gypsy and Traveller p Provision	Formatting
AM13	37	Paragraph 10.7	... The major highway improvements which would be required to support development at North West Thundersley are yet to secure funding, although initial discussions have taken place between Essex County Council (ECC) as the Highway's Authority, landowners and developers.	Clarification of acronym
	37	Paragraph 10.8	Furthermore, the government's commitment to the Lower Thames Crossing, which is to be built during the period of this Plan, will have a significant impact on the strategic highway network (A13, A127, A130). Essex County Council <u>ECC</u> have advised that	Consistency within Plan

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			further development which affects the network will not be supported until funding for the A127/A130 Fairglen Interchange is committed and in place.	
	39	Policy HO9 Title	Land west of Benfleet, <u>Benfleet</u>	Clarification and consistency with other allocations
AM14	48	Paragraph 10.48	The front of the site sits within an existing residential street scene, which exhibits elements of the Boulevard urban design approach, with tree lined grass verges along its length, and properties on wider plots. Such an approach should be used within the design of the frontage of this development to integrate it into the immediate surroundings. This overall approach is likely to result in a capacity of approximately 55 homes on this site. Access form <u>from</u> Scrub Lane to the school by way of a footpath should be provided.	Correction of a typo
AM15	51	Policy HO18 Sub-heading	Land north of Grasmere Road and <u>Ba</u> rrrowdale	Correction of a typo
AM16	57	Paragraph 10.81	The site is adjacent to residential developments, as well as a school, so development should ensure high quality linkages to these neighbouring areas, as well as through the site itself. Boulevards and greenways which integrate green infrastructure can enable such linkages to occur and should form part of the overall design concept for the site, particularly for the main routes through and within the site. The entrance to the site lends itself to be designed using elements of the Major Entry Point urban design approach. To reduce the impact on the local highway network a footpath from the site to Somnes Avenue, through land to the north of the site, should be made available for community uses. This should be provide <u>providing</u> a pedestrian and cycle way towards Benfleet station, providing a safer alternative to Canvey Road.	Correction of a grammar
AM17	65	Paragraph 10.105	The <i>SHLAA 2018</i> estimates the site has capacity for 32 new residential dwellings. The site has a resolution to grant <u>outline</u> permission for 32 dwellings, but the Section 106	Clarification

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			Agreements has not been completed and no decision notice issued.	
AM18	71	Paragraph 11.6	The consequence of these weaknesses in <u>Castle Point</u> is a low level of business output <u>at present</u> . As a key measure of productivity gross value added (GVA) per head in Castle Point is low, with the area ranking in the bottom 40% of districts nationally. In 2014, GVA per head in Castle Point was £12,996.70, this is almost siting at around half of the GVA experienced in the neighbouring authority of Basildon. Due to low local wages, many of Castle Point's residents commute out of the borough for work. 19% commute to London, whilst 12.7% and 14.7% commute to the local centres of Basildon and Southend-on-Sea respectively.	Stats removed to help improve longevity of the plan.
	71	Paragraph 11.7	Modelling was undertaken in the <i>South Essex EDNA 2017</i> to determine the existing supply of, and future demand for employment land and space. Castle Point's employment land supply comprises six active employment sites totalling 79 hectares and three potential employment sites totalling 22 <u>24</u> hectares, providing 103 hectares in total. The six existing sites identified are:...	Mathematical correction
	72	Paragraph 11.11	The Castle Point Regeneration Partnership is in place to address some of the issues mentioned above. Around the environmental quality of the estates, new gateways and signage has already been delivered at Charfleets Industrial Estate and Manor Trading Estate. However, there remains an issue with the quality of the private realm in these areas. With regard to training meanwhile, two new secondary schools and a Skills Campus to deliver further education courses there has been significant investment in the South Essex College PROCAT Skills Campus have been delivered on Canvey Island over the last ten years to improve the standard of opportunity there.	Representation 377 ECC
AM19	81	Paragraph 12.6	Whilst retaining their retail function <u>it</u> is vital to maintain town centres as a	Improves readability

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			place to visit and provide identity to an area, policies in this plan aim to focus retail development to the core of town centres but diversify elsewhere if new development contributes to the overall vitality and diversity of the town centre. This provides the scope for the town centres to adapt whilst maintaining a clearly defined core retail function.	
AM20	89	Policy TC6 Sub-heading	Fast Food <u>Outlets</u>	Consistency with policy name elsewhere
	89	Paragraph 12.36	Hot food takeaways can contribute towards unhealthy lifestyles. Research shows <u>Public Health England has advised</u> that increased exposure and opportunity to buy fast food (including proximity and opening hours) results in increased consumption levels which can have negative effects on health. This is because some hot food takeaways offer energy-dense food with high levels of saturated fat, sugar, salt and preservatives which are linked to obesity and related health conditions.	Clarification on source
		Paragraph 12.42	Children are increasingly more vulnerable to obesity than adults. Whilst there is a range of reasons – poor diet at home, lack of exercise or sedentary lifestyles – the access to fast food takeaways is of concern. Restricting access close to schools will assist to discourage children from unhealthy eating and assist in controlling obesity.	Correction of a typo
AM21	93	Paragraph 13.11	The <i>Castle Point Borough Open Space Appraisal Update 2012</i> assessed the current and future needs for different types of open space provision. This study has informed the Infrastructure Delivery Plan (IDP) which highlights the future locations of future requirements for different types of open spaces.....	Consistency of formatting
	94	Paragraph 13.16	One of the <u>action points in the Essex Joint Health and Wellbeing Strategy 2018-2022 (and successor documents)</u> action points is to reduce the numbers of people becoming dependant on health and adult social care by facilitating the best conditions for carers	Representation 384 ECC

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			to operate. This includes increasing the proportion of carers who find it easy to find information about support.	
	94	Paragraph 13.17	Since 2008 the Essex Planning Policy Officers Association has provided guidance on the preparation, submission and consideration of health through new developments. This is now set out in the <i>Health Impact Assessment Supplementary Guidance 2008-2019</i> . This seeks development of more than 50 residential units or 1,000 sqm, that a Health Impact Assessment is undertaken by the applicant. This assessment will identify any adverse impacts from the development. Options to mitigate these impacts can be considered and amendments made to a proposal or provision made to enable the application to be acceptable, through a Section 106 Agreement.	Representation 385 ECC Also in response to MIQ 285
AM22	96	Paragraph 13.23	Locally, the Health and Wellbeing Partnership aim to increase adult physical activity in the borough, which has been identified as an issue in the borough.	Formatting error
AM23	98	Paragraph 13.35 The Castle Point Borough Infrastructure Delivery Plan IDP outlines the additional green infrastructure which should be provided alongside new development in the Borough. This will be funded through a combination of Section 106 Agreements, Community Infrastructure Levy and grants or capital programmes.	Consistency of formatting
	99	Paragraph 13.36	The Canvey Wick Nature Reserve on Canvey Island will provide additional open space in the Borough and will create new walking and cycling trails extended to the south west of Canvey Island, better linking the existing 'round Island' network of footpaths and cycle ways. <u>This network of footpaths and cycle ways will shortly be incorporated into the England Coast Path.</u>	Factual update
AM24	100	Paragraph 13.41	Essex County Council (ECC) as the Education Authority has the responsibility for early years and school place planning. Through this	Representation 390 ECC

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			process ECC identifies the need for school places and identifies surpluses or deficits through a 10 Ten Year Plan Meeting Demand for School Places in Essex (2019-2028) . Places for early years and childcare as are assessed through a provider termly headcount and published annually and forecast, through a 5 year Plan . <u>This informs the service on the need for additional sustainable, high quality early years and childcare provision that meets the needs of the community.</u>	
	101	Paragraph 13.46	The Essex Early Years and Childcare service report a likely increase in the demand for the provision of spaces in nurseries and pre-schools has reported <u>an increase in the demand for the provision of spaces</u> as the Extended Funding Entitlement (EFE) changes took effect in September 2017 which now enables families to . <u>The EFE enables eligible working families to access up to an additional free 15 hours for 3-4-year olds; and this has placed a further need for full day care and wrap around provision within the Borough.</u>	Representation 391 ECC
	101	Paragraph 13.47	Essex County Council provides data for Early Years and Childcare. Their 2018 data found that except for South Benfleet all areas in Castle Point have an average cost per term less than £2,905 with the majority of Canvey Island being less than £1,375 per term. The borough appears to have a variety of relatively good supply with most areas having vacancies for 2, 3 and 4-year olds. However, there is a need for new provision arising from the proposed level of growth and to enable working families to access appropriate and high-quality childcare. Details of the new provision is set out within the respective developments.	Representation 392 ECC
	102	Paragraph 13.51	<i>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 13.51 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY</i> <u>Whilst schools in Castle Point primarily meet local needs, there are cross-boundary flows of pupils. Principally, some children from Basildon borough</u>	Representation 236 Southend-on-Sea Borough Council

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			and Southend-on-Sea borough attend secondary schools in Benfleet, whilst some children from Castle Point attend the grammar schools in Southend. <u>The two special educational needs schools meanwhile serve an area wider than Castle Point. These cross-boundary flows have been accounted for when determining additional need arising from the growth in this plan.</u>	
	102	Paragraph 13.52	Essex County Council <u>ECC</u> has a duty to secure sufficient, suitable education and training provision for all young people in their area who are over compulsory school age but under 19 or aged 19 to 25 and for whom an Education, Health and Care (EHC) plan is maintained.....	Consistency of formatting
	102	Paragraph 13.53	There are currently four locations providing post-16 education provision in Castle Point. USP (SEEVIC) college, located in Thundersley, <u>with a further campus in Thurrock, is the largest provider in the Borough offering a range of academic, high education and vocational courses.</u> The King John School and Appleton School, in Thundersley and Benfleet, have sixth forms which also offer a range of academic and vocational courses for a smaller number of students. Finally, the Canvey Skills Campus, which opened to students in 2013, offers a range of vocational courses in conjunction with partner Colleges in South Essex. <u>Some people meanwhile travel out of the borough for further education, with South Essex College having locations in Basildon and Southend town centres.</u>	Representation 236 Southend-on-Sea Borough Council
	102	Paragraph 13.56	... Essex County Council <u>ECC</u> have increased the profile of Adult Community Learning in both supporting the economy, and in providing opportunities for people to learn new skills....	Consistency of formatting
	103	Paragraph 13.58	The Council will work closely with Essex County Council <u>ECC</u> to ensure as wide a coverage of libraries for residents.	Consistency of formatting

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
	103	Policy HS4 Part 1	The Council will work with Essex County Council <u>ECC</u> and other education and skills development providers to provide new....	Consistency of formatting
AM25	104	Paragraph 13.61	...In April 2013 the NHS transferred the responsibility of public health to the County Council. Essex County Council <u>ECC</u> therefore have a statutory duty to 'improve the health of their local populations'....	Consistency of formatting
	104	Paragraph 13.62	The provision and commissioning of primary and secondary healthcare services is the responsibility of NHS England in liaison with the <u>the Clinical Commissioning Group (CCG) in liaison with NHS England and NHS Improvement.</u> The Castle Point and Rochford CCG maintain a strategy for the delivery of high-quality healthcare services within the area. <u>Hospital provision is outside the borough, with principal locations in Basildon, Chelmsford and Southend. These hospitals are part of the Mid & South Essex University Hospitals Group offering a breadth of acute and specialist services.</u>	Representation 682 NHS
	104	Paragraph 13.63	Essex County Council <u>ECC</u> are responsible for social care provision in Essex...	Consistency of formatting
AM26	110	Paragraph 14.4	Within South Essex, there are three Local Transport Authorities - Essex County Council (<u>ECC</u>), Southend-on-Sea Borough Council Unitary Authority and Thurrock Council Unitary Authority....	Consistency of formatting
	110	Paragraph 14.5	Castle Point sits within the heart of the South Essex sub-area, and as a consequence suffers from congestion at peak times. Several routes within and nearby Castle Point operate at capacity, and it is common for a single incident within the network to cause excessive journey times <u>within Castle Point and neighbouring authorities.</u> The Castle Point Transport Evidence Refresh 2019, undertook modelling of peak time traffic flows in Castle Point having regard to, 17 key junctions across the Borough. This indicates that currently some junctions operate at, or over capacity. By 2033, it is expected	Statement of Common Ground SCG-009 Southend-on-Sea Borough Council

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			that more of these junctions will exceed capacity, unless improvements are delivered to the highway network, and more sustainable modes of travel are encouraged.	
	111	Paragraph 14.8	The Plan supports sustainable transport modes in order to help reduce congestion on the highway network. Essex County Council <u>ECC</u> has published a Sustainable Modes of Travel Strategy as well as the Essex County Council <u>ECC</u> Cycle Strategy 2016 and the Castle Point Borough Cycling Action Plan 2018 7 , which both sets out where the county council is aiming to improve sustainable transport infrastructure.	Consistency of formatting
AM27	112	Policy TP2 Sub-heading	Improvements and Alterations to Roads <u>Highway Infrastructure</u>	Representation 398 ECC
AM28	118	Policy TP3 Sub-heading	Improvements to Footpaths, Bridleways and Cycling <u>Active Travel Infrastructure</u>	Representation 410 ECC
AM29	118	Paragraph 14.16	The <i>Essex Local Transport Plan</i> meanwhile seeks to promote <u>active and</u> sustainable travel, by amongst other things providing the infrastructure for sustainable travel and promoting the use of travel plans. With regard to cycling, the <i>Essex Local Transport Plan</i> considers actions to improve access for cyclists and pedestrians in particular, and identifies the following improvements as essential:...	Representation 410 ECC
AM30	120	Paragraph 14.30	<u>In terms of bus service provision</u> , the following public transport improvements are proposed by the <i>Essex Local Transport Plan 2011</i> in relation to Castle Point.	Change to clarify that the Local Transport Plan does not cover trains.
AM31	121	Paragraph 14.34	The Essex Local Transport Plan (2011) , amongst other things seeks a reduction in greenhouse gas emissions and also prioritises the improvement of journey times on key routes passing through Castle Point including the A130, A13 and A129 as key priorities for the South Essex sub-area. The capacity improvements are supported by the	Clarity of document

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			Thames Gateway South Essex Planning and Transport Strategy.	
AM32	123	Paragraph 14.44	Essex County Council <u>ECC</u> are working with schools to assist with the development of School Travel Plans.	Consistency of formatting
AM33	127	Paragraph 15.1	... Ministry for Housing, Communities and Local Government (MHLCLG), along with the Department for Culture, Media and Sport (DCMS) The Government has confirmed that telecommunications infrastructure should be considered alongside other key infrastructure such as roads and utilities.	Factual update
	127	Paragraph 15.5	Essex County Council (<u>ECC</u>) has adopted <i>21st Century Digital Essex (2011)</i> , the County Strategy for delivering world-class broadband in Essex, which aims to increase the amount of homes and businesses that have high quality telecommunications available to them.	Consistency of formatting
AM34	134	Paragraph 16.25	There are sustainability benefits from the provision of landscaping. It can form an integral part of Sustainable Drainage Systems (SuDS), including the use of green roofs on buildings and water features at individual buildings or running through larger sites. Details on the design and adoption of SuDS can be found in the <u>published Essex <u>ECC Sustainable Drainage Systems Design Guide and Adoption Guidance 2016</u></u> .	Representation 417 ECC
AM35	140	Paragraph 17.6 Bullet Points 1 and 2	<ul style="list-style-type: none"> • makes as much use as possible of suitable brownfield sites and underutilised land; • optimises the density of development, including whether policies promote a significant uplift in minimum density standards in town centres and other locations well served by public transport 	Correction of grammar
	140	Paragraph 17.9	How the Council has dealt with its long-term boundaries is set out in paragraphs 10.54 to 10.11 <u>10</u> of this Plan.	Clarification of updated paragraph numbers
AM36	156	Paragraph 18.12	In recent years there has been a rise in extreme weather events including high levels of precipitation, which can put strain on existing watercourses and	Consistency of formatting

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			drainage systems. The different sources of flooding include tidal, fluvial (e.g. rivers), surface water, groundwater and reservoir flooding, and are managed by different bodies. The Environment Agency is responsible for tidal, reservoirs and fluvial flooding from main rivers and Essex County Council (<u>ECC</u>), as the Lead Local Flood Authority (LLFA), is responsible for reducing the risk of flooding from surface water, groundwater and ordinary watercourses in the borough.	
	156	Paragraph 18.13	Canvey Island is identified as being within Flood Zone 3a. It is defended by sea defences which are currently effective in managing the current tidal flood risk to the Island. However, the <i>South Essex Strategic Flood Risk Assessment 2018 (SFRA)</i> identifies that future impacts of climate change require these defences to be improved to take account of the possibility of over topping from an extremely high tide. The <i>Thames Estuary 2100 Plan (TE2100 Plan)</i> identified Canvey Island as being subject to Policy P4 (of the 2100 Plan), which requires further action to be taken to keep up with climate and land use change so that flood risk does not increase.	Correction of a typo
	157	Paragraph 18.16	Essex County Council <u>ECC</u> hosts an online Interactive Flood and Water Management Map, which identifies the locations in the borough that are at risk from surface water flooding (low, medium or high risk), areas located within Critical Drainage Areas (CDAs), and locations where schemes in the capital programme are being progressed....	Consistency of formatting
AM37	161	Paragraph 18.33	The NPPF requires that strategic policies should be informed by a strategic flood risk assessment and should manage flood risk from all sources. They should consider cumulative impacts in or affecting local areas susceptible to flooding and take account of advice from the Environment Agency and other relevant flood risk management authorities, such as Essex County Council <u>ECC</u> as	Consistency of formatting

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			Lead Local Flood authority and internal drainage boards.	
	162	Paragraph 18.36	The surface water flood risk across the borough shown on the Essex County Council <u>ECC Interactive Flood and Water Management Map</u> , excluding Canvey Island, is driven predominantly by topography relating to watercourse channels of Benfleet Creek....	Consistency of formatting
	162	Paragraph 18.39	Essex County Councils <u>EECs</u> Interactive Flood and Water Management Map identifies...	Consistency of formatting
	163	18.42	A single integrated urban drainage model (IUD) has been prepared to enhance the understanding of the drainage network, and associated flood risk on Canvey Island. This collaborative work between risk management authorities (the Environment Agency, Anglian Water and Essex County Council <u>ECC</u>) has provided a detailed representation of the drainage network on Canvey Island. This has been used to update the Environment Agency's <i>Risk of Flooding from Surface Water Map</i> .	Consistency of formatting
	164	18.48	Reference should be made to the Essex County Councils <u>EEC</u> SuDS Guidance when submitting an application for development, in order to accord with the Lead Local Flood Authority criteria.	Consistency of formatting
AM38	171	Paragraph 19.11	The <i>Castle Point Open Space Appraisal 2012</i> identifies existing networks of green spaces and green corridors within the borough that are used for informal recreation and transport as well as acting as biodiversity networks. <u>The Open Space Appraisal, along with more recent work on the South Essex Green and Blue Infrastructure Study indicates that</u> There are also clear opportunities to enhance these networks through improving the accessibility of these spaces, providing new spaces and the creation of additional green corridors throughout the borough.	Clarification of evidence
AM39	182	Paragraph 19.61	Essex County Council <u>ECC</u> are also looking to improve air quality along the	Consistency of formatting

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			A127 at key junctions with the A127 <i>Air Quality Management Plan</i> .	
AM40	186	Paragraph 19.79	The <i>South Essex Water Cycle Study 2011-2012</i> indicated that there is capacity to accommodate growth at the Canvey WRC and the Benfleet WRC. Anglian Water has also identified that there is sufficient capacity within the Southend WRC to accommodate growth in Southend and those parts of Castle Point and Rochford served by the works. However, the Study advised the removal of surface water from these combined systems would assist with additional capacity and help to prevent storm discharges into the Thames and Crouch Estuaries. Such discharges have the potential to cause harm to European sites in both estuaries, as well as influencing targets set out in the Water Framework Directive. Additionally, there are bathing waters and shellfish waters located in the Thames Estuary that may be harmed through any decline in water quality. The potential impacts are therefore economic as well as environmental.	Clarification of document
	187	Paragraph 19.80	In order to reduce storm discharges, the <i>South Essex Water Cycle Study 2011-2012</i> recommended surface water from new development sites, including brownfield, should not drain to the foul/combined network but should be managed on site. This approach to waste water management is supported by Anglian Water.	Clarification of document
	187	Paragraph 19.81	The <i>South Essex Water Cycle Study 2011-2012</i> indicated new development in the South Essex area is likely to impact on water quality owing to Essex being the driest county in England. This will require mitigation within new development. The study found that it would be preferable to ensure that water efficiency is achieved in new developments, and that SuDS are secured as part of new development proposals in order to minimise impacts on water quality.	Clarification of document
AM41	188	Paragraph 20.5	There are a large amount <u>number</u> of designated and non-designated historic	Reads better

Ref	Page	Policy/ Paragraph	Additional Modification	Reason for Modification
			assets within Castle Point. Whilst heritage assets are distributed throughout the Borough, there is a large concentration of listed buildings in the High Street in South Benfleet. This area was designated as the South Benfleet Conservation Area in 1988, and benefits from a <i>Conservation Area Management Plan</i> . Florence Gardens has also been designated as a conservation area, taking into account the design, layout, and uniformity cottages in the area.	
AM42	210	Appendix 5	Scheduled Ancient Monuments (7 instances)	Correction, and in response to MIQ 359
AM43	215	Appendix 6 Glossary	<i>DELETE REFERENCE TO CASTLE POINT LOCAL NEEDS ACCOMMODATION ASSESSMENT (CPLNAA)</i>	Factual amendment
	218	Appendix 6 Glossary	<i>DELETE REFERENCE TO MARINE CONSERVATION ZONE</i>	Representation 467 Port of London Authority – previous proposals for a MCZ did not get agreed.



Place and Policy
Castle Point Borough Council
Council Offices, Kiln Road,
Thundersley, Benfleet
Essex SS7 1TF
Tel: 01268 882200

localplan@castlepoint.gov.uk

1st December 2021

Dear Sir or Madam,

Castle Point Local Plan Main Modifications Consultation 2021
Friday 3rd December 2021 – Friday 28th January 2022

I am writing to you to advise you about the Castle Point Local Plan Main Modifications Consultation.

What has happened?

The Castle Point Local Plan was submitted to the Government on 2nd October 2020 for examination. At the time of the submission a schedule of proposed changes was submitted with the Plan. These changes did not form part of the Plan but set out a response to the representations made at the Regulation 19 Consultation stage.

The Inspector, Mr Philip Lewis, is undertaking an examination of the submitted Local Plan. As part of this process he issued Matters, Issues and Questions (MIQs) in February 2021 that he wished to consider as part of the examination process. Written statements were invited to these MIQs, and then during May and June 2021, a series of hearing sessions took place to explore these MIQs in more detail.

As a consequence of the initial Regulation 19 representations, and then the process of examining the plan through the consideration of MIQs, a series of proposed Main Modifications have arisen which are required to make the plan sound and/or legally compliant. The Inspector has invited the Council to consult on these main modifications before he prepares his final report on the examination of the Castle Point Local Plan. The examination will be concluded when the Inspector issues his report to the Council. Separately, the Council is undertaking consultation on changes to the Policies Map, and regarding proposed Additional Modifications.

What is the consultation about?

The following documents are the subject of consultation:

- The **Schedule of Main Modifications** dated November 2021, sets out a series of changes required to ensure that the Local Plan is sound and/or legally compliant.
- The **Policy Map Modifications Booklet** dated November 2021 identifies changes to the Policy Map required to reflect the main modifications detailed in the Schedule of Main Modifications.
- The **Schedule of Additional Modifications** dated November 2021 identifies minor changes to the Local Plan for editorial purposes. These are changes which do not materially affect the policies in the Plan and fall outside the scope of the examination by the Inspector.
- The **Main Modifications Sustainability Appraisal Environmental Report**, November 2021, updates previous versions of the Sustainability Appraisal to reflect the Main Modifications and is subject to consultation in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004.
- The **Habitats Regulations Assessment (Scoping Report and Appropriate Assessment)**, November 2021 updates previous version of the Habitat Regulations Assessment to reflect the Main Modifications.
- The **Equality Impact Assessment**, November 2021 updates previous versions to reflect the Main Modifications.

Consultation comments are welcomed on the above listed documents only. In relation to the Schedule of Main Modifications, no representations should be made about parts of the Plan that are not proposed to be modified. Such representations will not be considered by the Inspector. It is also not necessary to repeat comments already made on other aspects of the Plan, as these have already been considered by the Inspector.

Where can Information about the consultation be found?

The documents set out above are available to view online at: www.castlepoint.gov.uk/main-modifications-consultation

They are also available to view in the following locations during normal opening hours:

- Council Offices, Kiln Road, Benfleet, Essex, SS7 1TF (By appointment only)
- Canvey Library, 2 High Street, Canvey Island, Essex, SS8 7RB
- Hadleigh Library, 180 London Road, Hadleigh, Essex, SS7 2PD
- South Benfleet Library, 264 High Road, Benfleet, Essex, SS7 5HD
- Great Tarpots Library, 127 London Road, Benfleet, Essex, SS7 5UH

How to respond to the consultation

Representations are invited from Friday 3rd December 2021 until **5pm on Friday 28th January 2022.**

Representation may be made electronically or by post. Anyone wishing to make a representation is encouraged to use the **Representation Form** available at: www.castlepoint.gov.uk/main-modifications-consultation. Alternatively, response form can be collected from any of the locations listed above. Representations can be:

Emailed: localplan@castlepoint.gov.uk

Posted: Local Plan, Castle Point Borough Council, Kiln Road, Thundersley, Essex, SS7 1TF

What will happen to any representations made?

Representations made in respect of this consultation will be passed to the Inspector for consideration in the preparation of his report regarding the examination of the Castle Point Local Plan. The Council expects to receive this report in 2022 and will publish it on the Council's website once received.

Data Protection

In responding to this consultation, the Council will receive and process your personal information and you are consenting to the storage and future use of your personal information in line with the Council's privacy notice. If you wish to know more about the processing of your personal information please see the Council's privacy notice on its website: www.castlepoint.gov.uk/privacy-notices

Thank you for taking the time to read this notice of consultation.

Yours faithfully,



Ian Butt

Head of Place and Policy

ORDINARY COUNCIL

24th November 2021

**Subject: The Local Authorities Standing Orders England
Regulations 2001 as amended**

1. Purpose of Report

To give effect to the Local Authorities (Standing Orders) (England) Regulations 2015 to protect the Statutory Chief Officers of the Council, to adopt and implement the Model Disciplinary Procedure and Guidance agreed by the Joint Negotiating Committee (JNC) for Local Authority Chief Executives to govern any future disciplinary procedures for the Council's Statutory Officers.

2. Links to Council's Priorities and Objectives

The subject of this report is not linked to a Council Corporate Priority but is a statutory requirement under The Local Authorities (Standing Orders) (England) Regulations 2001 (as amended).

3. Recommendations

To adopt JNC model procedures and in accordance with the agreed JNC model procedures:

1. To establish an Investigating and Disciplinary Committee (IDC) to deal with disciplinary matters relating to the relevant officers. The terms of reference of the Committee are set out a paragraph. This committee is to be a politically balanced committee of five Members, at least one of whom is to be a member of the Cabinet.
2. To establish an Appeals Committee (AC) to deal with disciplinary matters short of dismissal relating to the relevant officers. The terms of reference of the Committee are set out a paragraph 5.7. This committee is to be a politically balanced committee of five Members, at least one of whom is to be a member of the Cabinet.
3. To establish an Independent Panel comprising at least two people appointed under section 28 Localism Act 2011 to advise Council in the event of a recommendation from the Independent Disciplinary Committee to dismiss a relevant officer.
4. That the Investigation and Disciplinary Committee and Appeals Committee be appointed and seats thereon allocated to political groups in accordance with the rules of proportionality and that appointments be made to Committees in accordance with the nominations received from political groups. Substitute members will

be permitted where a member has a conflict of interest in the matter to be considered.

5. That the Investigating and Disciplinary Committee (IDC) will have delegated responsibility for the suspension of “the relevant officers.” In the event of the need for urgency, this function to be delegated to the Chairman of the IDC.
 6. That in the case of a complaint against a relevant officer, the decision whether to refer the matter to the Investigating and Disciplinary Committee (IDC) will be delegated to the Monitoring Officer or Chief Finance Officer (Section 151 Officer) in the case of a complaint against the Head of Paid Service, and delegated to the Head of Paid Service in the case of a complaint against the Monitoring Officer or the Chief Finance Officer.
 7. To authorise all other necessary and consequential amendments to the Constitution including the revision of the Officer Employment Procedure Rules to give effect to these recommendations.
 8. That arrangements are made for appropriate mandatory training for members serving on the Investigating and Disciplinary Committee and Appeals Committee and the Independent Persons serving on the Independent Panel.
-

4. Background

- 4.1 The Statutory Officers of the Council, the Head of Paid Service (Chief Executive), the Chief Finance Officer (Strategic Director (S151 Officer) Resources) and the Monitoring Officer (Strategic Director – Corporate Services (Monitoring Officer), have duties to advise and protect the Council as a corporate body.
- 4.2 In carrying out their duties at times they may be required to provide advice to members that is not welcome or popular, or to take such action in connection with that advice in order to fulfil their statutory responsibilities.
- 4.3 Accordingly these three statutory posts are protected by law under specific regulations from unwarranted political interference in carrying out their proper duties.
- 4.4 In the event that disciplinary action is contemplated against a statutory officer Members will need to ensure that they understand the procedure to be used complies with the regulatory requirements and the relevant terms and conditions of employment.
- 4.5 This report provides procedural clarity in the processes to be followed if a formal complaint is to be made against one of the Council’s statutory officers. As in any employment situation mediation by agreement should be considered prior to the commencement of formal action, however it is important that Members have clarity in relation to the matters covered in this

report so that the council complies with the relevant regulations and terms and conditions of employment.

- 4.6 The Local Authorities (Standing Orders) (England) (Amendment) Regulations 2015 amended the Local Authorities (Standing Orders) (England) Regulations 2001 by changing the statutory process for dismissing the Head of Paid Service, the Monitoring Officer and the Chief Finance Officer (“the relevant officers”).
- 4.7 Previously no disciplinary action could be taken against a relevant officer other than in accordance with a recommendation in a report made by a Designated Independent Person (DIP). The 2015 Regulations abolished the role of the DIP and outlined a new process involving independent persons and that only Full Council may approve the dismissal of a statutory officer i.e. Head of Paid Service (Chief Executive), the Chief Finance Officer (Strategic Director (S151 Officer) Resources) and the Monitoring Officer (Strategic Director – Corporate Services (Monitoring Officer),
- 4.8 The JNC is the negotiating body for the Local Government Association (LGA) representing employer local authorities and the Association of Local Authority Chief Executives (ALACE) representing officers (union side). The JNC has agreed a model procedure to reflect the changed Regulations and this has now been incorporated into the nationally agreed contractual conditions of service handbook for local authority chief executives. Whilst the JNC Conditions of Service are incorporated in all the statutory officers’ contracts of employment, the model procedure requires to be adopted by Full Council to ensure that the Council does not breach contractual conditions of employment in the event that disciplinary action is contemplated or pursued against a statutory officer.
- 4.9 The key features of the model procedure are as follows:
- (a) The procedure involves four stages: An Investigating and Disciplinary Committee (IDC), an Appeals Committee, the Independent Panel and the Council.
 - (b) The IDC is a politically balanced committee comprising five members, at least one of whom will be a member of the Cabinet. Arrangements for flexibility will be required, including the use of reserve members or substitutes, in the event that a member of the IDC has a conflict of interest in the matter to be considered. If it decides to progress a complaint, it will appoint an independent investigator from a list held by the JNC.
 - (c) The Appeals Committee is a politically balanced committee comprising five members at least one of whom will be a member of the Cabinet. It hears appeals against action short of dismissal and decides either to confirm the action, impose no sanction or a lesser sanction.
 - (d) The Independent Panel comprises at least two independent persons appointed by the Council or another council for the purposes of hearing complaints under the Members’ standards regime.
 - (e) The Independent Panel is only used if the IDC, having received the report of the independent investigator and held a hearing, is minded to recommend dismissal to full Council. A meeting of the Panel cannot be convened within twenty days of the decision to refer to the Panel.

If the recommendation is for a lesser sanction such as a written warning, the IDC has the power to impose this without referring to either the Independent Panel or full Council. The relevant officer can then appeal the sanction to the Appeals Committee.

- (f) If the IDC recommendation is dismissal, the Cabinet will be given the opportunity to make any objections that are both material and well founded. Following this, the Independent Panel will hold a hearing where it will listen to both the chair of the IDC and the relevant officer and will then give their advice/views/recommendations to Council.
- (g) The matter then goes to full Council for a decision. This is in effect an appeal hearing for the relevant officer who is allowed to put his or her case to Council before a decision is taken.

5. Proposals

- 5.1 Given that the relevant officers will have JNC terms and conditions referred to in their contracts of employment which could potentially lead to a breach of contract argument if Council did not follow the JNC model, it is recommended that the Council adopts the structures of the model procedures and applies it to all three relevant officers. It usefully consolidates the requirements for an independent view with the practical experience of local Members familiar with the services, workings and duties of the Council.
- 5.2 It is proposed that the model structure is followed as set out.
- 5.3 The Investigating and Disciplinary Committee (IDC), an Appeals Committee, the Independent Panel and the Council will follow the Disciplinary Procedure for Local Authority Chief Executives and Statutory Chief Officers described in the Appendix 1.
- 5.4 **Investigating and Disciplinary Committee (IDC)** - Where an allegation or complaint is made relating to the conduct or capability of the Head of Paid Service , Chief Finance Officer (Section 151 Officer) or Monitoring Officer (Statutory Officers) the matter will be considered by the IDC.
- 5.5 This is a Committee that will be established for the purposes of advising Council on matters relating to the dismissal of the Head of Paid Service, the Monitoring Officer and the Chief Finance Officer. This Committee will also have the power to determine, following an investigation, any sanctions to be applied to those Statutory Officers, short of dismissal.
- 5.6 The IDC will be politically balanced and comprise of five members, at least one of whom will be a member of the Executive. Arrangements for flexibility will be required, including the use of reserve members or substitutes, in the event that a member of the IDC has a conflict of interest in the matter to be considered. If the IDC is of the view that a complaint or allegation should be progressed, it will appoint an independent investigator from a list held by the Joint National Council.
- 5.7 The terms of reference for the IDC are proposed as:

- To determine the procedure to be followed by the IDC
 - To receive, assess and consider any complaint or allegation relating to a Statutory Officer.
 - To appoint and receive, reports from an independent investigator as appropriate.
 - To receive reports and advice from the Independent Panel in the event dismissal of a Statutory Officer is being considered.
 - To determine and issue sanctions short of dismissal for a Statutory Officer.
 - Subject to receiving advice from the Independent Panel, to make any recommendations to Council for the dismissal of a Statutory Officer.
- 5.8. **Appeal Committee (AC)** This is a committee that will be established for the purposes of considering any appeals on sanctions by the IDC against a Statutory Officer. For Statutory Officers, all sanctions short of dismissal may be applied by the IDC
- 5.9 The Appeals Committee will be politically balanced and comprise of five members at least one of whom will be a member of the Executive. It will hear appeals against sanctions decided by the IDC (short of dismissal for Statutory Officers).
- 5.10 The terms of reference for the AC are proposed as:
- To determine the procedure to be followed by the AC.
 - To receive, assess and consider any appeal by a Statutory Officer in respect of a sanction applied by the IDC
 - To consider any appropriate and relevant reports and submissions to the matter.
 - To decide either to confirm the sanction applied by the IDC, impose no sanction or apply a lesser sanction.
- 5.11 **The Independent Panel (IP)** - The Independent Panel comprises at least two independent persons who are appointed by the Council or another council, for the purposes of the council members' conduct regime under section 28(7) of the Localism Act 2011. The Monitoring Officer may also appoint an Independent Person(s) from a list held by the Joint National Council. The existing Independent Persons appointed by the Council under section 28(7) Localism Act 2011 to support the Review Committee can form the Independent Panel.
- 5.12 The Independent Panel is only used if the IDC, having received the report of the independent investigator and having held a hearing, is minded to recommend dismissal of a Statutory Officer to full Council. If the recommendation is for a lesser sanction such as a written warning, the IDC has the power to impose this without referring to either the Independent Panel

or full Council. The relevant officer can then appeal the sanction to the Appeals Committee.

- 5.13 If the IDC recommendation is dismissal of a Statutory Officer, the Cabinet will also be given the opportunity to make any objections to the recommendation by the IDC. Following this, the Independent Panel will hold a hearing where it will listen to the case put by both the chairperson of the IOC and the relevant officer and will then give their advice / views / recommendations to Council.
- 5.14 The matter then goes to full Council for a decision. This is in effect an appeal hearing for the relevant statutory officer who can put their case to Council before a decision is taken. In reaching its decision, Council must take into account the views of the Independent Panel.
- 5.15 The model procedure envisages the IDC deciding on whether to suspend a relevant officer. It also recommends that due to the need for speed and the difficulties in calling together a committee at short notice, there needs to be an arrangement in place to deal with suspensions that are urgent. It is recommended that the Chair of the IDC be given these powers in relation to a relevant officer in accordance with the JNC Conditions. Any suspension then has to be reviewed every two months by the independent investigator
- 5.16 Not all complaints about a relevant officer should lead to a referral to an IDC. Some may be more appropriately dealt with under for example, a service's complaints procedure. A complaint will have to be in writing and clearly set out the basis of the complaint. There needs to be a process to redirect complaints to the appropriate quarter or to filter out those that have no merit. It is proposed that in the case of a complaint against the Chief Executive (Head of Paid Service), the Chief Finance Officer (Section 151 Officer) will decide whether a complaint should go to the IDC. In the case of complaints against the Monitoring Officer or the Section 151 Officer, the delegation should be to the Chief Executive (Head of Paid Service).
- 5.17 The model procedure allows the relevant officer to be accompanied at any disciplinary meetings. However this is wider than the statutory right given to all employees to be accompanied by a trade union official or work colleague. The model proposes that the relevant officer be accompanied by a person of their choice (including a lawyer) at their own cost. Given the reputational and career implications for a relevant officer going through these procedures it is recommended that the Council adopts this approach.

6. Corporate Implications

(a) Financial Implications

- 6.1 There would be costs associated with the process if initiated but there are no financial implications at this stage other than mandatory training which could be met from existing training budget. There are increased financial risks associated with tribunals if the council fails to follow its policies and procedures adequately.

(b) Legal Implications

- 6.2 Various legal provisions are referenced in the report. The Local Authorities (Standing Orders) (England) (Amendment) Regulations 2015 made amendments to the Local Authorities (Standing Orders) (England) Regulations 2001 (the 2001 Regulations) that changed the statutory process for dismissal of Statutory Officers. The 2001 Regulations (as amended) requires the incorporation of specific standing orders relating to local authority employees
- 6.3 The standard contract of employment for the relevant officers refers to the JNC agreed conditions of service handbook for local authority Chief Executives. Failure to implement a disciplinary procedure based on the model could be a breach of contract.
- 6.4 A Member who has made the complaint or allegation against the relevant officer, would not be able to serve on the IDC or Appeals Committee considering that complaint due to the common law rules of bias.
- 6.5 Under Section 102(4) of the Local Government Act 1972, a local authority may appoint committees for the discharge of any of its functions.
- 6.6 Under Schedule 12A of the Local Government Act 1972, it is highly likely that the relevant committees will be required to resolve to exclude the public and press, on the basis that confidential and/or exempt information would be considered.

(c) Human Resources and Equality Implications

- 6.7 The Chief Executive, Monitoring Officer and Chief Finance Officer have contracts of employment which refer to the JNC terms and conditions of service. Failure to progress disciplinary action against a statutory officer in accordance with a procedure based on the nationally agreed JNC terms and conditions of service could constitute a breach of employment contract. The officer disciplinary policy and procedure covers all employees, except for Statutory Officers.
- 6.8 An Equalities Impact Assessment was not completed because this report does not propose changes to existing service-related policies or the development of new service-related policies.

7. Timescale for implementation and Risk Factors

- 7.1 The process outlined in this report and recommended for adoption are 'compliant with the 2001 and 2015 Regulations and nationally agreed Joint Negotiating Committee for Local Authority Chief Executives and is being applied to the two other relevant statutory officers protected by the 2015 Regulations. This mitigates any risk to the Council in this regard.

8. Background Papers

The Local Authorities (Standing Orders) (England) (Amendment) Regulations 2015 amended the Local Authorities (Standing Orders) (England) Regulations 2001

Model Disciplinary Procedure and Guidance agreed by the Joint Negotiating Committee (JNC) for Local Authority Chief Executives

Report Author:

Ann Horgan - Head of Governance

Disciplinary Procedure for Local Authority Chief Executives and Statutory Chief Officers

Investigating and Disciplinary Committee (IDC) convened

This should be a standard Committee of the Council.

The IDC considers the allegation

The Chief Executive/Officer concerned should be asked for comments. In the light of those comments and having carefully considered the complaint/allegation the **IDC** may decide on three possible options.

Option 1

No further action

This should be immediately communicated to the Chief Executive/relevant officer and the complainant.

Option 2

Informal un-recorded oral warning

If the matter is not serious, but there is some minor fault or error on the part of the Chief Executive/relevant Officer, then the **IDC** can issue an informal unrecorded warning.

Option 3

Case to answer/ further investigation warranted

If following consideration of the Chief Executive's/relevant Officer's response, the **IDC** believes that the case cannot be dismissed and requires further investigation and that, if the allegations were to be upheld, they would result in a sanction than an informal warning, the **IDC** should appoint an Independent Investigating Officer and consider suspension.

Suspension

The **IDC** should have delegated authority to suspend.

Suspension should be reviewed after a period of two months and only extended following consultation with the Independent Investigator and the consideration of any representations from the Chief Executive/Relevant Officer.

Appointment of Independent Investigating Officer

A list of suitably qualified individuals should be maintained by the Joint Secretaries. This could operate as a taxi rank system or the Council could be given three names from which the Chief Executive/Relevant Officer could pick. Only genuine conflicts of interest etc. should be acceptable reasons for rejection by the Chief Executive/Relevant Officer. If the Chief Executive/Relevant Officer

does not agree within 14 days, the Council should be free to appoint their own choice.

Role of the Independent Investigator

In practice it should be for the Independent Investigator to determine the process they will follow. This is likely to be dependent upon the nature of the allegations and availability of information. However the JNC's process is "Evidence Collection and Investigation".

Evidence Collection and Investigation

It may be a process of evidence gathering, hearing submissions etc. which will lead to the formulation of a recommendation for consideration by the **IDC**.

Hearing the Case

Alternatively the Independent Investigator may hear the case. If the Independent Investigator hears the case, both parties will have the usual opportunities to present evidence and cross-examine witnesses etc. At the hearing both parties will be afforded the opportunity to be represented. Following the hearing, the Independent Investigator will produce a report for consideration by the **IDC**.

The Report of the Independent Investigator

Irrespective of the manner in which the Independent Investigator investigates the case, on completion of the investigation, he/she must prepare a report with recommendations and rationale for submission to the **IDC**

Consideration and Decision of the IDC

If the Independent Investigator has held a full hearing, the **IDC** will limit its hearing to a consideration of the Independent Investigator's report. They may decide to call witnesses for clarification purposes. The Chief Executive/Relevant Officer should attend this meeting and both parties should be afforded the opportunity to summarise their case. The hearing should be conducted in accordance with the ACAS Code of Practice. If the Independent Investigator did not hear the case, then the **IDC** should afford the Chief Executive/Relevant Officer for a hearing to allow the post holder to challenge the recommendations of the Independent Investigator and call witnesses etc.

Recommendation of the IDC

Following its consideration of the report of the Independent Investigator, or a full hearing of the case, the **IDC** will essentially have three options:-

1. No case to answer
2. Disciplinary action short of dismissal
3. Dismissal

No case to answer

Appropriate communication should be prepared in agreement with the Chief Executive/Relevant Officer to ensure that as far as possible, there is no damage to the post holder's reputation.

Action short of Dismissal

A decision to take action short of dismissal should be communicated (in writing) to the Chief Executive/Relevant Officer with rationale for the decision. The Chief Executive/Relevant Officer will have the right to appeal to the Appeals Committee against the decision.

Recommendation to Dismiss

If there is a recommendation to dismiss, the reports of the **IDC** and the Independent Investigator should be sent to the Independent Panel (**IP**) for consideration. The Chief Executive/Relevant Officer may make written representations to the **IP**.

Composition and Role of the IP

The **IP** should be a Committee of the Council, appointed under section 102(4) of the Local Government Act, 1972, and should comprise only Independent Persons (at least 2, but 3 would perhaps be more appropriate), appointed under section 28(7) of the Localism Act 2011. Appropriate training should be afforded to these Independent Members. Both parties should be represented at the meeting (the **IDC** will need to nominate a Member to attend).

The **IP** should receive oral representations from the Chief Executive/Relevant Officer, in which case they should invite the **IDC** to respond to the points made and ask questions of each party. The report should contain clear rationale if they disagree with the recommendation to dismiss.

Report to Full Council

Following consideration by the **IP** a report should be presented to Council. The report should comprise the recommendation of the **IDC**, the Independent Investigator's report and any comments on the recommendations for dismissal from the **IP**. In the light of this information, council should consider the recommendation to dismiss. The Chief Executive/Relevant Officer should be provided with the right of appeal against the decision and allowed to attend this meeting and address the Council. The Independent Investigator may also be invited to attend and provide clarification if required. Following this consideration Council should either confirm or reject the recommendation to dismiss. It may at this stage impose a lesser sanction. This stage in the process constitutes the Chief Executive's/Relevant Officer's final right of appeal.

**ORDINARY COUNCIL
24TH NOVEMBER 2021**

Subject: Notices of Motion

1. Purpose of Report

To present to Council valid Notices of Motion received for consideration at this meeting.

1. Councillor Fuller has given notice of the following:

Canvey Island Independent Party calls upon Castle Point Council to ask Anglian water to produce information on how much raw sewage has been pumped into our creeks, river Thames, and our drainage system in the last five years.

The Motion is to be seconded by Councillor Anderson.

2. Councillor Blackwell has given notice of the following:

Canvey Island Independent party calls upon all Members to give a vote of thanks to all senior management and staff for their hard work at keeping all services running during COVID-19 and the untimely death of our chief executive.

The Motion is to be seconded by Councillor Savage.

3. Councillor Sheldon has given notice of the following:

“Castle Point Council congratulates the Royal British Legion on their centenary and thanks local volunteers and organisers for their work in fundraising, raising awareness and supporting our veterans and their families.

Loneliness and social isolation is a growing health issue facing our Borough and is recognised by the Royal British Legion as a particular problem amongst veterans of our armed forces.

Castle Point Council commits to raising awareness about this issue and helping veterans and others who suffer from it in our Borough to be aware of and access the local support that is available.”

The Motion is to be seconded by Councillor MacLean.

4. Councillor A. Thornton has given notice of the following:

“Castle Point Borough Council explore the use of an Article 4 direction in relation to relevant permitted development rights to ban the

installation of non-porous driveways and hard standing without planning permission to help reduce surface water runoff into local roads in times of heavy rain.”

The Motion is to be seconded by Councillor Fortt.

5. Councillor Drogman has given notice of the following:

“Castle Point Council calls upon the Government to raise the legal age for buying category 3 fireworks to 21”

The Motion is to be seconded by Councillor S Mumford.

6. Councillor Skipp has given notice of the following:

“Castle Point Council would like to make residents and members of the public aware that it is an offence to use e-scooters on the Public Highway unless part of an official trial. If you are involved in a collision with an e-scooter as a pedestrian or another road user then this should be reported to the police.”

The Motion is to be seconded by Councillor Isaacs

7. Councillor Mountford has given notice of the following:

We call on the Council to stop and assess the recent announcements made by the Conservative Government and the new Secretary of State Michael Gove with regard to changes to the planning system (and take whatever action is necessary) to protect and preserve the precious green belt in our local area and reduce the housing numbers and extended the term of delivery in the emerging new local plan.

The Motion is to be seconded by Councillor Gibson

As this Motion has budget implications the Motion will be deferred without debate for a report to Cabinet Council Procedure Rule 13 applies. The Motion will not be dealt with at this meeting.