



New Castle Point Local Plan

2018-2033

March 2022

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1. Foreword

To be replaced by a foreword at the point of adoption

2. Introduction

2.1 Castle Point Borough Council has prepared this Plan in order to set out how the development and growth requirements of Castle Point for the period 2018 to 2033 will be met. It also sets out the policies that will be applied to ensure that individual development proposals contribute positively towards the achievement of the vision set out in this Plan. The *Policies Map* supporting the Plan illustrates the policies presented within this document spatially and should be read alongside it to fully understand the location of growth and development in the borough. It covers all planning matters except for waste and minerals development which are planned for separately by Essex County Council as the waste and minerals planning authority.

2.2 This Plan, along with the current *Essex Minerals Local Plan* and *Essex and Southend-on-Sea Waste Local Plan*, form the Development Plan for Castle Point Borough. Policies in this plan will replace in their entirety the 2007 saved policies from the *Castle Point Borough Local Plan* adopted in 1998.

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

2.4 The **strategic policies** within this plan set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision housing, employment, retail, leisure, infrastructure, and other developments. They provide a borough-wide approach for guiding development to designated parts of the borough, and for putting in place mechanisms for delivering infrastructure and protecting and enhancing the built and natural environment.

2.5 The **local policies** within this plan identify the specific location where development and change will occur within the borough

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

2.7 In order to ensure that this plan is robust and responds positively to local issues, policies are supported by evidence. This evidence includes studies and assessments undertaken in order to understand both the need for development and growth, their likely impacts, and the physical constraints on development and growth in the borough.

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 responses received during its preparation and examination. Having regard to the consultation responses, the Council aims to secure improvements to road infrastructure and community facilities alongside the delivery of new development.

2.9 The Local Plan identifies locations where there are constraints on growth in the borough, including areas of specific nature conservation value, areas of higher landscape value and areas at risk of flooding. Castle Point Borough's settlements are also enveloped by a substantial swathe of

Green Belt that has worked positively to maintain the separation between towns within and beyond the borough. The retention of strategic corridors of Green Belt continues to present a constraint on development and how future growth can reasonably be accommodated.

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

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

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

Strategic Priorities

This plan has been prepared in a positive manner with the aim of supporting sustainable economic growth.

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

The Strategic Priorities for the Plan are:

- **Maximising the use of available and deliverable urban land for new development.**
- **New development is supported by the provision of infrastructure improvements including transport, education and services and facilities that communities need for their wellbeing.**
- **Promote sustainable development through the effective use of land and ensuring appropriate infrastructure, including flood and transport infrastructure, supports development.**
- **Provide high quality mix of suitable and affordable homes to meet the needs of all residents.**
- **Provide attractive employment spaces and create additional employment opportunities for local residents.**
- **Seek to ensure vitality of town centres, by improving the retail offer and supporting a diverse mix of uses and keeping them vibrant, attractive places to visit.**

- **Protect, enhance and encourage healthy, active and safe communities, by supporting community resilience and inclusion and opportunities for people to flourish through maximising the quality and provision of open spaces.**
- **Promote active and sustainable modes of travel (including public transport) and reduce travel times by enhancing existing transport infrastructure, facilities, and services.**
- **Promoting improvements in digital communications and connectivity for residents, businesses and public services.**
- **Ensure attractive design that accentuates the positive features in the natural, built and historic environment and results in well-designed beautiful and safe places.**
- **Prioritising the use of brownfield land for future development but recognising that it is a finite resource and therefore managing the release of Green Belt land for development in a way that prevents urban sprawl, prevents towns merging together and safeguards the most valued countryside.**
- **Promote resilience to flooding and climate change through sustainable development and design; creation of new green infrastructure; and the encouragement of renewable energy production.**
- **Protect and enhance the environment to ensure that there are measurable net biodiversity and environmental gains.**
- **Conserve, and where possible improve, important heritage assets.**

3. Policy Context

3.1 The context of Castle Point is vital in the preparation of this Local Plan. There are many drivers, internationally, nationally and at a sub-national level that influence Castle Point and will continue to do so into the future. By understanding these drivers, it is possible to maximise the benefits, and limit their impacts, through the New Local Plan.

3.2 The Council have considered any national planning policy and guidance and regional statutory documents in the preparation of the Local Plan.

3.3 This Local Plan will supersede all the Policies and proposals set out in the *1998 Adopted Castle Point Local Plan* and the *Saved Policies 2007*.

Legislative Context

3.4 The Local Plan has been prepared in accordance with the requirements of the *Town and Country Planning Act 1990* (as amended), the *Planning and Compulsory Purchase Act 2004*, and the *Town and Country Planning (Local Planning) (England) Regulations 2012* (as amended).

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

National Policy Context

3.6 The *National Planning Policy Framework (NPPF, 2021)* 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.

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

- An overall strategy for the pattern and scale of development;
- The homes and workplaces needed, including affordable housing;
- Appropriate retail, leisure and other commercial development;
- Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- Community facilities (such as health, education and cultural infrastructure); and
- Climate change mitigation and adaption, and
- Conservation and enhancement of the natural, built and historic environment, including landscape and green infrastructure.

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

3.9 At the heart of the *NPPF* is the presumption in favour of sustainable development. The achievement of sustainable development requires consideration of several themes, including but not limited to economic growth, infrastructure, housing, biodiversity and health. When read as a whole this 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 themed 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.

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 are drawn out in the housing section of the New Local Plan.

Sub-national Policy Context

The South East Local Enterprise Partnership

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

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

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

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 (ECC) sit on that partnership.

3.15 In respect of Transport infrastructure, the Cities and Local Government 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:

- Work with Highways England to “Co-create” the future Road Investment Strategy (RIS) programme for the strategic road network
- Define and prioritise investment programmes for the new Major Road Network.
- Influence Network Rail investment by the “Co-creation” of an investment programme via the new Rail Network Enhancements Pipeline (RNEP).
- Seek to Influence future rail franchise specifications.
- Advise Government on other major transport scheme funding decisions.
- Provide regional co-ordination and best practice across the East of England.

The County Policy Context

3.16 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. The County Council 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. ECC has also published several strategic policies and guidance documents in relation to ECC services and infrastructure provision and delivery, which are relevant to development and growth in the borough. These are referenced throughout the Local Plan where relevant.

Essex Minerals Local Plan and Essex Waste Local Plan

3.17 The *Essex Minerals Local Plan* was adopted in July 2014 and sets out a county wide approach to the use of mineral resources and the protection and extraction of mineral deposits in a sustainable way. There are no significant minerals deposits in Castle Point that require protection or extraction. However, sustainable building methods are essential to ensuring that there are sufficient resources at sustainable levels.

3.18 ECC is the waste planning authority for the borough, and is responsible for preparing planning policies, and for assessing applications for waste management development. The *Essex and Southend-on-Sea Waste Local Plan (2017)* is a statutory Plan which should be read alongside the New Local Plan. It sets out where and how waste management developments can occur and is the planning policy against which waste management development planning applications are assessed.

Essex Local Transport Plan

3.19 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.

3.20 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 and helps deliver the best quality of life for the residents of Essex."

3.21 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.

3.22 The LTP is supplemented by delivery strategies for public transport, highways, cycling and public rights of way. ECC's published *Sustainable Modes of Travel Strategy* supports different modes of transport and seeks to create a sustainable framework to provide residents a real choice in the way in which they travel.

3.23 As Thurrock and Southend are unitary authorities with their own Local Transport Plans, ECC and these two 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:

- a. A127 Corridor for Growth: An Economic Plan (March 2014) and the A127 Route Management Strategy.
- b. The A127 Task Force.
- c. South Essex strategic route network including the A13 corridor, A130 and A127/A130 Fairglens Interchange.
- d. National road network including the M25, A13 and the Lower Thames Crossing.

Essex Prosperity and Productivity Plan

3.24 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:

1. Dynamic: Driving the creation and adoption of new ideas and opportunities – leading to higher value employment over the long term
2. Resilient: Adaptable for the long term – in the context of climate change, new technology and changing markets
3. Inclusive: Supporting a growing and changing population, investing in new and existing communities and quality of life
4. Connected: Creating better, more sustainable networks within Essex – and open to our neighbours, the UK and the world

Essex Green Infrastructure Strategy

3.25 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 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.

Strategic Policies for the Thames

3.26 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 *South East Inshore Marine Plan*, 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 *Marine and Coastal Access Act 2009* and the *Marine Policy Statement* 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.

3.27 The *Vision for the Tidal Thames*, 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 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 *Thames River Basin Management Plan* published by the Environment Agency establishes in more detail the approach being taken to meeting the requirements of these Regulations in the Thames.

3.28 The Environment Agency has also prepared the *Thames Estuary 2100 Plan* which establishes how flood risk will be managed for the river over the remainder of this Century.

Strategic Policy for South Essex

3.29 The South Essex local authorities of Basildon, Brentwood, Castle Point, Rochford, Southend on Sea, Thurrock and ECC formed the Association of South Essex Local Authorities (ASELA) in 2017.

3.30 ASELA has developed a high-level vision for South Essex entitled South Essex 2050, which considers the future of the enlarged South Essex area, disregarding internal administrative boundaries. The focus of this vision is to secure growth through a process of place-making, and for

that growth to be supported by significant upgrades to strategic infrastructure. Additionally, there is a focus on ensuring that more local people can benefit from that growth by removing barriers to employment. Several work streams have been established to deliver the South Essex 2050 vision. The work streams most relevant to the New Local Plan are those regarding spatial planning, industrial strategy and infrastructure.

3.31 The South Essex 2050 vision identifies six main growth locations in the area, and it is now intended that the local planning authorities and Essex County Council will work together to prepare a *Joint Strategic Plan (JSP)* for South Essex. This will be accompanied by a separate *Joint Infrastructure Delivery Plan (IDP)*. A Memorandum of Understanding (MOU) has been developed and signed which sets out the framework for delivering a joint plan, and various shared key principles have been agreed including a protocol for engaging with each other on strategic planning matters.

South Essex Joint Strategic Plan

3.32 Part of the South Essex growth ambition will be realised through the preparation and adoption of a *JSP*. The *JSP* will be a high-level planning framework covering the whole South Essex area. It will set out the overarching spatial strategy, housing target and distribution, strategic employment areas, key transport and other infrastructure priorities and strategic development opportunity areas. It is set to deliver a minimum of 96,000 new homes and 52,000 new jobs by 2038. Along with housing and employment the vision aims to deliver large scale infrastructure that will permit long term growth for the region.

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

South Essex Productivity Programme

3.34 ASELA also intend to address the broader elements of growth, beyond 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.

1. Vibrant places
2. Enterprise growth
3. Future work
4. Data transformation

South Essex Green Grid Strategy

3.35 The *South Essex Green Grid Strategy* established a long-term vision to develop a network of open spaces and green links throughout South Essex. The strategy seeks to enhance confidence in South Essex as a high-quality place to live, work and invest through embracing different habitats and land uses across rural and urban boundaries, connecting new communities with existing neighbourhoods and providing improved 'access for all'.

3.36 The Vision of the Green Grid Strategy remains relevant today, and under the auspices of ASELA, a *Green and Blue Infrastructure Strategy* 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.

Local Policy Context

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

Castle Point Regeneration Framework

3.38 The *Regeneration Framework* for Castle Point was published in 2011 and sets out how partners will work together to deliver regeneration ambitions in Castle Point in the period to 2021. The framework addresses a range of themes including town centre regeneration, regeneration of employment areas, skills development and environmental improvements. The Castle Point Regeneration Partnership has already made considerable progress in delivering against the framework and has begun work on an updated Framework to support the delivery of the Local Plan.

Castle Point and Rochford Local Strategic Partnership

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

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

Castle Point Leisure and Recreation Strategy

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

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

4. Spatial Portrait

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

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

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

4.4 Castle Point Borough comprises of the towns of Canvey Island, South Benfleet, Hadleigh and Thundersley.

Canvey Island

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

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

4.7 Compared with other parts of the borough Canvey Island is relatively more deprived, with pockets of income and employment deprivation, and wider issues associated with the education and skills of residents. However, there is a robust community spirit, and this has been recognised by partner organisations who have worked together to deliver infrastructure on Canvey Island to address deprivation issues. This includes a healthcare centre, two secondary schools, a vocational college and works to improve the quality of the public realm within the employment area.

4.8 Investment has also been secured for projects related to the well-being of the community on Canvey including the creation of a new nature reserve covering a large area of west Canvey and the refurbishment of Waterside Farm Leisure Centre. At present opportunities are also being explored to deliver regeneration of Canvey Town Centre to ensure it better meets the needs of residents.

4.9 Whilst the level of bus service provision on Canvey Island reaches up to 20 buses per hour in the peak, the Island is peripheral to the public transport network resulting in long journey times.

Therefore, many residents rely on the private car to access jobs and services. East-west routes across the Island are heavily congested. Additionally, there are only two single carriageway routes on and off the Island which converge at a single junction (Waterside Farm). This results in peak time congestion and is a significant issue for residents.

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

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

4.12 Canvey Island has two port facilities namely the Oikos and Calor Gas facilities. Both are registered as upper tier Control of Major Accident Hazards (COMAH) 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 there are certain constraints on development within defined consultation zones around these sites.

South Benfleet, Hadleigh and Thundersley

4.13 These towns sit on the mainland between settlements in Basildon and Southend boroughs and have a combined population of 48,000 people. Included within the landscape are several ancient woodland and grassland systems including three sites of SSSIs and the Benfleet and Southend Marshes SPA/Ramsar site, important for its assemblage of migratory bird species. Due to its elevated topography, tidal flood risk is less of an issue in Hadleigh and Thundersley compared to Canvey, although there are some low-lying areas still at risk in South Benfleet. Surface water flood risk however presents a more significant issue, particularly in parts of South Benfleet and Thundersley.

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

4.15 Compared with Canvey Island, South Benfleet, Hadleigh and Thundersley are relatively less deprived, with some pockets of significant wealth. However out-commuting rates are high, and as a result highway infrastructure capacity is also an issue in this part of the borough. There has been notable investment in improvements to the road network and community wellbeing projects including the refurbishment of Runnymede Pool in Thundersley and through various projects to enhance public open space provision including the creation of an Olympic Legacy mountain biking course at Hadleigh Farm.

4.16 Whilst there has been substantial investment in the highway network over the last few years, there remain capacity issues around the A13 and A129 Rayleigh Road in particular. Furthermore, the highway network is highly sensitive to incidents and adverse conditions which can result in

severe congestion if occurring at peak times. This congestion impacts not only on people in private vehicles but also on the reliability of public transport provision. This is a significant issue for residents.

5. Key Drivers of Change

5.1 The Local Plan will consider impacts or changes that are likely to occur within the borough over the plan period and beyond. In order to do so a number of key drivers are set out below.

Economic Growth

5.2 The Government is pursuing an economic growth agenda in order to ensure that Britain has an innovative and open economy. Local Plans are expected to help create conditions in which businesses can invest, expand and adapt. Boosting the economy and increasing productivity are major drivers for change in the emerging South Essex Plan and clearly laid out in the Statement of Common Ground agreed by the Association of South Essex Authorities (ASELA).

5.3 The borough is not a major economy compared with other locations within Essex, but it has a large pool of labour. Residents out commuting is focussed primarily on London, Basildon and Southend On Sea. There are three major commercial areas (B1 to B8) at Stadium Way (close to the A127); Manor Trading Estate in Thundersley; and the Charfleets Trading Estate on Canvey Island. Planning permission has also been granted for two further employment areas on Canvey Island called Thames View 130 and Gateway 130. These will be the focus for economic growth within the B use sector.

5.4 There are four town centres – Canvey, Hadleigh, Tarpots and South Benfleet. Each is convenience shopping focussed with a high level of independent stores. The Council purchased the Knightswick Shopping Centre in Canvey town centre in 2019 to support regeneration of that town centre. There is a limited retail offer by national multiples with larger scale comparison shopping needs being met at sub-regional centres such as Basildon, Southend, Lakeside and Chelmsford.

5.5 Retail warehousing is provided at Stadium Way and at the Canvey Retail Park, opened in 2018.

5.6 The Council is seeking to retain more employment within the Borough and providing opportunities for start-up businesses and commuters seeking to work closer to home. The location of the USP College SEEVIC Campus, together with South Essex College's Procat Campus on Canvey Island are catalysts for improving further, higher and vocational training.

5.7 To improve connectivity the Council is participating in the roll out of a local full fibre network across the Borough initially connecting key public buildings and facilities – council buildings, health, CCTV, care homes, education and blue light services. This government funded project aims to increase business connectivity into the full fibre network.

5.8 A key driver for local businesses will be the provision of improved infrastructure and to the strategic networks, such as access to and from Canvey Island, where fuel ports of national importance are located.

5.9 Tourism is focused on Canvey seafront, and the Hadleigh Castle Country Park and Olympic Mountain Bike Centre at Hadleigh. There are further opportunities through the England Coastal Path which will provide greater connectivity across the South Essex Marshes into Thurrock, Basildon and Southend-on-Sea boroughs.

Demographic Change and Population Growth

5.10 The proportion of people over the age of 65 is expected to increase from 25% in 2018 to 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.

5.11 In the absence of the housing growth set out within this plan it would be expected that there would be an increasing level of vacant school places, whilst pressure on healthcare services, social services and daytime clubs and leisure facilities would grow.

Improving the Quality of Life

5.12 Engagement on this plan and other strategies have identified several issues that are important to residents in terms of ensuring a good quality of life.

5.13 There is frustration at the level of traffic congestion, particularly at peak times, in certain locations, including Stadium Way, Tarpots and Canvey, therefore a reduction in the levels of congestion should be a key driver for change. Opportunities presented through the *Local Transport Plan (LTP)*, *South Essex Joint Strategic Plan (JSP)* and development proposals in this plan will facilitate solutions to relieve congestion, spread development spatially across the borough so that growth is not concentrated and drive a modal shift.

5.14 There is a strong value attached to openness and greenness in the borough, and therefore this should be enhanced and protected as appropriate. The Green Grid Strategy provides a tool enabling this to occur. Greater use needs to be made of open spaces and through development increasing accessibility to the Green Belt.

5.15 There is strong loyalty to local services and town centres. This plan seeks to support their development and long-term, sustainability should be enhanced and protected as appropriate. Canvey and Hadleigh Town Centre Master Plans are tools which will enable this to occur.

Protecting the Environment

5.16 The environment in Castle Point is fundamental to the quality of life of residents as an amenity and is also intrinsically important for its ecological and heritage assets and landscape value.

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

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

Climate change and flood risk

5.19 It is clear from empirical evidence that the climate is changing, and that this has long-term implications for coastal locations such as Castle Point.

5.20 Sea-level rises are expected to increase the risk of flooding in low lying areas. The *TE2100 Plan* 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 the period to 2100.

5.21 The risk of tidal flooding is a constraint on development on the island with developers having to provide mitigations, such as refuge areas. This impacts on development viability and limits the range of development.

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

5.23 There is also evidence of the occurrence of more extreme weather events. Extreme rainfall events for example have become more prevalent resulting in issues of surface water flooding and increase fluvial flood risk in Castle Point. The risk of surface water flooding due to extreme rainfall events is most heightened on Canvey Island where the combination of the low-lying topography, limited natural drainage and sea wall creates a bowl like effect and increases flooding risk.

5.24 There have also been prolonged dry spells in recent years resulting in water shortages. Such events will have effects on the health and well-being of people, particularly the elderly and vulnerable people. It will also impact on people's homes, businesses and on the cost of insurance. Additionally, it may impact on food supply. There is a need to ensure that development and communities are resilient to the impacts of extreme weather events.

6. Vision for the Future

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

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

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

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

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

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

Important features in the natural and historic environment including wildlife, habitats, landscape features, historic buildings and archaeology will have been protected and enhanced. Opportunities to improve the quality of land, air and water will have been realised in order to ensure that the environment is healthy and more resilient to the risks of climate change.

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

7. Objectives of the New Local Plan

7.1 In order to deliver the vision of this plan, the policies in this plan are designed to meet the following objectives:

Objective 1: To protect and enhance the range of services that support healthy and active communities within Castle Point and create beautiful and safe places.

Objective 2: To provide high quality homes in sustainable locations that meet the needs of local people through an appropriate mix of housing sizes, types and tenures.

Objective 3: To make the town centres in Castle Point places where local people want to visit and access community and local facilities.

Objective 4: To create an environment that supports business growth and creates local job opportunities.

Objective 5: To promote more active and sustainable travel patterns within Castle Point through the location of development, and the provision of active and sustainable transport infrastructure and services to complement and provide an attractive alternative to the existing highway network.

Objective 6: To protect and enhance the network of green infrastructure and high quality, accessible green and open space throughout Castle Point.

Objective 7: To protect and enhance the quality of the natural, built and historic environment within Castle Point, having regard to features of ecological, landscape and heritage importance with the aim of securing measurable environmental and biodiversity net gain and resilient ecological networks.

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

8. Achieving Sustainable Development

Making Effective Use of Land and Creating Sustainable Places

Policy Context

8.1 The *National Planning Policy Framework (NPPF)* expects local plans to promote the effective use of land in order to meet identified needs and strategic policies should describe a strategy for meeting those needs by making the most of previously developed or brownfield land.

Reasoned Justification

8.2 The Council affords significant weight to the principle of developing brownfield land in order to make the most efficient and effective use of land in sustainable locations. It has carried out a *Strategic Housing Land Availability Assessment (SHLAA)* each year since 2011, all of which have taken a forensic approach in examining all potential sites regardless of size, particularly in the built-up area, to ensure that all opportunities are identified.

8.3 This Plan sets out how the identified needs of the borough can be met. Employment need is met through the two new employment zones on Canvey Island – Thames View 130 and Gateway 130, plus redevelopment and reuse of other existing employment areas and the regeneration of the town centres, particularly in Hadleigh and Canvey Island, where regeneration plans are being implemented.

8.4 However, in meeting housing need, the Council's strategy is to promote development within 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.

8.5 In considering the location of new residential development the Council has prioritised development within the existing urban areas and previously developed land. Accordingly, together with extant planning permissions and sites development since the 1st April 2018, urban or previously developed sites account for over 50% of the total land supply during the plan period. This includes sites on the brownfield register; sites promoted in the *SHLAA* that are policy compliant but too small to include as allocations in this Plan and allocated sites within the urban areas. It is assumed that due to Green Belt policy constraints most of the expected windfall will also be within urban areas.

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, South Benfleet and Thundersley (the 'Mainland'). Intensifying development within these areas will destroy the suburban character and the attractive character which makes them popular places to live. Within these areas, employment uses are limited to the Stadium Way / Rayleigh Road area and the three town centres. Large scale redevelopment of employment areas to residential will undermine the economic objectives of the plan, through large scale relocation of existing businesses and forcing employment into more isolated locations outside of the urban area, away from public transport and the local pool of labour or to adjoining boroughs, thereby increasing out commuting. Decentralisation of the economy is not a sustainable option for the Council.

8.7 Canvey Island is a high-density settlement based on shallow plots with a tight street pattern. Whilst there are several small sites identified in the *SHLAA* which are policy compliant for development, they do not make a significant contribution towards the overall housing need target. It is not therefore possible to secure significant levels of additional growth on Canvey Island through

urban intensification. As on the 'Mainland' the redevelopment of employment areas is not for consideration. Indeed, the main employment growth within the borough will be on Canvey Island and improved access will further extend the status of the Island as a business location.

8.8 The Council will work with developers, landowners of sites and infrastructure providers to put in place master plans or planning or development briefs to ensure that all policy requirements are delivered from key sites, including optimising the use of land. Master plans, prepared collaboratively with the local community and partners, are the best way to ensure that the use of land is maximised whilst balancing the need for development with creating high quality places and minimising the impact on existing communities.

8.9 The master plans for Hadleigh and Canvey Town Centres seek, inter alia, to diversify the range of uses to include residential. This plan identifies two sites within Hadleigh town centre for residential development and the Canvey town centre Master Plan will be reviewed following the acquisition by the Council of the Knightswick Shopping Centre which was acquired to assist regeneration and diversification

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 consider applications for new development which meet the objectives of this Plan, this includes the requirements of the Habitats Regulations and how place making objectives will be applied.

8.11 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.

8.12 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.

Strategic Policy SD1

Making Effective Use of Land and Creating Sustainable Places

1. The Council will seek to make the most effective use of development land in the borough by:

- 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.**
- b. Favouring a design-led approach to establishing site density that maximises the use of land and ensures that proposals are of high quality and compatible with the character of the area.**
- c. Favouring a design-led approach to development, ensuring that proposals are of high quality and are compatible with the prevailing character of the area.**
- d. Recognising urban intensification and brownfield redevelopment as important sources of supply, the Council will support proposals for redevelopment and intensification in existing residential areas where appropriate and development on previously developed land, including land within the Green Belt where those proposals are consistent with Green Belt policies in this Plan and the provisions of the NPPF.**

2. In order to ensure that new development contributes positively towards the quality of the borough as a place to live and do business, and enable communities and businesses to be sustainable and thrive, the Council will require the following place making objectives to be delivered as part of all proposals in a proportionate way having regard to their scale:

- a. The delivery of development must be aligned with the provision of necessary infrastructure;**
 - b. High standards of design that create places people want to live in and work in now and in the future;**
 - c. High standards of sustainability within the design and construction of new buildings so that residents and businesses can enjoy a low cost, healthy living environment;**
 - d. The provision of integrated public open space and the enhancement of the green infrastructure network to offer a range of health and environmental benefits; and**
 - e. High levels of accessibility by public transport and active modes of travel to employment, education, services and recreation opportunities, in order to promote inclusion and encourage community cohesion.**
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Development Contributions

Policy Context

8.13 The *NPPF* makes it clear that plans should set out the contributions expected from development for the infrastructure, including education, health, transport, flood and water management and green infrastructure.

Reasoned Justification

8.14 The *Castle Point Borough Infrastructure Delivery Plan* sets out the infrastructure required to support the delivery of growth within the borough. The *Whole Plan Viability Assessment* shows that the proposals sites are viable and the policies in the plan do not undermine this. Contributions to infrastructure will therefore be sought.

The *Infrastructure Delivery Plan* lists the type of infrastructure sought:

- Footways, cycleways, bridleways and highways
- Public transport
- Drainage and flood protection
- Waste recycling facilities
- Education and childcare
- Healthcare
- Sports, leisure and recreation facilities
- Community and social facilities, cultural facilities, including public art, emergency services
- Green infrastructure and open space
- Digital connectivity and utilities
- Facilities for specific sections of the community such as youth or the elderly
- Renewable energy

8.15 The types of contributions that will be sought from qualifying development will vary according to the nature of the development and from site to site. Further guidance is set out in the Council's *Developer Contributions SPD 2008* which will be updated during the Plan period to reflect the *Infrastructure Delivery Plan* and the introduction of the Community Infrastructure Levy.

8.16 The Council will have regard to Essex County Council's (ECC) published *Developers Guide to Infrastructure Contributions 2016*. ECC play 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.

8.17 The infrastructure delivery mechanisms will be identified through the master planning or development briefs. However, in order to ensure that appropriate infrastructure is in place to serve the development needs identified in this plan, planning obligations will be sought.

8.18 The Council will implement a Community Infrastructure Levy (CIL) charging schedule to enable contributions to be made towards infrastructure and services from all new development, including those schemes below the threshold set out in National Planning Practice Guidance for the use of planning obligations.

8.19 This Plan together with the requirements in the *Infrastructure Delivery Plan* have been tested through a *Whole Plan Viability Assessment*. That assessment concluded that the requirements of

the plan are viable and therefore, as far as sites allocated in this plan, plus windfall sites which will be subject to Community Infrastructure Levy or as yet unidentified Section 106 Agreements, are viable and deliverable.

8.20 The *Infrastructure Delivery Plan* sets out the infrastructure needs to meet the growth within the borough. However, if through monitoring of this plan it is found that there are unforeseen infrastructure deficits which even with the implementation of the *Infrastructure Delivery Plan* cannot be met, development may be delayed until such a deficit is resolved. It would be unreasonable for existing communities to be harmed or at risk by growth stretching infrastructure (health and education in particular) to an unsustainable level. In this context, infrastructure capacity will include ensuring enough staff and not just facilities.

Strategic Policy SD2

Development Contributions

1. The Infrastructure Delivery Plan identifies the infrastructure required to meet the demands of new development.

2. Where necessary, the Council will seek 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.

3. The mechanism for providing new infrastructure must be agreed with the Council and where necessary, the appropriate infrastructure provider. Such measures, will be set out in Section 106 Agreements and may include :

- 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.

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.

9. Delivering a Sufficient Supply of Homes

Housing Strategy

Policy Context

9.1 The *National Planning Policy Framework (NPPF)* requires local planning authorities to significantly boost the supply of housing. It expects the Objectively Assessed housing Needs (OAN) for market and other forms of housing, including affordable housing, is met in full through planning policy, as far as is consistent with the policies in the *NPPF*.

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

Reasoned Justification

Housing Need

9.3 Although the *NPPF* requires local planning authorities to set housing targets on the basis of OAN, this assessment is balanced with the constraints and capacity of the borough to accommodate the target figure. Where it cannot do so the local authority must demonstrate that the need will be accommodated outside of the borough area.

9.4 The Addendum to the *South Essex Strategic Housing Market Assessment (SHMA Addendum) (2017)* predicts that there will be an increase in the population in the Borough of 9,723 people between 2014 and 2037. However, population increase alone does not attribute to the OAN. Adjustments need to be made to ensure the housing meets the specific needs of new households, market signals, especially in relation to affordable housing, and an uplift to support job growth.

9.5 Since September 2018 the standard methodology has been used as a method to calculate objectively assessed needs. The standard methodology, as set out in national Planning Practice Guidance uses the 2014-based Subnational Household Projections and an adjustment capped at 40% arising from the median house price to workplace-based earnings ratio published by ONS. Due to affordability issues in Castle Point the full 40% applies to the standard methodology calculation, and consequently the need for housing in the borough derived using the Standard Method sits at **355 homes per year**. The *SHMA Addendum* was produced using the same Subnational 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 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.

Housing supply

9.6 The *NPPF* expects Local Plans to identify deliverable and developable sites to meet the needs 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 5,510 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.

Housing Capacity

9.7 This plan sets out how the supply of 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.

9.8 The *Housing Sites Options Topic Paper 2018* sets out the constraints in the borough in terms of being able to deliver housing. This paper concluded that due to the small size of Castle Point, the extent of environmental constraints within the borough, including nature conservation designations, significant areas of historic and natural landscape value and flood risk, and the importance of protecting the strategic functions of the Green Belt, it was not possible to meet the full, objectively assessed need for housing in Castle Point.

9.9 Subsequent work from the 2018 Housing Sites Options Topic Paper means that housing needs can be met in full. This includes the inclusion of existing planning consents or completions since April 2018 and 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. 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.

9.10 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 will drive windfall provision up to around 60 homes per annum.

9.11 Therefore, the borough has capacity to accommodate in the region of 5,510 homes. The Council has prioritised capacity within urban areas and / or on brownfield sites from a variety of sources as set out in the table below. This capacity is drawn from the following:

- Housing completions from 1 April 2018 until 31 March 2021;
- Current extant planning permissions and prior approvals for net new dwellings;
- Policy compliant sites, which are small sites within the urban area that are featured in the SHLAA;
- The *Brownfield Land Register (BLR)* which is a document agreed by the Council which has a number of brownfield sites that are suitable and available for development in the borough;
- Windfall sites; and
- Strategic housing allocations, those within urban areas and those outside urban areas.

9.12 The total housing supply for the plan period is set out in Policy HO1. Of the total 5,510 new homes, approximately half are strategic allocations in non-urban areas:

Delivery and Viability

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

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

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

Housing Trajectory

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

9.17 The table below, sets out the indicative housing trajectory for the strategic allocations and other sources of supply. This trajectory will be monitored and maintained as 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 requirement for housing.

9.18 The trajectory considers the process through which the Council expects sites to be delivered. This includes making provision for master plans, or planning / development briefs, whether an outline application will be required (on phased or multiple developer sites), or straight to full application.

9.19 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.

9.20 The Council is however putting in place mechanisms to enable permissions on Strategic Allocation Sites come forward promptly after the adoption of this plan. Nevertheless, the report *Start to Finish Second Edition February 2020* indicates that it can take time for the first completions to be secured on larger sites. To this end, once the plan is adopted there will be stepped increase in housing supply within Castle Point, although ultimately, the level of housing required will be secured over the plan period. To this end the housing requirement set out in Policy HO1 is stepped, at a minimum of 291 new homes per annum for the years 2018/19 to 2025/26, and at least 430 homes per annum from 2026/27 and for the rest of the plan period.

Table 9.1 Housing trajectory

Ref	Site	Capacity	Losses	Extant Permission (as of 31.03.21)	2018/ 19- 2020/ 21	2021/ 22- 2025/ 26	2026/ 27- 2030/ 31	2031/ 32- 2032/ 33
HO9	Land west of Benfleet	850			0	150	500	200
HO9	Land west of Benfleet Care Home (60 bed)	33			0	0	33	0
HO10	Land between Felstead Road and Catherine Road	125	-12	24	0	65	60	0
HO11	Land off Glyders	30			0	30	0	0
HO12	Site of the former WRVS Hall, Richmond Avenue	39			0	15	24	0
HO13	Land east of Rayleigh Road	455			0	165	275	15
HO14	Land at Brook Farm	173			0	165	8	0
HO15	Land south of Scrub Lane	55			0	55	0	0
HO16	Land at Oak Tree Farm	65			0	65	0	0
HO17	Hadleigh Island	52			0	38	14	0
HO18	Land north of Grasmere Road and Borrowdale Road	30			0	0	0	30
HO19	Land at Glebelands	155			0	155	0	0
HO20	The Chase	430	-13	18	0	183	247	0
HO20	The Chase Care Home (60 bed)	33			0	33	0	0
HO21	Land fronting Rayleigh Road	60	-1		0	0	0	60
HO22	Land at Thames Loose Leaf	12			0	12	0	0
HO23	Land east of Canvey Road	300			0	150	150	0
HO24	Land west of Canvey Road	199	-3		0	0	150	49
HO24	Land west of Canvey Road Care Home (57 bed)	32		32	0	32	0	0
HO25	Land at Thorney Bay Caravan Park	820	-590		195	375	250	0
HO26	Land at The Point	100	-2		0	0	50	50
HO27	Walsingham House	32		32	0	32	0	0
HO28	Land at Admiral Jellicoe	14			0	14	0	0
HO29	Land south of Haron Close	24		24	0	24	0	0
HO30	Land at Haystack car park	14		14	0	14	0	0
HO31	Land at Kings Park	50			0	0	50	0
HO32	244-258 London Road	50	-5		0	0	0	50
Total from strategic allocations		4232	-626	144	195	1772	1811	454
Other Completions 2018 – 2021 (Net)		434	-88		434	0	0	0
Extant planning permissions at 1 April 2021 (Net)		502			0	475	27	0
Policy compliant sites		272			0	20	138	114
Brownfield Land Register		179			0	44	85	50
Windfall		600			0	180	300	120
Total from other sites		1987	-88		434	719	550	284
Total Supply		6219						
Losses		-709						
Total (Net)		5510						

Strategic Policy HO1

Housing Strategy

1. In order to deliver sufficient homes to meet housing need within Castle Point Borough during the period 2018 to 2033 the Council will:

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

Source	Total	Percentage of net total
Completions (2018/2021)	434	6.9%
Extant permissions (31.3.2021)	502	37.8%
Brownfield Register	179	2.8%
Policy Compliant SHLAA	272	4.3%
Windfall	600	9.6%
Strategic Allocations on Urban or Brownfield sites	1,272	20.4%
<i>Total completions, consented, urban or brownfield</i>	<i>3,529</i>	<i>52%</i>
Strategic allocations outside urban areas	2,960	48%
<i>Gross total</i>	<i>6,219</i>	<i>100%</i>
Potential demolitions	-709	
Net Total Supply	5,510	

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

2. The housing requirement for the plan period as a whole is a minimum of 5,325 homes. For the years 2018/19 to 2025/26 an annualised housing requirement of at least 291 homes per annum applies. For the years 2026/27 and for the remainder of the plan period, the annualised housing requirement is at least 430 homes per annum.

Master Planning

Policy Context

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

9.22 The *NPPF* also explains that the creation of high-quality buildings and places is fundamental to what the planning process should achieve. It goes on to state that design quality should be considered throughout the evolution and assessment of proposals. Early discussion between

developers, the local planning authority and the local community is important for clarifying expectations. Proposals that demonstrate early, proactive and effective engagement should be looked on more favourably, providing they accord with the Local Plan

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

Reasoned Justification

9.24 Where proposals are supported by master plans or planning/development briefs it strongly supports the position set out in the *NPPF* regarding early engagement, since its experience has been that these proposals are generally better understood by local communities.

9.25 The Council will work with those promoting development, the local communities and infrastructure providers to ensure that master plans accurately reflect the policy requirements in this Plan but also local aspirations and preferences concerning layout, style, character and relationship to adjoining land uses. Master plans may be adopted as Supplementary Planning Documents where they affect a multi-phase or multi-developer scheme. This is to offer maximum weight to achieve the local plan objectives.

9.26 Where a site is too small for a master plan, a development or planning brief may be prepared to guide the development, ensure quality, engage the local community and meet the published guidance, plans and strategies of Infrastructure Providers.

9.27 The urban design objectives found in Appendix One should be considered in all development to ensure attractive, functional, and quality places are developed. The urban design approaches found in Appendix Two introduce various styles of design to aid in master planning and place making.

Strategic Policy HO2

Master Planning

- 1. The Council expects master plans or planning or development briefs for all 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.**
 - 2. The Council will expect entering into voluntary planning performance agreements (PPA) with promoters of such development, to cover matters such as master planning, the pre-application process and a timetable for key events and the nature of engagement with the Council and the community.**
 - 3. In order to demonstrate its commitment to the master plan process, the Council will in appropriate cases, adopt master plans/planning development briefs as supplementary planning documents and will then accord significant weight to them in the determination of any subsequent planning applications. The Council will consider the complexity of landownership, the infrastructure requirements of the site, and the scale of development when determining whether to adopt a masterplan/development brief as an SPD.**
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Housing Mix

Policy Context

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

Reasoned Justification

9.29 The *Addendum to the South Essex Strategic Housing Market Assessment (SHMA) for Castle Point (2020)* reviewed the need for different house sizes and types to meet the changing needs of the Borough's population. This *Addendum* concluded that there will be demand from a range of different household types, although demand will be particularly strong from families with children and people of retirement age. This means that there is a strong demand for 3 or 4-bedroom properties reflecting the needs of growing families. It is important that these homes are provided as they will help to attract more professional and working aged people to live in the area. This is particularly important for both business growth and in sustaining public services, such as healthcare.

9.30 The *Addendum*, 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.

9.31 The *Addendum* identifies the potential demand for different housing types and sizes, as set out in Table 9.2 below. It is anticipated that by securing this mix of development across the borough, the future needs of the borough will be met, although it is noted that this demand may shift over time based on changes in the local market.

9.32 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 sustainable, mixed, socially inclusive communities. The Council will therefore expect developers to have regard to Table 9.2 in making provision for a housing mix on an individual development site. To remain flexible and reflect changes in local market factors, the most recent SHMA outputs will guide the appropriate mix in future.

Table 9.2 Housing Mix requirements in the SHMA

Type of Accommodation Required			
	Houses	Bungalows	Flats
	68%	25%	7%
Size of Accommodation Required			
1-bed	2-bed	3-bed	4 or more bed
6%	22%	43%	29%

9.33 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 including an increasing number of older people. By securing an appropriate mix of homes on development sites, these needs can be met.

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

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

9.36 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.

Strategic Policy HO3

Housing Mix

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

Policy Context

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

Reasoned Justification

9.38 There is a continued demand for affordable housing. Indeed, the *SHMA 2017 Addendum* concludes that 110% of new homes delivered in the borough should be affordable. To achieve such a target is unrealistic given constraints on development land. Therefore, the Council must seek the appropriate level of affordable housing and affordable housing products in both social rented and owner-occupied markets to ensure that there is a sufficient supply of new homes to meet need across all tenures.

9.39 The *Whole Plan Viability Assessment* identifies a viable level of affordable housing taking into account other infrastructure requirements and development costs. In the case of Canvey Island the additional groundwork costs indicate that the provision of affordable housing at the same level as the mainland, will affect the commercial viability of development. Therefore, separate rates are proposed for Canvey Island of between 15% and 40% and for South Benfleet, Hadleigh and Thundersley of 40%. Whilst the requirement for affordable housing can be applied to specialist accommodation for older people in the South Benfleet, Hadleigh and Thundersley area without affecting viability, the additional costs associated with building such schemes on Canvey Island is likely to render such development unviable. Therefore, specialist accommodation for older people on Canvey Island cannot provide affordable housing without affecting overall delivery.

9.40 This means that the full, objectively assessed need for affordable housing will not be delivered. It is therefore imperative that actions are taken to diversify the housing market in Castle Point to include more first-time buyer properties, improving supply for property types in high demand.

9.41 The Council's policy will do all it can to meet need, whilst maintaining viability and in accordance with the *NPPF* affordable housing will only be sought for proposals of 10 units or more. 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.

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

9.43 The Council will therefore seek the affordable housing element of development proposals to provide at least 50% affordable housing for rent, as defined in the *NPPF*, available to those in need of social housing, and with the remainder provided in the form of affordable homes to buy, as defined in the *NPPF*, 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.

9.44 It is necessary to secure affordable housing within the mix of development on each individual development site. Off-site provision will only be accepted where the total provision of affordable housing is equivalent to the affordable housing requirement of both sites combined.

9.45 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. Details on how off-site provision should be provided will be set out in a Developers Contributions Guidance Supplementary Planning Document.

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

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

9.48 The *SHMA* identifies a need for a significant number of affordable homes, as defined by the *NPPF*, this need is identified as greater than the OAN but this cannot be achieved and is not

sustainable. The delivery of affordable housing depends on the development of key strategic sites, where market housing is needed to support the delivery of affordable homes. The quantum of affordable housing on such sites can affect viability. Viability evidence shows that market values are lower on Canvey Island than in South Benfleet, Hadleigh and Thundersley. This affects the viability of development and the ability to seek contributions to pay for infrastructure requirements.

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

Strategic Policy HO4

Securing more Affordable Housing

- 1. All proposals for housing development, and mixed-use proposals that include an element of housing, resulting in 10 or more net additional homes will be required to make provision for 40% affordable housing with the following exceptions:**
 - a. 0% affordable housing is required for standalone developments comprising solely specialist accommodation for older people on Canvey Island;**
 - b. 15% affordable housing is required for developments of less than 100 dwellings which comprise solely flats on Canvey Island; and**
 - c. 25% affordable housing is required for other developments of less than 100 dwellings on Canvey Island.**
 - 2. Affordable housing provision will normally be provided on-site. The Council will also consider proposals for off-site provision where the provision of affordable housing is equivalent to the level of requirement set out under part 1 of this policy. Payments in lieu of on-site provision will only be permitted in exceptional circumstances. Such payments should be equivalent to the cost of on-site provision.**
 - 3 The targets set out in Part 1 above represent the targets for all development of 10 or more units. In exceptional circumstances where there is evidence that a development is unviable at those levels, it will be the responsibility of the applicant to make the case to the satisfaction of the Council.**
 - 4 The Council will seek no less than 50% of all new affordable housing to be affordable housing for rent, with the remainder affordable home ownership products, as defined in the NPPF. The Council will seek nomination rights in the Section 106 Agreement.**
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Preventing Loss of Housing

Policy Context

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

Reasoned Justification

9.51 The *SHLAA 2018* indicates that there is insufficient housing land supply in Castle Point to accommodate the identified housing target within the existing urban area. This is placing pressure on the Green Belt for development. Additional pressure can be avoided by keeping residential properties in residential use.

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

Strategic Policy HO5

Preventing the Loss of Housing

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

- a. employment proposals, where it can be demonstrated that the loss of residential accommodation in the location is outweighed by, and is critical to, the success of a significant business case and promotion/protection of local jobs which cannot be located elsewhere;
 - b. health and social care proposal, where it can be demonstrated that the loss of residential accommodation in the location is outweighed by, and critical to, the provision of a significant health or social care facility which cannot be located elsewhere.
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Caravan and Park Homes

Policy Context

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

Reasoned Justification

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

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

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

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

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

9.58 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.

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

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

Strategic Policy HO6

Caravan and Park Homes

1. Proposals for new caravan parks and for extensions to existing caravan parks in Castle Point will only be supported where robust evidence can be provided that demonstrates a significant need for such additional provision in Castle Point, and that the proposed site is suitable for the accommodation of caravans in terms of access, layout amenities, flood risk and impact on the surrounding area. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.
 2. In the instance where the above requirements can be met, consideration will be given as to whether a condition should be used to restrict the winter use of caravans. Winter use will be restricted where:
 - a. The site has been exceptionally permitted following the application of the sequential and exception tests but is not suitable for permanent residential use due to its location in flood risk zone 3; or
 - b. The quality of the proposed caravans to be located on the site is not suitable for year-round occupation without risk to the health and well-being of potential occupiers.
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Gypsy and Traveller Provision

Policy Context

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

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

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

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

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

Reasoned Justification

9.65 The need for Gypsy, Traveller and Travelling Showpeople accommodation, is identified in the *Castle Point Borough Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2017*. This has been prepared in accordance with the Planning Policy for Traveller Sites and the Housing and Planning Act 2016, and forecasts the needs for Gypsies, Travellers and Travelling Showpeople in the Borough to 2034.

9.66 Due to the different requirements of the *PPTS* and the Housing and Planning Act 2016, the *Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2017* identifies two groups of Gypsies, Travellers and Travelling Showpeople, depending on whether they meet the 'planning definition':

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

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

9.67 Through the Essex Planning Officers Association, the Essex authorities have prepared a *Greater Essex Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2018* into which the findings of the *Castle Point Borough Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2017* 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

9.68 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.

9.69 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.

9.70 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.

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

Strategic Policy HO7

Gypsy and Traveller Provision

1. Orchard Place as identified on the Policies Map, is allocated for Gypsy and Traveller accommodation only.

2. Applications for Gypsy and Traveller accommodation outside of the Gypsy and Traveller Site identified on the Policies Map will be permitted in Castle Point where proposals meet the following criteria:

- a. A project level HRA, where appropriate, may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1;**
- b. The proposed site location has good access to healthcare, schools and other community facilities;**
- c. The location of the proposed site is safe, achieves adequate living conditions and does not pose a risk to potential occupants from natural or man-made hazards, including but not limited to:**
 - i. Flood risk;**
 - ii. Proximity to hazardous installations or operations;**
 - iii. Air quality;**
 - iv. Excessive noise; and**
 - v. Highway safety.**
- c. The privacy and amenity of neighbouring properties would not be adversely affected; and**
- d. The proposed design and layout of the site should be sensitive to the local environment, setting and landscape in which the site is located.**

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.

Residential Annexes

Policy Context

9.72 One of the core planning principles contained within Chapter 12 of the *NPPF* is that planning policy should seek to secure high quality design and a good standard of amenity for all existing and future occupants of the land and buildings. Furthermore, paragraph 130 of the *NPPF* expects local planning authorities to promote designs that encourage health and well-being, and which also have a high standard of amenity not just for the short term but over the lifetime of the development, that are sympathetic to the locality by means of good design.

Reasoned Justification

9.73 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.

9.74 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.

9.75 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.

9.76 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.

Local Policy HO8

Residential Annexes

1. In the determination of any application for the provision of a residential annexe within the curtilage of an existing dwellinghouse, either through extension, conversion or new build, the Local Planning Authority will give weight to the following considerations:

(a) Ancillarity:

The proposed Annexe shall be ancillary to the host dwellinghouse. The applicant will be required to demonstrate a clear functional connection with, and degree of dependency on, the host dwellinghouse.

(b) Size:

The proposed Annexe shall be subordinate in size and scale to the host dwellinghouse and shall demonstrate a level and scale of accommodation that can be justified for its intended users.

(c) Design and Layout:

The design of the Annexe shall be sympathetic to the locality and the Annexe shall not be sited in a manner likely to result in an unacceptable loss of parking or amenity space for the residents of the host dwellinghouse, or the privacy and amenity of adjoining residents. There shall be no demarcation or subdivision of the garden areas between the Annexe and the host dwellinghouse and access to the Annexe shall be shared with the host dwelling.

2. Proposals for the provision of Annexes to dwelling houses in the Green Belt will also be considered within the context of Policies GB1, GB2 and GB3 of this Local Plan.

3. Where consistent with the statutory tests for planning obligations, applicants will be required to enter into a S106 Agreement to secure the retention of the Annexe for purposes ancillary to the host dwelling.

10. Strategic Housing Site Allocations

10.1 The sites identified in this Plan aim to achieve the total supply of 5,510 new homes by 2033.

10.2 The Plan utilises much of the capacity within the existing urban area. However, there is insufficient capacity within the urban areas to accommodate the forecasted growth. Therefore, land outside of the existing areas has been identified. This land is within the Green Belt as defined in the 1998 Local Plan and will be re-designated from Green Belt in this Plan.

10.3 The *National Planning Policy Framework (NPPF)* sets out the criteria for the consideration of amending Green Belt boundaries to accommodate new development. A thorough Green Belt assessment supported by a site capacity assessment and the sustainability appraisal establish the evidence to support the allocations.

10.4 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.

Meeting longer term needs beyond the plan period

10.5 The *NPPF* states in paragraph 143, that ‘when defining Green Belt boundaries, plans should (*inter alia*)...where necessary, identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period.’

10.6 In previous draft versions of this plan, the Council had considered safeguarding 127 hectares of land to the North West of Thundersley as an ‘Area of Search’ for future development beyond the plan period. Whilst that area remains a potential location for longer term development, it is not proposed to be safeguarded land in this plan.

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

10.8 The major barrier to delivery of housing development in this location is twofold: the site is presently significantly constrained by a lack of appropriate access and risks to the strategic network; and the land is within multiple ownership with no commitment yet to bring forward a comprehensive development. 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 Authority, landowners and developers.

10.9 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). ECC have advised that further development which affects the network will not be supported until funding for the A127/A130 Fairglens Interchange is committed and in place.

10.10 At this stage there are too many unresolved strategic matters that would enable the Council to positively safeguard this area. The area is at a key strategic junction within South Essex and with limitations of access through existing residential areas in Thundersley and Benfleet, access would be required from the Fairglens interchange on the A127 or A130. This will be a major infrastructure undertaking and needs to be fully designed into the long-term plans for both routes and the junction. At this stage there is no guarantee this is feasible.

10.11 North West Thundersley will, therefore, be considered as a possible growth location in the South Essex Plan, and if so, the detailed nature of the proposal, together with the detailed changes to the Green Belt boundary, will be set out in a review of this plan. This will provide greater certainty to the post plan period and how future housing needs could be met. Until such time the land remains within the Green Belt.

Land west of Benfleet, Benfleet

10.12 This site is approximately 38.3ha that comprises mainly agricultural land divided into fields of varying sizes separated by hedgerows. An area of scrub is in the far northern section of the site and a complex of farm buildings is located centrally. The site is bounded to the east by residential development, allotments and public open space; to the west by the A130; to the north by the A13; and to the south by the C2C railway.

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

10.14 It is considered that given the diverse nature of the site, it should be developed through a master plan approach. Taking a plan-led approach to development in this location presents the opportunity to design and create a landscaped western gateway into the borough framed by a landscaped buffer along the whole of the western boundary of the borough, both to the north and south of the A130 creating an attractive, high quality development and environment. The master plan will also set out the detailed infrastructure requirements as outlined in the policy and the phasing.

10.15 The provision of a landscape buffer provides the opportunity to create a strategic greenway running north-south along the 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 Regulations 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.

10.16 In terms of Green Infrastructure, it is expected that 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 greenway.

10.17 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.

10.18 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.

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

10.20 The principal access to the site will be from the A130, but the education and medical facilities will need to be accessible from the existing communities to the east. In providing such access from roads to the east, a no-through road 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.

10.21 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.

Local Policy HO9

Land west of Benfleet, Benfleet

1. Land West of Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver around 850 new homes; a primary school co-located with early years and childcare nursery; medical facilities; a residential care home; and, associated infrastructure as identified in the Infrastructure Delivery Plan.

2. A master plan should be prepared and submitted to the Council for its approval for this site to ensure that the development is attractively designed, contributing to environmental quality, and that enough infrastructure is provided. The master plan must include the following:

a. An urban design framework using a mix of urban design approaches for all development having regard to the local context to create an attractive, green, parkland environment, integrated into the existing landscape and topography;

b. A landscape, ecology and biodiversity strategy for the site that includes:

i. The provision of a landscaped buffer along the whole of the site's western boundary, to create a green and attractive character to the entrance into the borough;

ii. The provision of a strategic greenway running along the whole of the site's eastern boundary, incorporating and linking to existing network of public footpaths, cycleways, public open space including a new community woodland and equipped children's play areas, natural features, and green infrastructure to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;

iii. An approach to wildlife that results in a measurable net gain in biodiversity;

iv. Retains, as far as possible, the established hedgerow field boundaries;

v. Access to the adjoining allotments and recreational open space;

vi. An increase in public open space provision across the site, including additional children's play areas; and

vii. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties.

c. The principal access to the site from the A130 Canvey Way, comprising a roundabout junction and a segregated northbound carriageway for existing traffic which will be provided before the homes are occupied. Access from the existing highway network to the east shall be restricted to accessing the school and medical facilities only and no through route shall be created, except for public transport and emergency services. The installation of a roundabout will be dependent on the outcomes of a transport modelling exercise to determine the impact of the strategic route network and any mitigations required, including increased capacity on the A130 northwards of the roundabout to Sadlers Farm and improvements to the slip road from Canvey Way to A13. Active and

sustainable travel infrastructure, facilities and services should be provided alongside these highway infrastructure improvements.

d. A Community hub at a suitable location within the site with good access to active and sustainable travel modes. This shall comprise:

i. 2.9ha of land to deliver a new primary school co-located with Early Years and Childcare nursery and associated play space.

ii. Land for a 1,500sqm healthcare facility with adequate parking and servicing provision; and

iii. A residential care home comprising around 60 bedspaces.

e. A development layout which safeguards suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utility assets identified as being present on site.

3. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.

4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.

5. Ensure access to public transport facilities and services in order to promote sustainable transport patterns.

Land between Felstead Road and Catherine Road, Benfleet

10.22 This site is approximately 12ha 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. 0.6ha of the site has a Local Wildlife Site designation of a Lowland mixed deciduous woodland and 0.7ha of the site is designated as a Potential Local Wildlife Site.

10.23 Any development of this site would need to consider how biodiversity, particularly in relation to the trees and woodland, the topography, as well as the compartmentalised landscape and semi-rural nature of the site, could be effectively integrated into the development, and how an overall net gain in biodiversity could be achieved. Also, any development should take into account the requirements of policy NE4 in relation to Local Wildlife Sites and Potential Local Wildlife Sites. The site is dissected by a number of footpaths, plotland roads and bridleways, some of which are Public Rights of Way, and which should be retained and enhanced.

10.24 The main part of the development could be adjacent to Felstead Road with a master planned 'Arcadia' urban design approach with discrete groupings of dwellings and create an attractive green, woodland environment where the natural environment and residential homes co-exist side by side. This environment should include open spaces, pocket woodlands, and greenways which create links

to be enjoyed by all. This should be integrated into the development already underway on the northern part of the site adjoining the A13. The master plan for this site will be prepared and approved by the Council with input from landowners, key stakeholders and the public. The master plan will set out how applications for different parcels of land within the site can come forward.

10.25 The site is allocated for around 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 24 flats, and where 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. However, as the site is already scattered with houses, the replacement or retention of these dwellings would deliver a net addition of around 89 new homes. Therefore, this policy only sets out the requirement for the remaining net provision.

10.26 It will also be necessary to demonstrate integration of sustainable drainage techniques, as the site is identified as being in a Critical Drainage Area, in order to ensure that surface water is managed appropriately 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.

10.27 Given the proximity to the two primary schools and the access onto the A13, consideration should be given to how additional traffic flows in the area around this site will be accommodated and directed to minimise off-site junction congestion and any negative impact on the environment around the schools. The need for improving public transport facilities and services to encourage their use is required.

Local Policy HO10

Land between Felstead Road and Catherine Road, Benfleet

1. Land between Felstead Road and Catherine Road, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver around 89 additional new home by 2033.

2. The site is comprised of two distinct development areas:

- a. Land south of Bowers Road and between Felstead Road and Downer Road**
- b. Land to the east of Downer Road**

3. A master plan approach should be taken which establishes the capacity and access arrangements for each development area within the overall site and secures:

- a. Urban design which echoes the principles of the Arcadia approach as defined in Appendix 2, to create an attractive, green, parkland environment integrated into the existing landscape;**
- b. A comprehensive strategy for wildlife protection, management, mitigation and compensation for the allocation area that results in a measurable net gain in biodiversity;**
- c. A comprehensive Green Infrastructure Strategy which:**

i. Ensures the retention of existing Public Rights of Way and through a comprehensive approach identifies where new greenways should be provided to enhance opportunities for active travel and recreation to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;

ii. Identifies where new public open space provision should be secured within the allocation area, to deliver accessible natural green space and children's play equipment.

d. A comprehensive approach to securing sustainable drainage measures which integrates with Green Infrastructure provision and ensures that there is no increase in the risk of surface water flooding to any of the proposed development areas within the allocation, or to existing properties nearby.

e. General design principles for the site which will ensure development is well landscaped and integrated into the existing landscape and topography, respecting and retaining as far as possible existing hedge and tree-lined plot boundaries.

4. Detailed applications for individual development sites within the allocation area must have regard to the relevant master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.

5. Detailed design proposals for individual development sites within the allocation must have regard to the Council's Residential Design Guidance SPD.

6. Development of homes within this allocation should ensure that any local environmental impacts around the adjacent primary schools are minimised and will be required to deliver necessary improvements to public transport waiting facilities and junction improvements on Kents Hill Road and the A13.

Land off Glyders, Benfleet

10.28 This site is approximately 1.95ha in size. The site is bounded on three sides by residential development with the Hadleigh Castle and Marshes Historic Natural Landscape to the east. A Site of Special Scientific Interest (SSSI) sits adjacent to the south-eastern corner of the site within the Historic Natural Landscape. The site itself is open land, bisected through the centre in a north-south direction, by a bank of hedgerow trees and scrub. The topography of the site is challenging, sloping upwards in both a west to east and north to south direction, resulting in the south eastern section of the site being highly prominent.

10.29 Given the undeveloped nature of the site, any development of this site would need to consider how biodiversity could be effectively integrated into the development and an overall net gain in biodiversity could be achieved. Furthermore, given the proximity to the Historic Natural Landscape and the nature of the topography in the location, it is essential that any development is appropriately integrated into this important landscape and visual impacts are suitably mitigated.

10.30 It will also be necessary to demonstrate integration of sustainable drainage techniques, to ensure that surface water is managed appropriately in order to prevent flooding of properties on or

nearby the site, given the site's topography, its location within a Critical Drainage Area, and immediately adjacent to a potential surface water flooding location. This can be achieved through the provision of open space and Green Infrastructure that will also provide benefits in terms of recreation, nature conservation and active travel. It may be necessary for sustainable drainage measures to be provided on adjacent Green Belt land to the east of the site, such measures may be above, or below ground and appropriate engineering works may be required. Due to the Green Belt designation on the adjacent land such measures are required to be compatible with the Green Belt and maintain openness.

10.31 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.

10.32 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.

10.33 Given the site's close relationship with the existing residential area to the north, west and south, and the Historic Natural Landscape to the east, a context appraisal is considered the most appropriate design approach to be taken for this site. Such an approach can ensure that the scheme integrates with the denser form of residential development to the west, and more spacious residential development to the north and south and incorporates measures and features to ensure an appropriate transition and mitigation to the surrounding landscape. Having regard to this design approach, it is considered that around 30 homes could be accommodated across the site.

10.34 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.

Local Policy HO11

Land off Glyders, Benfleet

- 1. Land off the Glyders, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver around 30 new homes by 2033.**
- 2. 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 must:**
 - a. Adopt a Contextual approach to urban design in order to integrate with the existing built form and existing landscape, the topography and the Historic Natural Landscape;**

- b. **Deliver a landscape strategy that comprises mature planting along the eastern boundary of the site;**
 - c. **Make provision for open spaces and green infrastructure within the site, with links to existing green infrastructure to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;**
 - d. **Adopt an approach to wildlife that protects and enhances the adjacent SSSI, and results in a measurable net gain in biodiversity;**
 - e. **Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. This may include the provision of attenuation and conveyance of water on land adjoining the allocation, provided such measures do not harm the Green Belt except in very special circumstances;**
 - f. **Measures will be implemented by the developer to ensure no increase in the risk of land instability to the site or nearby properties; and**
 - g. **Main vehicular access to the site will be from Glyders, with improvements also made to active and sustainable travel infrastructure, facilities and services nearby the site to promote modal shift and improve connectivity to services, jobs and to the natural environment.**
3. **Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.**
-

Site of the former WRVS Hall, Richmond Avenue, Benfleet

10.35 This site is approximately 0.5ha in size. The site will provide residential development with access from Richmond Avenue. Most of the site was the location of the former Women's Royal Voluntary Service (WRVS) and a car park. The car park and former building locations should be the focus of new development and alternative car parking, in character with the parkland setting, should be provided in the locality.

10.36 The site is adjacent to a flood storage area as classified by the Environment Agency. The South Benfleet Playing Fields flood storage area, which is recognised by the Environment Agency as a large raised reservoir under the Reservoirs Act, provides a 1 in 1,000-year standard of protection to people and property at the southern end of Benfleet Hall Sewer. Benfleet Hall Sewer is adjacent to the site and therefore the site itself is within a Critical Drainage Area and is located in flood zones 2 and 3a. It is therefore 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 the open space provision nearby.

10.37 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.

10.38 The *Strategic Housing Land Availability Assessment (SHLAA) 2018* estimated that 39 dwellings could be provided at the site, subject to careful consideration of flood risk.

Local Policy HO12

Site of the former WRVS Hall, Richmond Avenue, Benfleet

- 1. The site of the former WRVS Hall, Richmond Avenue, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver around 39 new homes by 2033.**
 - 2. A development brief will be prepared for this site, and should follow a village green urban design approach. Applications must have regard to the development brief in order to ensure that the development is of a high quality and responds to local circumstances. The development must deliver the following:**
 - a. High quality design and layout which integrates into the existing landscape;**
 - b. An approach to wildlife that results in a measurable net gain in biodiversity;**
 - c. The provision of open space across the site, delivering accessible natural green space and greenways through the site, linking to the existing network of green infrastructure to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;**
 - d. The management of tidal flood risks from the Thames Estuary and fluvial flood risks from the Benfleet Hall Sewer;**
 - e. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. No development shall impede upon or impact on the flood storage area in South Benfleet Playing Fields;**
 - f. Improvements to the footpaths and cycleways through South Benfleet Playing Fields;**
 - g. The safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure; and**
 - h. Main vehicular access to the site will be from Richmond Avenue.**
 - 3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.**
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Land east of Rayleigh Road, Hadleigh

10.39 This site is approximately 28ha in size. In the eastern part of the site, 3.5ha is designated as part of a Historic Natural Landscape. This eastern edge also coincides with the extent of the Little Haven Complex nature reserve managed by Essex Wildlife Trust. The Cottage Plantation woodland reserve (now known as the Valerie Wells Wood) sits nearby to the south-east of the site. The site itself is mainly open farmland which is compartmentalised by established hedge and tree lined field boundaries. There is a cluster of existing farm buildings occupied by several small commercial uses, as well as some stables located to the southern part of the site. An existing community use fishing lake is also contained within the site.

10.40 Any development in this location should seek to follow urban design approaches which ensure integration into the existing landscape.

10.41 Given the mainly undeveloped nature of the site and the ancient landscape area, a master plan would need to consider how biodiversity, the topography, the compartmentalised landscape and semi-rural nature of the site could be effectively integrated into the development, and how an overall net gain in biodiversity could be achieved. Buffering should be provided to the Little Haven Complex, and consideration should be given as to how additional recreational disturbance of nearby wildlife assets should be avoided.

10.42 Due to the size of the site, its varying landscape and neighbouring land uses there is the opportunity to integrate several different urban design approaches. The 'Arcadia' approach is considered appropriate for the areas of the site located within the Historic Natural Landscape and in the vicinity of important landscape features within the site, with the Boulevard approach being appropriate for the main routes through the site. Any entrances to this site lend themselves to being designed using elements of the Major Entry Point urban design approach. It is considered with these main urban design approaches setting the framework for the site, the remainder of development could result from a combination of the other urban design approaches set out in Appendix Two. All approaches should be linked together by public open spaces, and greenways which provide multi-user access and connect to the wider network. Having regard to these design approaches, it is considered that approximately 455 homes could be accommodated across the whole site.

10.43 It will also be necessary to demonstrate integration of sustainable drainage techniques, to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site. This can be achieved through the provision of open space and Green Infrastructure that will also provide benefits in terms of recreation, nature conservation and active travel. Additionally, there are existing foul and surface water sewers in Anglian Water's ownership within the boundary of the site and the site layout will need to be designed to take these into account. The existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance or repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

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

10.45 Access to the site should be from Stadium Way in the north and Daws Heath Road in the south. No through road should be created for vehicles other than public transport and emergency services. This is to avoid the creation of a high-volume short cut from users from the A127 to Hadleigh and eastwards through the relatively quiet settlement of Daws Heath.

10.46 Community facilities should be provided in the form of an early years and childcare nursery and a multi-purpose community hall (equivalent to being able to accommodate a minimum of 2 badminton courts in terms of size and height), the need for which is identified through the *Castle Point Built Facilities Strategy 2018*, and a healthcare facility to serve the Daws Heath area comprising 750-1000sqm of floorspace, as required by the NHS Mid and South Essex STP.

Local Policy HO13

Land east of Rayleigh Road, Hadleigh

- 1. Land east of Rayleigh Road, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver around 455 new homes by 2033.**
- 2. A master plan should be prepared and submitted to the Council for its approval for this site to ensure that the development is attractively designed, contributing to environmental quality, and that infrastructure is provided to support growth in this location. The master plan must deliver the following:**
 - a. Access arrangements for the site, which also addresses peak time congestion at nearby junctions;**
 - b. An urban design framework using a mix of urban design approaches built around the Arcadia approach in areas located within the Historic Natural Landscape and in the vicinity of important landscape features, and the Boulevard and Major Entry Point approaches, to create an attractive green, parkland environment, integrated into the existing landscape and topography;**
 - c. Respects and retains as a far as possible the hedge and tree-lined boundaries established;**
 - d. An approach to wildlife that results in a measurable net gain in biodiversity, including the provision of a buffer to the Little Haven Complex nature reserve;**
 - e. The provision of greenways providing multi-user access through the site, linking to the existing network of green infrastructure which provide opportunity for active travel and recreation but which avoid or otherwise manage additional recreational disturbance to sensitive wildlife assets nearby;**
 - f. An increase in public open space provision across the site consistent with the requirement of policy HS3, delivering children's play equipment and additional accessible natural green space to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;**
 - g. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties;**

- h. **The provision of a multi-use community hall, and the provision of land or a suitable building to provide up to 1000sqm of space for healthcare services;**
 - i. **Provision of 0.13ha of land for a stand-alone early years and childcare nursery; and**
 - j. **Main vehicular access will be taken from Stadium Way in the north and Daws Heath Road in the south.**
 - k. **Safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utilities infrastructure identified on site.**
- 3. **Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.**
 - 4. **Detailed design proposals for the site must have regard to the Council's Residential Design Guidance.**
 - 5. **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.**
-

Land at Brook Farm, Hadleigh

10.47 This site is approximately 8ha in size. Most of the site is open farmland compartmentalised by established hedge and tree lined field boundaries. There is a cluster of existing farm buildings centrally located in the site serving both farms, with some caravan storage located around the farm on the western part of the site.

10.48 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 east of the site whilst ensuring they are protected and enhanced. This area of land, as identified in the Policies Map as 'new open space' can be utilised for compensatory improvements to the environmental quality and accessibility of remaining Green Belt land, so long as the use is compatible with the functions of Green Belt policy.

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

of the southern parts of the site. An appropriate buffer zone should be provided between the new dwellings and existing dwellings to the north.

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

10.51 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, 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.

10.52 Access to the site should be from Daws Heath Road.

10.53 Anglian Water has identified existing foul and surface water sewers within the boundary of this site which they own, and which need to be taken into account in the site layout. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in the highway or in public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

Local Policy HO14

Land at Brook Farm, Hadleigh

- 1. Land at Brook Farm, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver around 173 new homes by 2033.**
- 2. A master plan should be prepared and submitted to the Council for its approval for this site. The master plan should incorporate multiple urban design approaches to ensure that the development is of a high quality and responds to local circumstances.**
- 3. The development should:**
 - a. Adopt a Contextual approach to urban design to the northern parts of the site immediately adjacent to the existing development in order to integrate with the existing built form;**
 - b. Adopt the Arcadia approach to urban design across the southern parts of the site adjacent to the open farmland in order to integrate with the semi-rural environment;**
 - c. Deliver a landscape strategy that comprises mature planting along the southern boundary of the site;**
 - d. Respects and retains, as far as possible the established hedge and tree-lined field boundaries;**

- e. **Make provision of multi-user greenways through the site, linking to the existing network of green infrastructure and providing opportunities for active travel and daily recreation and to divert and deflect visitors from Habitats sites;**
 - f. **Adopt an approach to wildlife that results in a measurable net gain in biodiversity. This may include habitat enhancement on land adjoining the allocation, provided such measures are compatible with the Green Belt;**
 - g. **Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. This may include the provision of attenuation and conveyance of water on land adjoining the allocation, provided such measures do not harm the Green Belt, except in very special circumstances;**
 - h. **Take main vehicular access from Daws Heath Road; and**
 - i. **Safeguard suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utility infrastructure identified to be on site.**
- 4. **Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.**
 - 5. **Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.**
 - 6. **A contribution should be made to the necessary improvement of active and sustainable travel infrastructure, facilities and services for this site, including improvements to cycling infrastructure and public transport services along Daws Heath Road to improve accessibility to the site and reduce the need for travel by car.**
-

Land south of Scrub Lane, Hadleigh

10.54 This site is approximately 1.5ha in size. The site is adjacent to the Hadleigh Infant School and is an undeveloped, unused piece of land fenced off from the school playing fields, which are shared with Hadleigh Junior School. The site is within reasonable walking distance of Hadleigh Town Centre and opportunities to promote active and sustainable travel to this centre should be secured alongside development.

10.55 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 from Scrub Lane to the school by way of a footpath should be provided.

10.56 This site is identified as being within a Critical Drainage 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.

Local Policy HO15

Land south of Scrub Lane, Hadleigh

- 1. Land south of Scrub Lane, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver around 55 new homes by 2033.**
 - 2. 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 attractively designed and contributing to environmental quality. The development brief should deliver the following:**
 - a. A Boulevard urban design approach to the Scrub Lane frontage, complemented by a contextual urban design approach to the remainder of the site;**
 - b. Access for the school to maintain and improve accessibility to the school from Scrub Lane;**
 - c. Provide access to natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;**
 - d. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and**
 - e. Main vehicular access will be taken from Scrub Lane with improvements also made to active and sustainable travel infrastructure, facilities and services nearby the site to promote modal shift and improve connectivity to services and jobs in Hadleigh Town Centre.**
 - 3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.**
 - 4. The loss of playing field land and land last used as playing fields should be mitigated by an appropriate financial contribution being secured towards new or enhanced playing field projects within the Borough.**
-

Land at Oak Tree Farm, Hadleigh

10.57 This site is approximately 3.6ha in size. The site is mainly contained farmland, compartmentalised by established hedge and tree lined field boundaries. Residential development can be found to the west and an ancient woodland and Site of Special Scientific Interest (SSSI) can be found to the east of the site. The southern and south easterly periphery is lined with mature trees that have Tree Preservation Orders (TPOs).

10.58 The northern edge of the site coincides with a watercourse which puts the northern boundary into flood risk zone 2 and 3. The overall design for the site should follow the sequential approach and avoid development on land within flood risk zones 2 and 3. Elsewhere within the site development proposals should integrate 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.

10.59 Given the mainly undeveloped nature of this site and the proximity to a Potential Local Wildlife Site and SSSI, any development of this site would need to consider how biodiversity could be effectively integrated into the development, impacts on the SSSI can be avoided, managed or mitigated and an overall net gain in biodiversity could be achieved. The use of landscaping to mitigate the impacts of the development on the semi-rural landscape in this location could for example provide the opportunity to create wildlife corridors that link the network of woodlands and support this area's role as a Historic Natural Landscape. Vehicle access to the site will be from Central Avenue only, in order to avoid conflict with the Public Right of Way on Poors Lane and to avoid unnecessary harm to the adjacent Local Wildlife Site and SSSI.

10.60 The *SHLAA 2018* estimates an additional 61 dwellings and this is corroborated by the *Castle Point Large Site Capacity Study* which estimates that the site has a capacity for 65 additional dwellings made up of semi-detached and detached homes as well as open space. 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.

Local Policy HO16

Land at Oak Tree Farm, Hadleigh

- 1. Land at Oak Tree Farm, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver around 65 new homes by 2033.**
- 2. A master plan should be prepared and submitted to the Council for its approval for this site using a contextual urban design approach to ensure that the development is of a high quality and responds to the local circumstances.**
- 3. The development should:**
 - a. Adopt a contextual approach to urban design which integrates with the existing built form and is also sensitive to the openness of the surrounding farmland and ancient woodland;**
 - b. Adopt the sequential approach and ensure that no housing development is proposed on land within flood risk zones 2 and 3 on the site as defined by the most up to date modelling, and taking climate change into account;**
 - c. Implement sustainable drainage measures to ensure no increase in the risk of surface water flooding to the site or nearby properties;**

- d. **Adopt an approach to wildlife that protects and enhances the adjacent SSSI, and results in a measurable net gain in biodiversity. Where greenways are provided as part of the design for this site, they should avoid or otherwise manage recreational disturbance in the adjacent SSSI, including access from Poors Lane to the SSSI. Access should be provided to natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;**
 - e. **Respects and retains, as far as possible the established hedge and tree-lined field boundaries; and**
 - f. **Vehicular access will be taken from Central Avenue only, with improvements also made to active and sustainable travel infrastructure, facilities and services nearby the site to promote modal shift and improve connectivity to services, jobs and to the natural environment.**
- 4. **Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.**
- 5. **Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.**
-

Hadleigh Island, Hadleigh

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

10.62 Control of the land is vested in the County Council and Borough Council, both of which aspire to bring forward mixed use redevelopment in order to support the town centre. The site will be subject to a development brief which sets out how the new development can be integrated into the existing fabric of the town centre; seek to retain if viable the old fire station; retain and provide facilities for the community uses on the site; provide commercial ground floor opportunities and residential development. The proposals for this site will seek to support and contribute towards opportunities to promote active and sustainable travel in this already accessible location.

10.63 This site is identified as being within a Critical Drainage Area and within the Southend Water Recycling Centre catchment area, and it is necessary to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site. Anglian Water has also identified the presence of existing surface water sewers on this site, and these will need to be considered in the layout of the development. This existing infrastructure is protected by easements

and should not be built over or located in private areas where access for maintenance and repair could be restricted. The existing sewers should be located in the highway or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

Local Policy HO17

Hadleigh Island, Hadleigh

- 1. Land at Hadleigh Island, Hadleigh, as identified on the Policies Map, is allocated for mixed use residential purposes, to deliver around 52 new homes by 2033.**
 - 2. 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 a contextual urban design approach.**
 - 3. A development brief for the site should deliver:**
 - a. A high-quality design and layout which complements the existing urban environment and seeks to enhance the character of the town centre;**
 - b. A mixed-use development of residential with community and commercial uses;**
 - c. Enhancements to the public realm within the site and along the A13 frontage, including contributions towards active and public transport provision within the vicinity of the site to promote modal shift in a town centre location;**
 - 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;**
 - e. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and**
 - f. Safeguarding of suitable access for the maintenance of surface water drainage infrastructure, and any other utility infrastructure identified within this site.**
 - 4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.**
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Land north of Grasmere Road and Borrowdale Road, Thundersley

10.64 The site is approximately 2.6ha in size. The site is located adjacent to existing residential development.

10.65 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. An existing Public Right of Way passes through the site in the form of a bridleway.

10.66 This site has the capacity to accommodate 30 residential dwellings. New homes should complement the existing character of the surrounding area, which are largely made up of semi-detached and detached properties.

10.67 The site has several preserved trees within it and these should be retained as far as possible to create a woodland setting for the new development.

Local Policy HO18

Land north of Grasmere Road and Borrowdale Road, Thundersley

- 1. Land north of Grasmere Road and Borrowdale Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver around 30 new homes by 2033.**
- 2. A development brief will be prepared for this site using a contextual urban design approach to ensure that the development is of a high quality and responds to the local circumstances. Applications for this site must have regard to the development brief.**
- 3. The development should:**
 - a. Adopt a contextual approach to urban design which integrates with the existing built form and is also sensitive to surrounding uses;**
 - b. Implement sustainable drainage measures to ensure no increase in the risk of surface water flooding to the site or nearby properties;**
 - c. Respects and retains, as far as possible the established hedge and tree-lined field boundaries;**
 - d. Retain the existing Public Right of Way passing through the site, and ensure it remains suitable for use as a bridleway;**
 - e. Take an approach to wildlife that results in a measurable net gain in biodiversity;**
 - f. Provide access to natural greenspace within walking distance needed for daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; and**
 - g. Vehicular access will be from Grasmere Road and Silverdale with improvements also made to active and sustainable travel infrastructure, facilities and services nearby the site to promote modal shift and improve connectivity to services, jobs and to the natural environment.**
- 4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.**

Land at Glebelands, Thundersley

10.68 This site is approximately 7.5ha in size. The site comprises agricultural land divided into three fields of varying sizes separated by hedgerows. The site has residential development to the east and south, and a school complex to the north. To the west is the A130 and beyond this open farmland.

10.69 Taking a plan-led approach to development in this location presents the opportunity to design and create a landscaped western gateway into the borough framed by a strategic landscaped buffer along the whole of the western boundary of the borough, both to the north and south of the A13. Such an approach would serve to create a green and attractive character to the entrance into the borough. Furthermore, such a landscape buffer provides the opportunity to create a strategic greenway running north-south along this western boundary, incorporating accessible public footpaths and cycleways, linking to existing and proposed footpaths, cycle routes, open spaces, and natural features. It also provides the opportunity to effectively integrate biodiversity into the development.

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

10.71 It will 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, particularly given the site's location within an area of high susceptibility to groundwater flooding and its location within a Critical Drainage Area.

10.72 Access for this site is taken from residential side roads which also serve two primary schools. Public transport services and facilities should also be improved near to the development site on the A13 London Road and Rushbottom Lane. The transport assessment for this site should include the Tarpots junction in order to identify the extent of any improvements needed as a result of development of the site.

Local Policy HO19

Land at Glebelands, Thundersley

- 1. Land at Glebelands, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver around 155 new homes by 2033.**
- 2. A master plan should be prepared and submitted to the Council for its approval for this site to ensure that the development is attractively designed, contributing to environmental quality, and that contributions to health and school infrastructure is made to support growth in this location. The master plan must deliver the following:**
 - a. An urban design framework using a mix of urban design approaches built around the Arcadia approach with elements of the Village Green and Landscape Square approaches, to create an attractive green, parkland environment, integrated into the landscape; and**
 - b. A landscape strategy for the site that includes:**

- i. The provision of a strategic landscaped buffer along the whole of the sites western boundary, to create a green and attractive character to the entrance into the borough;
 - ii. The provision of a strategic greenway running along the whole of the site's western boundary, incorporating and linking to existing network of public footpaths, cycleways, public open space, natural features, and green infrastructure to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;
 - iii. An approach to wildlife that results in a measurable net gain in biodiversity;
 - iv. An increase in public open space provision across the site consistent with the requirement of policy HS3; and
 - v. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties.
 3. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.
 4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.
 5. A contribution will be made towards the improvement of active and sustainable transport infrastructure, facilities and services within and nearby the site in order to encourage modal shift. This includes improvements to public transport waiting facilities and services near to the site.
 6. Main vehicular access will be from Glebelands.
-

The Chase, Thundersley

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

10.74 A Local Wildlife Site designation covers most of the site, although does not relate to any population of species or special habitat. The designation relates to the mosaic of habitats that exist within this area, which together are special and worthy of protection. Any development of this site would need to carefully consider how biodiversity could be effectively integrated into the development, and how an overall net gain in biodiversity could be achieved through the application of the nature conservation hierarchy.

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

10.76 Throughout the remainder of the site it is considered that the principles of an Arcadia urban design approach, as set out in Appendix Two should be applied to create an attractive green, parkland environment where the natural environment and residential homes co-exist side by side. This environment should include open spaces and greenways which create links and build on the existing public rights of way network which already exists in this location. It should also integrate sustainable drainage techniques given that the site is within a Critical Drainage Area and there is potential for a small area of surface water flooding towards the north of the site. The *SHLAA 2018* indicated that the site could deliver 476 new homes. Having regard to the most appropriate design approach taking account of landscape constraints, it is considered that approximately 430 homes could be accommodated on the site.

10.77 Part of the site already has planning permission for 18 units, therefore this policy will look to accommodate the remaining 412 units.

10.78 Due to the existing development in this area, there are existing foul and surface water sewers in Anglian Water's ownership within the boundary of the site. The site layout will therefore need to be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

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

10.80 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.

10.81 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. 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.

10.82 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 750sqm and 1,000 sqm 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.

10.83 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.

Local Policy HO20

The Chase, Thundersley

- 1. 28ha of land off Kiln Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver around 412 new homes by 2033.**
- 2. A master plan covering the allocated 28ha will be prepared for the site to ensure that the development is attractively designed, contributing to environmental quality, and that the identified infrastructure is provided to support growth in this location. The master plan will set out how applications for different development parcels within the site can come forward.**
- 3. A master plan will be prepared within six months of the adoption of the Plan, which will establish the capacities of development parcels within the overall site. Each development parcel will be developed in accordance with the master plan to secure:**
 - a. Urban design which echoes the principles of the Arcadia approach as defined in Appendix 2, to create an attractive, green, parkland environment, integrated into the existing landscape;**
 - b. An approach to wildlife that results in a measurable net gain in biodiversity;**
 - c. The retention of existing Public Rights of Way through the site, and the provision of greenways through the site, linking to the existing network of green infrastructure;**
 - d. The provision of open space and where appropriate, playing fields within the site consistent with the requirement of policy HS3, delivering additional accessible natural green space to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;**
 - e. An approach to playing pitch provision which fully compensates for any losses arising on site or in an accessible location nearby, and provides for any additional need arising from growth at the site, in consultation with Sport England and the relevant sport governing bodies;**
 - f. Main vehicular access to the south of the Chase from Kiln Road, and land to the north of the Chase from Runnymede Chase or Rayleigh Road;**
 - g. Coordinated access to the development areas within the site without the creation of a motorised vehicular through route. As appropriate, the need for highways**

improvements, including to unmade sections of highway within the site will be secured to enable access to new development;

h. Active travel connections through the site linking through the new development to the USP College and Council Offices and adjoining leisure uses off Kiln Road;

i. The provision of a new stand-alone 26 place Pre-school, and the provision of a building to accommodate 1,000sqm of space for healthcare services. This may be provided in-kind, or through the provision of land comprising 0.058ha for the pre-school and 0.3ha for the healthcare building, with proportionate financial contributions towards the delivery of the facilities;

j. Sustainable drainage measures to ensure no increase in the risk of surface water flooding to the site or nearby properties; and

k. The safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utility infrastructure identified on site.

4. Applications for individual development parcels within the allocated site must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that development parcel acceptable in planning terms. Any applications received in advance of the master plan must incorporate the requirements of part 3 of this policy and must not undermine the comprehensive development of the wider allocated site.

5. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.

6. In order to mitigate impacts of the development at this site on the surrounding road network necessary contributions will be secured towards junction improvements on Kenneth Road, and towards public transport waiting facilities and services nearby the site on Kiln Road, Rayleigh Road and Kenneth Road in order to promote sustainable travel patterns.

Land fronting Rayleigh Road, Thundersley

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

10.85 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.

10.86 The *SHLAA 2018* estimated that the site has capacity for 53 new residential dwellings but with increased density the site has capacity for 60 flats.

Local Policy HO21

Land fronting Rayleigh Road, Thundersley

- 1. Land fronting Rayleigh Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver around 60 new homes, by 2033.**
 - 2. A master plan should be prepared and submitted to the Council for its approval for this site using a contextual urban design approach to ensure that the development is of a high quality and responds to the local circumstances.**
 - 3. The development must:**
 - a. Deliver a high-quality design and layout which complements the existing urban environment and reflects the surrounding character given the prominence of the site. In particular, the site layout must seek to mitigate against noise impacts arising from surrounding junctions and main roads and respect the surrounding land uses;**
 - b. Provide access to natural greenspace within walking distance for daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;**
 - c. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and**
 - d. Take main vehicular access from Kingsley Lane, and contribute towards active and sustainable transport infrastructure, facilities and services nearby the site in order to encourage modal shift. This includes improvements to public transport waiting facilities and services near to the site.**
 - 4. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.**
 - 5. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.**
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Land at Thames Loose Leaf, Kiln Road, Thundersley

10.87 This site is approximately 0.16ha in size and is bounded by residential development on the western, northern and eastern boundaries. Kiln Road offers the southern boundary and will act as the main access to the site. There are existing active and sustainable travel opportunities on Kiln Road which this development should contribute toward the improvement of in order to support a shift to these modes of travel.

10.88 The site is comprised of a manufacturing, commercial business, but located within a predominately residential area and close to residential property. The site is adjacent to three storey

terraced town houses to the west and two storey chalet style homes to the east, with large semi-detached homes on the opposite side of Kiln Road. Based on the scale of surrounding development it is considered that this site can accommodate around 12 new homes.

10.89 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.

Local Policy HO22

Land at Thames Loose Leaf, Kiln Road, Thundersley

- 1. Land at Thames Loose Leaf, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver around 12 new homes by 2033.**
 - 2. 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.**
 - 3. The development must deliver:**
 - a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses;**
 - b. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties;**
 - 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;**
 - d. Main vehicular access from Kiln Road, and contribute towards active and sustainable transport infrastructure, facilities and services nearby the site in order to encourage modal shift; and**
 - e. Safeguarding of suitable access for the maintenance of surface water drainage infrastructure, and any other utility infrastructure identified on this site.**
 - 4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.**
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Land east of Canvey Road, Canvey Island

10.90 This site is approximately 16.7ha in size and comprises open fields with a vegetated boundary to the north. The site is bounded by residential development, a school, highways and open land stretching to the Waterside Farm Leisure Centre to the north.

10.91 The site is located on Canvey Island and as such is located within Flood Risk Zone 3. The *Strategic Flood Risk Assessment (SFRA) Level Two, 2018* indicates that this site is at high risk of flooding and therefore its development needs to be considered against the Sequential Test and Exception Test. The Sequential Test prepared to accompany this plan indicates that the site would pass the Sequential Test in attempting to deliver the objectively assessed need for housing. It will 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.

10.92 The *Essex County Council Interactive Flood and Water Management Map* identifies areas of high risk of surface water flooding including areas on Canvey Island. The Canvey Island Six Point Plan is a multi-agency plan which sets out how surface water flood risk on Canvey should be managed. This includes increasing the capacity of the drainage network and investing in green surface water storage. On this site there are existing drainage ditches running along the southern and part of the eastern boundary of the site. It will therefore be necessary to demonstrate integration of sustainable drainage techniques, to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site. This can be achieved through the provision of open space and Green Infrastructure that will also provide benefits in terms of recreation, active travel and nature conservation, including helping to ensure the integrity of the nearby Benfleet and Southend Marshes SPA and Ramsar site by assisting in the management of water quality.

10.93 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.

10.94 This site is nearby the Canvey Wick SSSI, valued for its invertebrate species. Due to the sites undeveloped nature it is necessary for ecological survey work to be undertaken having regard to invertebrates, flora, reptiles and nesting birds. Consideration should be given as to how any biodiversity can be effectively integrated into the development proposals to achieve a net gain.

10.95 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.

10.96 In order to minimise potential impacts to the setting of the Roman Saltern, the openness of the area to the west and north of the Saltern should be retained as far as possible. Development to the boundary would isolate the Roman Saltern from the wider historic marshes to the west. It is recognised that a new access from Canvey Road is required for this development and any such highway should be designed into the landscape respecting the character of the historic setting and reducing the visual impact from the highway. Development should take opportunities to sustain, enhance and protect the significance of the Scheduled Monument, this could include diverting pedestrians away from the historic asset, provision of information boards and fencing.

10.97 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 providing a pedestrian and cycle way towards Benfleet station, providing a safer alternative to Canvey Road.

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

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

10.100 The southern part of the site is used informally as open space by residents in the area. This use should be retained in a new landscaped park which will provide the open space for the new development that is also easily accessible for existing communities to use.

Local Policy HO23

Land east of Canvey Road, Canvey Island

- 1. 16.7ha of Land east of Canvey Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver around 300 new homes by 2033.**
- 2. A master plan should be prepared and submitted to the Council for its approval for this site to ensure that the development is attractively designed, contributing to environmental quality and that infrastructure is provided to support growth in this location. The master plan must deliver the following:**
 - a. Protection of the Scheduled Monument located to the north-east of the site and the preservation and enhancement of its setting. To secure this, any development of the land to the west and the north of the Scheduled Monument which would result in substantial harm to the setting of the Scheduled Monument, or will lead to less than substantial harm to the setting of the Scheduled Monument, will be determined in accordance with national planning policy as set out in the NPPF.**

- b. **Preservation of any archaeological remains of significance related to the Scheduled Monument identified within the wider site. This should be informed by detailed heritage assessment work, the scope of which should be agreed with the Council and inform the master plan;**
 - c. **An urban design framework using a mix of urban design approaches, to create an attractive, green environment that complements the local landscape;**
 - d. **A landscape strategy for the site that includes:**
 - i. **The provision of a strong landscaped buffer along the whole of the sites northern boundary;**
 - ii. **The provision of greenways running through the site connecting the development with existing residential areas and with open spaces and green infrastructure nearby to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;**
 - iii. **An approach to wildlife that protects and enhances the nearby SSSI and results in a measurable net gain in biodiversity;**
 - iv. **The provision of public open space within and on land adjacent to the site including a new community park with play equipment at the southern end of the site. This will be accessible to the new and existing communities; and**
 - v. **Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. This may include the provision of attenuation and conveyance of water on land adjoining the allocation, provided such measures do not harm the Green Belt except in very special circumstances. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan and the requirements of part 2a of this policy.**
 - e. **Homes designed to be resistant and resilient to flooding from tidal and surface water sources, and the provision of safe, on-site refuge facilities. Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted;**
 - f. **The safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure, and other utilities infrastructure identified on the site, and the provision of a 15m buffer around the foul sewerage pumping station located on the south western corner of this site to avoid odour nuisance to any adjoining properties;**
 - g. **As identified on the Policies Map, the provision of 6ha of adjacent land to the north east of the site be made available for community uses.**
3. **Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master**

plan which are necessary to make the proposal for that individual site acceptable in planning terms.

4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.
 5. Homes on this site may not be occupied until such time as:
 - a. A new access to Canvey Road has been created to serve the site, which is designed to respect the landscape, to preserve the openness of the Green Belt and conserve the significance of the adjacent Scheduled Monument and its setting. Access from Dyke Crescent will be for emergency vehicles only;
 - b. A safe pedestrian crossing route has been provided from the site to the open space located on the western side of Canvey Road; and
 - c. A secondary vehicular access has been created from the site to serve the adjacent secondary school.
 6. A contribution towards the improvement of active and sustainable transport infrastructure, facilities and services within and nearby the site in order to encourage modal shift. This includes improvements to public transport waiting facilities and services on Canvey Road.
 7. The main vehicular access to the site will be from Canvey Road.
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Land west of Canvey Road, Canvey Island

10.101 This site is approximately 15ha in size. The site currently comprises a garden centre and several commercial businesses and residential properties. The site is enclosed by three roads, Canvey Road to the east, Northwick Road to the south and Roscommon Way to the western and northern edges.

10.102 The site is located on Canvey Island, as such is located within Flood Risk Zone 3. The *Strategic Flood Risk Assessment Level Two, 2018* indicates that this site is at high risk of flooding and therefore its development needs to be considered against the Sequential Test and Exceptions Test. The *Sequential and Exceptions Test* prepared to accompany this plan indicates that the site would pass the Sequential Test in attempting to deliver the objectively assessed need for housing. It will 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.

10.103 The *Essex County Council Interactive Flood and Water Management Map* identifies existing drainage ditches running through the site and along the southern and part of the eastern boundary of the site. It will therefore be necessary to demonstrate integration of sustainable drainage techniques to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site and ensure that land is safeguarded either side of these drainage ditches to allow for enhancements of the associated flood defences. This can be achieved through

the provision of open space and Green Infrastructure that will also provide benefits in terms of recreation, nature conservation and active travel. The Canvey Island Six Point Plan is a multi-agency plan which sets out how surface water flood risk on Canvey should be managed. This includes increasing the capacity of the drainage network and 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.

10.104 This site is nearby the Canvey Wick SSSI, valued for its invertebrate species, and is itself identified as a Local Wildlife Site (CPT4) in the *Local Wildlife Site Register, 2019*. It is therefore necessary for ecological survey work to be undertaken having regard to invertebrates, flora, reptiles and nesting birds for this site. Consideration should be given as to how any biodiversity can be effectively integrated into the development proposals to achieve a net gain and or investment made to support biodiversity and the protection of species rich areas in west Canvey. This should include improving access for pedestrians, cyclists and horse riders across Canvey Way to link the site with the West Canvey Marshes and Canvey Wick Nature Reserves. This crossing should include provision for horse riders.

10.105 A Grade II listed building, the Dutch Cottage is located adjacent to Canvey Road. A Scheduled Monument comprising a Roman saltern is located further away also to the west. A *Heritage Impact Assessment* has been prepared for this site which recommends that the master plan for this site preserves and enhances the setting of the Dutch Cottage, which historically sat in a rural setting. It also recommends that further archaeological work is undertaken to determine if any significant remains associated with the Roman saltern are present within this site, *albeit* it is removed from the Scheduled Monument. This work should be undertaken prior to the master planning in order to ensure the preservation of any significant assets which may exist.

10.106 The *SHLAA 2018* estimated that the site has capacity for 275 new residential dwellings which is tempered by the evidence from the *Large Sites Capacity Study 2018* which confirms that the site has capacity for 253 dwellings made up of semi-detached, detached and a small proportion of terraced dwellings.

10.107 Part of the site already has outline planning permission for a 57-bed care home; therefore this policy will look to accommodate the remaining 196 units.

Local Policy HO24

Land west of Canvey Road, Canvey Island

- 1. Land west of Canvey Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver around 196 new homes and a residential care home by 2033.**
- 2. A master plan should be prepared and submitted to the Council for its approval for this site to ensure that the development is attractively designed, contributing to environmental quality and health and education infrastructure is provided to support growth in this location. The master plan must deliver the following:**
 - a. An urban design framework using a mix of urban design approaches built around the Boulevard urban design approach, complemented with the design of a Major Entry Point to the site, to create an attractive, green environment;**

- b. A landscape strategy for the site that includes:**
 - i. An appropriate setting for the Grade II Listed Dutch Cottage, and appropriate settings for any archaeological assets of significance identified within this site. This should be informed by detailed heritage assessment work, the scope of which should be agreed by the Council;**
 - ii. The provision of a strong landscaped buffer to the western boundary;**
 - iii. The provision of greenways running through the site connecting the development with existing residential areas and with open spaces and green infrastructure nearby, including a link across Roscommon Way to the Canvey Wick and West Canvey Nature Reserves for pedestrians, cyclists and horse riders to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites;**
 - iv. An approach to wildlife that protects and enhances the nearby SSSI, and makes space for priority and protected species within the development design and layout, resulting in a measurable net gain in biodiversity;**
 - v. The provision of public open space within the site consistent with the requirement of policy HS3;**
 - vi. Sustainable drainage measures that will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and**
 - vii. A 19m wide protected zone either side of the Hill Hall Dyke, in order to accommodate any potential enhancements required to the defences along that Dyke over the lifespan of the development.**
 - c. Homes designed to be resistant and resilient to flooding from tidal, fluvial and surface water sources, with the provision of safe, on-site refuge facilities. Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted.**
- 3. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.**
 - 4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.**
 - 5. Public transport waiting facilities and services should be improved on both Canvey Road, and Northwick Road in order to promote sustainable travel patterns.**

- 6. Homes on this site may not be occupied until such time as a new access to the site from either Canvey Road and/or Northwick Road has been created to serve the site.**
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Land at Thorney Bay Caravan Park, Canvey Island

10.108 This site is approximately 28ha in size. As of April 2018 this site was in use as a caravan park having been consented for such use during the 1950's through to the 1970's. At April 2018 this took the form of static caravans stationed in fields across the site. Whilst some of these are traditional holiday lets, a number have fallen into residential use and permanently occupied as such. At April 2018 there were 590 static caravans providing residential accommodation on the site according to Council Tax data.

10.109 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.

10.110 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.

10.111 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.

10.112 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 fall 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.

10.113 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.

10.114 As the site is located on Canvey, it would normally be the case that development proposals be considered against the sequential test, and the exceptions 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.

10.115 In addition 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.

10.116 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.

10.117 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.

Local Policy HO25

Land at Thorney Bay Caravan Park, Canvey Island

1. Land at Thorney Bay Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, except for areas shown as the Health and Safety Executive consultation zone and the area shown as reserved for future flood defences.

2. This site is being redeveloped for the provision of around 820 park homes in the period to 2033 under existing consents for the siting of caravans on this land. This development will secure 230 homes net.

3. Where the Council receives planning applications for residential development on this site, the Council will seek to secure the following:

- a. No residential development within the Health and Safety Consultation Zone, for the benefit of and safety of future residents;**
 - b. No unacceptable impact on future residents arising from odour, and no residential development located so as to act as a determinant to the continuous operation of the Canvey Island Water Recycling Centre. A detailed odour assessment based on summer time emission rates should be used to inform an appropriate distance to be maintained by residential development on this site, and should be submitted with relevant planning applications;**
 - c. Sufficient space in order to accommodate any potential future enhancements to the sea defences over the lifespan of the development as required by Policy CC2;**
 - d. Safeguarded access for the maintenance of foul drainage infrastructure and any other utilities infrastructure identified on the site;**
 - e. Homes designed to be resistant and resilient to flooding from tidal and surface water sources, with the provision of safe, on-site refuge facilities;**
 - f. Sustainable drainage measures implemented across the site to ensure no increase in the risk of flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan;**
 - g. A measurable biodiversity net gain at and around the Marine Parade Delph ditch;**
 - h. A contribution towards affordable housing provision consistent with the requirements of policy HO4;**
 - i. A contribution towards necessary infrastructure provision as determined by infrastructure providers at the time of application having regard to the impact of the proposal;**
 - j. Applications for this site must be accompanied by relevant site level flood risk assessments which address the tidal, fluvial and surface water flood risks affecting this site; and**
 - k. Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.**
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Land at The Point, Canvey Island

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

10.119 The site is located on Canvey, and the western part of the site was considered against the sequential test and as far as possible, against the exception test, as part of the planning application process. The outline application also contained details on flood resilience and resistance and

adopted a design led approach which sought parking provision at ground floor level with habitable accommodation above. It will be necessary for development across the whole site to demonstrate satisfaction of the exceptions test and flood resilience and resistance.

10.120 It will be necessary to demonstrate on-site surface water management when considering detailed applications as the *Essex County Council Interactive Flood and Water Management Map* identifies areas at risk of surface water flooding within the site. The Canvey Island Six Point Plan is a multi-agency plan which sets out how surface water flood risk on Canvey should be managed. This includes increasing the capacity of the drainage network and investing in green surface water storage. On this site, surface water management should be achieved through the provision of open space and Green Infrastructure that will also provide benefits in terms of recreation, active travel and nature conservation, including helping to ensure the integrity of the nearby Benfleet and Southend Marshes SPA and Ramsar site by assisting in the management of water quality.

10.121 The site is adjacent to the coast and there are opportunities through the design of the development on this site to improve the relationship between the existing urban area and the coast. This site is nearby to Smallgains Marina which provides opportunity for water sports. The creek in proximity to this site is designated as a Sport Opportunity Zone through the *Thames Vision*, and development at this site will need to retain access to the Marina.

10.122 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.

10.123 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.

10.124 The site is currently occupied by employment uses which provide jobs and resources locally. Whilst there are long standing businesses in this location, such uses are not considered compatible with the residential properties which characterise the surrounding area, in respect of both their day to day operations on the site and movement to and from the site. The Council has identified land south of Northwick Road and an extension to Charfleets Industrial Park in this plan for new employment uses on Canvey Island. These two sites – as set out under policy EC2 benefit from better access to the strategic route network and new infrastructure and include a wide range of business premises to provide for the needs of the predominantly small and medium sized enterprises on this site.

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

Local Policy HO26

Land at The Point, Canvey Island

- 1. Land at Point Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver around 100 new homes by 2033.**
 - 2. A development brief will be prepared for this site and applications must have regard to the development brief. This site will use a contextual approach to urban design, in order to ensure the development integrates with the existing built form and the coastal environment.**
 - 3. In order to ensure that the development is of a high quality and responds to local circumstances the development must:**
 - a. Make provision for open spaces within the development, linking to existing green infrastructure to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites. In addition, maintain access to Smallgains Marina for water based recreation;**
 - b. Be resistant and resilient to flooding from tidal and surface water sources, and make provision for safe, on-site refuge facilities. Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted;**
 - c. Provide main vehicular access from Point Road;**
 - d. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan;**
 - e. Safeguard suitable access for the maintenance of foul sewerage and mains water infrastructure, and any other utilities infrastructure identified on this site; and**
 - f. Provide sufficient space for any future potential enhancements to the sea defences over the lifespan of the development in accordance with Policy CC2.**
 - 4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.**
 - 5. Contribute towards active and sustainable transport infrastructure, facilities and services nearby the site in order to encourage modal shift. Specifically, this site must deliver improvements to public transport waiting facilities and services nearby in Point Road.**
 - 6. A project level HRA will be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.**
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Walsingham House, off Lionel Road, Canvey island

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

10.127 The *SHLAA 2018* estimates the site has capacity for 32 new residential dwellings. The site has a resolution to grant outline permission for 32 dwellings, but the Section 106 Agreements has not been completed and no decision notice issued.

10.128 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.

Local Policy HO27

Walsingham House, off Lionel Road, Canvey Island

- 1. Land at Walsingham House, off Lionel Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver around 32 new homes by 2033.**
- 2. It is expected that a development brief approach will be taken to this site, using a contextual urban design approach.**
- 3. Deliver a landscape strategy for the site that includes:**
 - a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses;**
 - b. The provision of a strategic landscaped buffers as necessary, to create a green and attractive character;**
 - c. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and**
 - d. Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.**
- 4. Homes must be designed to be resistant and resilient to flooding from tidal and surface water sources, and the provision of safe, on-site refuge facilities in the event that a flood does occur. Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted.**
- 5. Detailed design proposals for the site must safeguard suitable access for the maintenance of surface water drainage and mains water infrastructure, and any other**

utilities infrastructure identified on site, and deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.

6. Main vehicular access from Lionel Road.

Land at the Admiral Jellicoe, Canvey Island

10.129 The site is approximately 0.35ha in size and is currently vacant following the demolition of the public house and removal of the associated car park. It is located between Winterswyk Avenue and High Street. There is an Anglian Water foul water sewer within the eastern part of the site, a pumping station within the south-east corner of the site, residential development on both the eastern and western boundaries of the site, and some commercial uses on High Street.

10.130 The *SHLAA 2018* estimates the site has capacity for 40 new residential dwellings. The site has a resolution to grant permission for 40 dwellings, but as of 15.06.2021 the Section 106 Agreement has not been completed and no decision notice issued.

10.131 Planning permission was granted for the development of the northern half of the site with eight detached houses on 23rd March 2021.

10.132 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.

10.133 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.

Local Policy HO28

Land at the Admiral Jellicoe, Canvey Island

- 1. Land at the Admiral Jellicoe, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver around 14 new homes by 2033.**
- 2. In order to ensure that the development is of a high quality and responds to local circumstances the development must deliver:**
 - a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses and provides suitable access for the maintenance of foul water infrastructure;**
 - b. Vehicular access from Point Road and/or Winterswyk Avenue;**

- c. **Sustainable drainage measures to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan;**
 - d. **Appropriate mitigation of the impact of the operation of the adjoining foul water pumping station on future residents; and**
 - e. **Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.**
- 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;**
 - 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.**
-

Land south of Haron Close, Canvey Island

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

10.135 The *SHLAA 2018* estimates the site has capacity for 10 new residential dwellings. A resolution to grant planning consent on this site for a sheltered accommodation scheme comprising 24 apartments was issued in July 2020.

Local Policy HO29

Land south of Haron Close, Canvey Island

- 1. **Land south of Haron Close, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver around 24 new homes by 2033.**
- 2. **It is expected that a development brief approach will be taken to this site, using a contextual urban design approach.**
- 3. **Deliver a landscape strategy for the site that includes:**
 - a. **A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses;**
 - b. **The provision of strategic landscaped buffers is necessary, to create a green and attractive character;**
 - c. **Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and**

- d. **Access for natural greenspace within walking distance needed to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.**
 - 4. **Homes must be designed to be resistant and resilient to flooding from tidal and surface water sources, and the provision of safe, on-site refuge facilities;**
 - 5. **Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.**
 - 6. **Main vehicular access from Long Road.**
-

Land at Haystack car park, Canvey Island

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

10.137 The *SHLAA 2018* estimates the site has capacity for 14 new residential dwellings. Full planning consent for a mixed-use scheme comprising retail units at ground floor and 14 residential apartments above is extant for this site.

Local Policy HO30

Land at Haystack car park, Canvey Island

- 1. **Land at Haystack car park, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver around 14 new homes by 2033.**
- 2. **It is expected that a development brief approach will be taken to this site, using a contextual urban design approach.**
- 3. **In order to ensure that the development is of a high quality and responds to local circumstances the development must deliver:**
 - a. **A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses;**
 - b. **Main vehicular access from Long Road;**
 - c. **Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and**
 - d. **Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.**
- 4. **Homes must be designed to be resistant and resilient to flooding from tidal and surface water sources, and the provision of safe, on-site refuge facilities.**

5. **Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance.**
-

Land to the east of Kings Park Village, Canvey Island

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

10.139 The *SHLAA 2018* estimates the site has capacity for 50 new residential dwellings. Access to the site would be by way of the adjoining Kings Park Village using a route set away from the Benfleet and Southend Marshes SPA and Ramsar site to the north to avoid air quality impacts. It is anticipated that this development will form an extension to Kings Park Village.

10.140 As this site is within flood risk zone 3 and adjacent to the flood defences, the outcomes of the *SFRA* and the *Sequential and Exceptions Test 2018* are relevant. Development on this site will need to be designed to be resilient and resistant to flood risk and will also need to leave a gap with the existing flood defences to enable those defences to be enhanced in line with the *Thames Estuary 2100 Plan*. The Benfleet and Southend Marshes SPA and Ramsar site is located adjacent to the site, and therefore development on this site needs to be supported by a project level Habitats Regulations Assessment which shows that the integrity of the site is not harmed by the development. This includes, but is not limited to, matters of noise disturbance, recreational disturbance, air pollution and water pollution. Measures should be taken within the development's 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.

10.141 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.

Local Policy HO31

Land to the east of Kings Park Village, Canvey Island

1. **Land to the east of Kings Park Village, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver around 50 new homes by 2033.**
2. **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.**
3. **In order to ensure that the development is of a high quality and responds to local circumstances the development must deliver:**

- a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses;
 - b. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan;
 - c. Sufficient space in order to accommodate any potential future enhancements to the sea defences over the lifespan of the development as required by Policy CC2;
 - d. An approach to wildlife that results in a measurable net gain in biodiversity;
 - e. Vehicular access through the existing Kings Park Village; and
 - f. Provide access to the adjacent Canvey Heights Country Park to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.
4. Homes must be designed to be resistant and resilient to flooding from tidal and surface water sources, and the provision of safe, on-site refuge facilities. Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted.
 5. Development will be expected to deliver an appropriate comprehensive remediation strategy, in consultation with ECC, as the Waste Disposal Authority, to address any outstanding historic contamination issues and to prevent any new contamination pathways arising. Consistent with the NPPF, the responsibility for delivering the remediation including any ongoing measures will fall to the developer.
 6. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.
 7. A project level HRA will be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.
-

Land at 244-258 London Road, Hadleigh

10.142 This site is approximately 0.3ha within Hadleigh town centre. The *SHLAA 2018* found this site to be unavailable due to multiple landownership issues. After further investigation the majority of the land is available, however one of the current flats within the existing unit has an unregistered landowner, which affects the sites ability to come forward. In order to maximise the amount of housing within the existing urban area and reducing the need to look further for undeveloped land, the Council has identified this site as an opportunity for the later stage of the plan period. This will enable the Council to resolve landownership issues and bring forward this site in a sufficient time period.

10.143 This site falls within Hadleigh town centre and as such the development should be fully integrated into the fabric of the town centre, providing an appropriate mix of ground floor commercial opportunities with residential development above. This site is located opposite the Grade I Listed St James the Less Church and there is therefore the opportunity for the redevelopment of this site to

enhance both the quality of Hadleigh town centre and also the setting of this significant heritage asset. A *Heritage Impact Assessment* has been prepared for this site and highlights this opportunity. It is also the case that the development site itself is located on the site of former medieval and post medieval buildings. Archaeological investigation of this site is therefore recommended in between demolition of the existing building and construction of any new development.

10.144 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.

Local Policy HO32

Land at 244 – 258 London Road, Hadleigh

- 1. Land at 244 – 258 London Road, Hadleigh, as identified on the Policies Map, is allocated for mixed use residential purposes, to deliver around 50 new homes by 2033.**
 - 2. 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.**
 - 3. A development brief for the site should deliver:**
 - a. A high-quality design and layout which complements and enhances the setting of the Grade I Listed St James the Less Church and contributes overall to an enhancement of the character of the town centre;**
 - b. A mixed-use development of residential and commercial uses;**
 - c. Main vehicular access from Castle Lane;**
 - d. Enhancements to the public realm within the site and along the A13 frontage, including a contribution towards active and public transport provision within the vicinity of the site to promote modal shift;**
 - e. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and**
 - f. Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.**
 - 4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.**
 - 5. In the period between demolition of the existing building and construction of any new development on this site, archaeological investigation of the site must be undertaken and any findings recorded in accordance with best practice. The scope of these investigations must be agreed with the Council.**
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11. Building a Strong, Competitive Economy

Economic Strategy

Policy Context

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

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

Reasoned Justification

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

11.4 The key strengths were identified as: low unemployment; reasonable transport links; above average business formation rates and high levels of self-employment indicating entrepreneurial activity; low cost base (premise and wages); and resilient manufacturing base less affected by global pressures. The *South Essex Grow-on Space Study 2019* also concludes that Castle Point has a sufficient supply of start-up and grow-on space accommodation for small businesses looking to establish and grow in the borough. The need to diversify the employment stock to cater for these types of business was assessed as low.

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; limited attraction to inward investment; and competition from larger centres nearby. The *EDNA* identifies the main sectors driving growth in South Essex. There are a number of businesses and facilities within Castle Point that contribute to these main sectors and are therefore important to both the Castle Point and wider South Essex economies.

11.6 The consequence of these weaknesses in Castle Point is a low level of business output at present. As a key measure of productivity gross value added (GVA) per head in Castle Point is low, sitting 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.

11.7 Modelling was undertaken in the *South Essex EDNA 2017* 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 24 hectares, providing 103 hectares in total. The six existing sites identified are:

- The Castle Point Council Offices in Kiln Road, Thundersley,
- Charfleets Trading Estate, Canvey Island
- Manor Trading Estate, Thundersley
- Stadium Way, Hadleigh
- Lychgate Industrial Farm, Thundersley
- Gas and oil Receptor storage facilities (Oikos and Calor), Canvey Island

11.8 In the case of the Council Offices in Kiln Road and the Lychgate Industrial Farm, neither are shown on the Policies Map as existing employment areas. If these sites were redeveloped, it is expected that the uses will be transferred elsewhere or retained within a new development, thereby safeguarding the employment. Exclusion as employment areas will allow greater flexibility in the event of their redevelopment which will support the viability of any redevelopment to fund the uses relocation.

11.9 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.

11.10 It is necessary for this plan to protect the existing employment sites in Castle Point and to bring forward the potential employment sites, since the *EDNA 2017* 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._

11.11 In order to make Castle Point a more attractive location for businesses and a local workforce, there is a need to improve the quality of employment areas and provide a greater flexibility in the supply of premises to attract investment and encourage indigenous companies to stay in the borough as they grow. The office market in Castle Point is under-developed and is unlikely to feature as a destination for non-indigenous businesses. There is a need to develop this market overtime to provide the necessary range of accommodation to support a diverse local economy. The Council will seek the provision of suitable, flexible floorspaces that can be used by offices and knowledge-based businesses, as well as small business units and specific start-up facilities which will support indigenous business growth.

11.12 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, there has been significant investment in the South Essex College PROCAT Skills Campus on Canvey Island over the last ten years to improve the standard of opportunity there.

11.13 The ambitions of partners in the South Essex sub region, from the South East Local Enterprise Partnership to the Castle Point Regeneration Partnership, is to develop a series of measures related to education and skills provision that will ensure that there is greater alignment between the needs of local businesses and the training on offer. In particular, there will be new investment in training for

advanced engineering, logistics and digital media within the sub-region with specialist advanced engineering opportunities at USP (SEEVIC) college in Thundersley.

Strategic Policy EC1

Economic Strategy

- 1. In order to support the wider economy in South Essex, the economy of Castle Point will be enhanced through:**
 - a. The protection of the existing employment land as shown on the policies map for uses principally falling within Classes B2, B8 and E(g) of the Use Classes Order, as far as possible having regard to permitted development rights;**
 - b. The retention of the port and port related facilities at South Canvey for the purposes of commercial and industrial activity; and**
 - c. The provision of an additional 20 hectares of land identified for employment development falling within the Use Classes B1, B2 and E(g) of the Use Classes Order.**
- 2. This will be achieved by:**
 - a. Working with partners to deliver improvements to the quality of public space within employment areas in Castle Point, including the quality of open spaces, landscaping, roads, drains and communication infrastructure, and improvement of access for those travelling by active and sustainable modes;**
 - b. Encouraging the improvement and redevelopment of private land within existing employment areas in order to enable business growth and improve the attractiveness of these areas;**
 - c. Maintaining a flexible employment land supply within established and proposed employment sites identified on the Policies Map, to provide or deliver employment floorspace for employment development falling within the Use Classes B2, B8 and E (g) of the Use Classes Order;**
 - d. Seeking the provision of suitable, flexible floorspace that can be used by office or knowledge-based businesses; and**
 - e. Seeking the provision of small business units and specific start-up facilities to support indigenous business growth.**
- 3. Applications for uses falling outside Use Classes B2, B8 or E(g) of the Use Classes Order will be permitted within the employment areas of this plan where they accord with all other relevant policies within this plan, and the following criteria:**
 - a. It can be demonstrated that the use will provide an equivalent or greater number of jobs compared to an employment development falling within Use Classes B on the site;**

- 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
 - 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.
-

New Employment Land

Reasoned Justification

11.14 The *South Essex EDNA 2017* identified a need for additional 9 hectares of employment land to be made available throughout the borough.

11.15 This plan identifies two locations where new employment uses are proposed:

- Extension to Charfleets Industrial Estate
- South of Northwick Road

Extension to Charfleets Industrial Estate

11.16 The phase 2 extension to Roscommon Way proposed in the 1998 Local Plan has been delivered, which provides access for the site. There is extant planning consent for a mixed-use development on this site, and elements of the scheme have been delivered since 2018. This site is therefore considered to be reasonably available for employment development and is considered to be deliverable.

11.17 The *South Essex EDNA 2017* recognises this site as suitable for meeting Castle Point's employment needs. It concludes that this site is appropriate for industrial uses falling within use classes B2 and B8. The extant consent for this site secures 18,300 sq m for industrial uses on this site. Ancillary to this, the site also makes provision for 7,100 sq m of commercial development falling within use class E.

11.18 The site is adjacent to a Local Wildlife Site as identified in the *Local Wildlife Site Review 2019*, and, as the *NPPF* expects a net gain in biodiversity, compensation for the loss of biodiversity from the Local Wildlife Site was considered as part of the planning application process.

11.19 Development proposals at this site have also been designed to achieve resilience and resistance to flood risk, and designed to manage surface water drainage issues on site and prevent an increased risk of flooding by surface water to other land and properties nearby. These matters have also been addressed in the planning application process.

South of Northwick Road

11.20 This site was allocated in the *1998 Castle Point Adopted Local Plan*. Although it has not been developed to date, 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.

11.21 The allocation in the *1998 Castle Point Adopted Local Plan* covered 18 ha of land. However, the designation of the Canvey Wick Site of Special Scientific Interest (SSSI) in 2005 covered approximately half the site and so only 9.7 ha are now available for development purposes. Development proposals have been considered for any adverse impact on the SSSI and also provide mitigation and compensation for any biodiversity impacts on site.

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

11.23 Development proposals at this site have been designed to achieve resilience and resistance to flood risk, and designed to manage surface water drainage issues on or adjacent to the site and prevent an increased risk of flooding by surface water to other properties nearby.

11.24 This site currently benefits from planning permission and has evidenced that development is able to take place with appropriate flooding and biodiversity mitigation that will not affect the viability of the development coming forward.

Local Policy EC2

New Employment Land

New employment land as shown on the policies map, is proposed at:

Extension to Charfleets Industrial Estate – 10.5 ha

South of Northwick Road – 9.7 ha

- 1. The Extension to Charfleets Industrial Estate will be delivered in accordance with extant consents to supply at least 18,300sqm of B Class industrial floorspace, 6,400sqm of E(g) Class business use floorspace, and other commercial premises with a floorspace of up to 1,900sqm.**
 - 2. Land to South of Northwick Road, the site will be delivered in accordance with extant consents to supply at least 14,537sqm of B Class industrial floorspace, 928sqm of E(g) Class business use floorspace, other commercial premises with a floorspace of up to 2,890sqm, and a hotel.**
-

Canvey Seafront Entertainment Area

Policy Context

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

Reasoned Justification

11.26 The *Employment and Retail Needs Assessment 2012* indicates that around 6% of the borough's jobs are in hotel and catering, and a further 5% are in cultural and recreational jobs. This indicates that tourism/leisure form a reasonable proportion of the borough's job provision.

11.27 The seafront area on Canvey is a significant tourist attraction. However, it is not fulfilling its full potential and there is scope for further investment to improve the overall offer and to the quality of the private and public realms, and the range of leisure services on offer. The area is currently a mix of two beaches – at Thorney Bay and Concord Beach – amusement attractions, food outlets and retail interspersed with open spaces and car parks (principally owned by the Council) along the landward side of the sea wall.

11.28 There is a large area of open space called the Labworth Green which offers potential for new activities. The seawall features murals painted by the local community and is subject to a safeguarded area to protect land from encroachment so that the wall can be maintained and improved as set out in the Thames 2100 Plan.

11.29 The Council has secured funding from the Coastal Communities fund for a new pavilion at Thorney Bay and will continue to work with the local Coastal Community Team to identify new funded sources for public realm improvements.

11.30 The Council will produce a master plan for this area working with local businesses and partners that will set the vision, strategy and action plan to deliver new investment whilst retaining the sense of place and features that have helped the area develop to date.

11.31 In order to protect existing businesses restrictions on the use of the area are proposed. This will be reviewed on completion of the Master Plan.

Local Policy EC3

Canvey Seafront Entertainment Area

1. **The Council will prepare a Master Plan for the Canvey Seafront Entertainment area. The Plan will set out a clear vision and objectives for the area, translating those into realistic investment plans to provide new entertainment facilities, improvements to the public realm and protection of key features such as the beach areas and historic assets.**
2. **Within the allocated seafront entertainment area, as shown on the Policies Map, commercial and leisure development proposals that can be demonstrated to support the tourist industry will be permitted, subject to compliance with all other relevant policies.**

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.
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Canvey Port Facilities

Policy Context

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

'Encourage sustainable port development to cater for long-term forecast growth in volumes of imports and exports by sea with a competitive and efficient port industry capable of meeting the needs of importers and exporters cost effectively and in a timely manner, thus contributing to long-term economic growth and prosperity;

Allow judgements about when and where new developments might be proposed to be made on the basis of commercial factors by the port industry or port developers operating within a free market environment; and

Ensure all proposed developments satisfy the relevant legal, environmental and social constraints and objectives, including those in the relevant European Directives and corresponding national regulations.'

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

11.34 The South East Inshore Marine Plan is also relevant in respect of any changes to the port facilities on Canvey Island, as consideration needs to be given on how any such changes impact on the marine environment or its use, including any conflicts arising with other users. Separate consents from the Marine Management Organisation will be required for certain types of activity. Along with the Vision for the Tidal Thames, the South East Inshore Marine Plan seeks to increase the use of port facilities in the Thames Estuary, where appropriate, in order to boost jobs and boost the movement of freight by water as a sustainable alternative to road transport. The port facilities on Canvey Island have a role to play in this vision.

Reasoned Justification

11.35 There are two port facilities located adjacent to each other in Castle Point at South Canvey. These port facilities include the Calor terminal located to the west of Thames Road for the importation and storage of liquefied petroleum gas and the Oikos terminal to the east of Haven Road, which receives and stores oil and a range of hydrocarbon products. Both terminals have jetties that are

used to receive fuel imports by ship. These fuels are exported from the terminals by pipelines and by road tanker. The Calor and Oikos terminals are nationally significant and have a role to play in ensuring the security of energy supplies in the UK.

11.36 Ships access these facilities via the Thames Estuary. There are numerous Habitats sites (SPA and SAC) in and around the Thames Estuary that may be affected by disturbance from shipping activity. In accordance with the Conservation of Habitats and Species Regulations 2017 (as amended), it will be necessary for any adverse effects on the integrity of these protected sites arising from new port activities, including shipping access, to be avoided.

11.37 The port facilities occupy a substantial frontage of the waterfront at South Canvey. This limits access to a narrow strip of the waterfront in this location, creating an enclosing effect for users. This route is not bicycle or equestrian friendly. In order to improve flood defences in the future it will be necessary for land adjacent to the waterfront to be maintained free from development, with access provided to carry out maintenance and improvements as set out in the Thames 2100 Plan. For this purpose, the safeguarded area is shown on the policies map adjacent to the ports.

11.38 There has been significant recent investment at the Oikos terminal at Haven Road in order to adapt to the changing demands related to fuel supply in the UK, while a new access road has been constructed between the Calor terminal and Haven Road. This provides a route for LPG tankers to and from the Calor terminal avoiding residential areas.

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

11.40 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.

Local Policy EC4

Canvey Port Facilities

1. Existing operations

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 Policy NE7 and the following criteria:

- a. 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;
- 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;
- d. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1. In addition to this and where appropriate, proposals will be required to deliver a biodiversity net gain; and
- e. The design of the proposed development will incorporate measures to manage current and future flood risk, ensuring development is appropriately resilient and resistant to all sources of flood risk, including careful consideration of emergency planning procedures and areas of refuge for site users.

2. Proposed operations

Applications for the change of use, a change in the type of materials handled, or for redevelopment of the existing port facilities at South Canvey will be permitted subject to compliance with Policy NE7 and the following criteria:

- a. Where the proposal includes a change of materials handled, and those materials are classified as hazardous, it can be demonstrated that the proposal is in the national interest;
- b. There must be no unacceptable change in the level of hazard or risk posed by the facility as a consequence of the proposals. The advice of the Health and Safety Executive will be sought in relation to this matter;
- c. The design of the proposed development must not cause significant harm to the landscape, having regard to the scale of existing development on the site;
- d. Public access to the coastal path adjacent to the site must be retained;
- e. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1. In addition to this and where appropriate, proposals will be required to deliver a biodiversity net gain; and
- f. The design of the proposed development will incorporate measures to manage current and future flood risk, ensuring development is appropriately resilient and resistant to all sources of flood risk, including careful consideration of emergency planning procedures and areas of refuge for site users.

3. In the event that a proposal in relation to port facilities on Canvey Island is of a sufficient size to be considered a Nationally Significant Infrastructure Project for determination by the Secretary of State, the Council will consider its response in accordance with the requirements of this Development Plan.
 4. Any new development within the consultation zones identified by the Health and Safety Executive around the Hazardous Installation sites shall be considered within the context of Policy NE9 of this Plan.
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12. Ensuring the Vitality of Town Centres

Town Centre Strategy

Policy Context

12.1 The *National Planning Policy Framework (NPPF)* expects planning policies to support the role that town centres play at the heart of local communities.

12.2 Policies should define a network and hierarchy of town centres and promote their long-term vitality and viability, in a way that can respond to rapid changes in the retail and leisure industries, allowing a suitable mix of uses, including residential, and reflects their distinctive characters. Where appropriate, the re-introduction or creation of markets is also encouraged. In the case of Castle Point all four town centres fulfil a district centre role mainly focussed on convenience shopping, leisure and public and community services.

12.3 The *NPPF* is clear that retail and other forms of town centre commercial developments should be located according to a sequential test and out of centre locations should only be considered if suitable sites in the town centre are not available, or not expected to become available, within a reasonable period. If a proposal cannot be located within a town centre, the impact of locating a proposal outside of a town centre must be assessed against and must not have an adverse impact on town centre vitality and viability.

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

Reasoned Justification

12.5 Town centres across the United Kingdom are going through a period of significant change. Driven by competition from online sales and large number of store closures, the function of town centres, based on their retail offer, is being tested. Increasingly, town centres are having to be redefined and adapted to support a greater diversification of uses to boost visitor numbers and footfall, dwell time and spend. This has led to a shift from a retail focus to planning policies to a more adaptable approach which promotes town centres as places to live, and increasingly, for work.

12.6 Whilst retaining their retail function it is vital to maintain town centres as a 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.

12.7 The *South Essex Retail Study 2017*, has considered the need for retail provision in Castle Point, as well as other types of leisure and commercial needs. The study indicates that demand for additional convenience goods expenditure will come from population increase and does not indicate

a requirement for additional retail provision beyond existing town centres, and the out of centre shopping areas already identified.

12.8 In terms of establishing a threshold for impact assessment, the *Employment and Retail Needs Assessment 2012* showed the existing levels of retail floorspace within town centres in Castle Point. Canvey Island has the greatest amount with approximately 12,000 sqm, Hadleigh has approximately 7,000 sqm, Tarpots 2,500 sqm and South Benfleet has 1,500 sqm.

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

12.10 The *South Essex Retail Study 2017* found that town centres in Castle Point perform a local function, with larger centres in Basildon and Southend acting as key hubs for retail and leisure provision in South Essex. Additionally, Lakeside Shopping Centre and Retail Park, as well as retail parks in Basildon, are within reasonable commutable distance of Castle Point and are key retail investment priorities for many of the major retail chains. Consequently, there is significant leakage of comparison (non-food) retail spend from Castle Point. Only 14% of comparison retail spend is retained within the borough.

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

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

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

12.14 In seeking to encourage a broader food and drink offer, it is important that we create a healthy food environment in our town centres and local communities. The national *Obesity Strategy* highlights that eating out can contribute towards obesity through the consumption of more calories. Takeaways and promotions in food stores can also add to the number of calories consumed. This is significant in Castle Point where obesity levels are higher than the national average. It is therefore necessary to ensure that the mix of uses, and the way in which buildings and spaces in town centres are designed promote active lifestyles and a healthy food environment. Health Impact Assessments are a useful tool in ensuring that the wellbeing of the community is considered as part of the design

process, and will be required to ensure that proposals for development selling foodstuffs contribute to the creation of a healthy food environment.

Strategic Policy TC1

Town Centre Strategy

- 1. There are four town centres in Castle Point, as identified on the Policies Map, at:**
 - a. Canvey Island**
 - b. Hadleigh**
 - c. South Benfleet**
 - d. Tarpots**
- 2. 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 on these premises:**

Canvey Town Centre:

14-64 Furtherwick Road

68-90 Furtherwick Road

3-59 Furtherwick Road

Units 1-16 Knightswick Centre, Furtherwick Road

Sainsbury's, 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

- 3. Outside of the primary shopping frontages, development will be allowed within other use classes, including residential uses, where it is demonstrated that the use will contribute towards the vitality of the town centre.**

4. Applications for development falling within Use Class E will normally be permitted in town centres. Outside of the town centres new development falling within Use Class E will be permitted if the following criteria can be met:
 - a. A sequential test has been applied, and it has been robustly demonstrated that the proposed development cannot reasonably be accommodated within a town centre or local shopping parade, or as a second preference within an existing out of centre shopping area;
 - b. The proposed development will not have a significant adverse impact on the vitality and viability of town centres in Castle Point. An impact assessment is required for proposals of 1,500m² in size or greater;
 - c. The proposed development will not have a significant adverse impact on its immediate environment, including residential amenity of any nearby properties, by virtue of disturbance, noise or because of increased traffic, car parking or congestion.; and
 - d. Other relevant policies within this plan are also satisfied.
 5. Where an application is for a development intended for the sale of foodstuff, or could be used for such purpose, a health impact assessment will be required. Where this shows that the development has the potential to impact on health outcomes, measures should be included within the proposal to mitigate harm and create a healthy food environment.
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Canvey Town Centre and Hadleigh Town Centre Regeneration

Policy Context

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

Reasoned Justification

12.16 The Council adopted as a Supplementary Planning Document (SPD) a Master Plan for Canvey Town Centre. In 2011, the Council had approved a master plan for the regeneration of Hadleigh Town Centre although not as SPD. Both Master Plans are now out of date and will be reviewed during the early part of the plan period.

Canvey town centre regeneration

12.17 The *South Essex Retail Study 2017* defined Canvey Town Centre as an important service centre which serves the local population. It found that the majority of its turnover at 93% was from the local population. Canvey Town Centre also has the largest amount of retail floorspace in Castle Point. Although the study found that there was no additional need arising in Castle Point up until 2037 in comparison floorspace the *Canvey Town Centre Master Plan* aims to enhance the viability

and vitality whilst improving the offer of Canvey Town Centre without altering the role of the town centre.

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

12.19 In 2019 the Council acquired the Knightswick Shopping Centre. This Centre is at the heart of the town centre and contains Sainsbury's food store as its anchor and 17 smaller stores in a covered mall. Its car park is the main car park for the town centre. The acquisition also secured or the Council ownership of areas of public realm in Furtherwick Road and the High Street, where a new street market is due to open.

12.20 The acquisition of the Knightswick centre is to support regeneration and the Council will work with businesses and partners to review the Canvey Town Centre Master Plan and invest to improve and diversify the town centre whilst protecting and supporting existing businesses.

Hadleigh town centre regeneration

12.21 The *South Essex Retail Study 2017* stated that Hadleigh Town Centre had a high proportion of convenience floorspace due to the presence of three large food stores. It is the second largest town in Castle Point and mainly serves the local population.

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

12.23 A key location within the town centre is the Hadleigh Island Site. This is allocated for a residential led mixed-use scheme under policy HO17. This site is owned in part by the Council and by Essex County Council with a small area in private ownership. In addition, land at 244-258 London Road is allocated under policy HO32 for residential and mixed-uses.

Local Policy TC2

Canvey Town Centre and Hadleigh Town Centre Regeneration

- 1. The Canvey and Hadleigh Town Centre Master Plans will be reviewed with the following objectives;**
 - a. Supporting mixed use proposals where they make effective use of land to provide both an active shopping frontage and other forms of business, leisure, community or residential accommodation;**
 - b. Promoting town centres as sustainable transport hubs through the delivery of cycling infrastructure and public transport infrastructure; and**

- c. Ensuring that where retail proposals are made for out of centre locations appropriate consideration is given to their impact on the vitality and viability of town centres in Castle Point.
 2. Canvey Town Centre will be regenerated with the aim of providing an enhanced retail offer alongside a mix of other business, community, residential and open space uses. In order to create a pleasant town centre that is attractive to residents and retail businesses, and makes the best use of land, investment will be made in new public realm and an improved highway network.
 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.
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Local Shopping Parades

Policy Context

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

Reasoned Justification

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

12.26 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.

12.27 Any new local shopping parades will also be subject to this policy.

Local Policy TC3

Local Shopping Parades

1. There are 18 local shopping parades in Castle Point, as identified on the Policies Map, at:
 1. 159-173 (odd numbers) Church Road and 1-16 Roseberry Walk, Thundersley

2. 61-83 (odd numbers) Hart Road, Thundersley
3. 76-130 (even numbers) Hart Road, Thundersley (excluding Aston Place)
4. 357-363 (odd numbers) Rayleigh Road and 297 Hart Road, Thundersley
5. 288-302 (even numbers) Kiln Road and 2-28 (even numbers) Benfleet Road, Thundersley
6. 255-275 (odd numbers) Kiln Road, Thundersley
7. 16-32 (even numbers) High Road, South Benfleet
8. 501 to 503 (odd numbers), High Road, South Benfleet
9. 15-23 (odd numbers) Third Avenue, Canvey Island
10. 1-5 Haven Road, 1-9 (odd numbers) Canvey Road, the King Canute Public House Canvey Road, and 348-362 (even numbers) Long Road, Canvey Island
11. 353-365 (odd numbers) Long Road, Canvey Island
12. 169-179 (odd numbers), 162-176 (even numbers) Long Road and 2 Craven Avenue, Canvey Island
13. 192-196 (even numbers) High Street, Canvey Island
14. 193-215 (odd numbers) High Street, Canvey Island
15. 269 - 275 (odd numbers), 270-276 (even numbers) and 286-290 (even numbers) High Street, Canvey Island
16. 86-98 (even numbers) Point Road, Canvey Island
17. 8-12 (even numbers) Pauls Court, Meppel Avenue, Canvey Island
18. 93-99 Woodfield Road, Hadleigh

2. Proposals for uses falling within Use 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.
 3. The change of use to residential on the upper floors will normally be permitted subject to residential amenity, access and car parking.
 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.
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Out of Centre Retail Parks

Policy Context

12.28 The *NPPF* is clear that the role that town centres play at the heart of communities should be supported and that local policies should seek to ensure the vitality of town centres. Retail developments should be located according to a sequential test and out of town locations should only be considered if suitable sites in the town centre are not available or not expected to become available within a reasonable period. If the proposal cannot be located within a town centre, the impact of locating a proposal outside of a town centre must be assessed against and must not have an adverse effect on town centre vitality and viability.

Reasoned Justification

12.29 There are two out of centre shopping areas in Castle Point, as identified in the *1998 Adopted Local Plan* that provide a mix of convenience and bulky comparison goods. The Stadium Way shopping area provides a high proportion of convenience retail spend in the borough and according to the *South Essex Retail Study 2017* attracts residents from outside of the borough. It should be noted that a significant number of the comparison retail units in the area comprise bulky goods such as furniture and DIY, which are not always suited to town centre sites. The second is Canvey Retail Park at Northwick Road on Canvey Island.

12.30 The *South Essex Retail Study 2017* states that convenience shopping within Castle Point currently supports a local population. New convenience floorspace in addition to current provision should only be permitted when there is a mismatch between population and level of convenience floorspace as a result of new development. However, as set out in Policy TC1, new retail development should be focussed in the town centres. The Council acknowledges that both the Stadium Way and Canvey Retail Parks play a crucial role in meeting the retail needs of the Borough. They provide employment and support a supply chain network. Some of the premises at Stadium Way are now old and many converted from previous commercial uses and therefore, it is likely that redevelopment will need to take place. Where these redevelopments do occur, the Council will seek applications for the sale of foodstuffs to be accompanied by health impact assessments in order to ensure the creation of healthy food environments which support the wellbeing of local residents and other users.

Local Policy TC4

Out of Centre Retail Parks

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

Stadium Way, Thundersley; and

Canvey Retail Park, Northwick Road, Canvey Island
 - 2. Re-development for uses falling within Use Classes E and F of the Use Classes Order, and compatible sui generis uses which are assessed to have a similar impact on amenity and neighbouring development as a development in Use Class E, assessed in accordance with policy NE7, will be permitted within these out of centre shopping areas where both sequential and impact assessments have indicated that it is appropriate to do so, and all other relevant policies in this plan have been complied with. An impact assessment will be required for proposals of 1,500 sqm or greater, consistent with the requirements of policy TC1.**
 - 3. Where an application is for a development intended for the sale of foodstuff, or could be used for such purpose, a health impact assessment will be required. Where this shows that the development has the potential to impact on health outcomes, measures should be included within the proposal to mitigate harm and create a healthy food environment.**
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South Benfleet Leisure Quarter

Policy Context

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

Reasoned Justification

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

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

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

12.35 Additionally, there are several residential properties nearby, and therefore any proposal will need to have regard to the amenity of residents in terms of opening hours and the provision of entertainment. Finally, a small part of the area is within Flood Risk Zones 2 and 3, although most of the area is at a low risk of flooding (Flood Risk Zone 1). Plans will also need to be put in place to ensure the safety of customers in the event of a flood.

Local Policy TC5

South Benfleet Leisure Quarter

- 1. South Benfleet Leisure Quarter is identified on the Policies Map and comprises the following properties:**
 - 1-7 (odd numbers) Essex Way**
 - 8-10 (even numbers) Essex Way**
 - 1-27 (odd numbers) High Street, South Benfleet**
 - 24-42 (even numbers) High Street, South Benfleet**
- 2. Within this area, development proposals for cafes, restaurants and bars will be supported, subject to compliance with other relevant policies on design, the historic environment, flood risk and residential amenity being fully addressed.**

3. **Where an application is for a development intended for the sale of foodstuff, or could be used for such purpose, a health impact assessment will be required. Where this shows that the development has the potential to impact on health outcomes, measures should be included within the proposal to mitigate harm and create a healthy food environment.**
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Fast Food Outlets

Policy Context

12.36 The *NPPF* states that planning policies should ‘enable and support healthy lifestyles. This includes through access to healthier foods.

Reasoned Justification

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

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 overuse class E(a) shopping provision, reducing the diversity of local retail available.

12.39 Hot food takeaways can contribute towards unhealthy lifestyles. Public Health England has advised 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.

12.40 England has one of the highest rates of obesity in Europe and in the developed world. A Public Health England report *Adult Obesity (2018)* acknowledges obesity is one of the most widespread threats to health and well-being in the country and that there is a link between excess body weight and diseases such as type 2 diabetes, cancer and heart disease. This impacts on the cost of health care provision and the ability of health services to support local communities.

12.41 The *Castle Point and Rochford Locality Estates Strategy 2018* classified 27% of adults and 20.4% of children in Castle Point as obese with fewer people eating healthily, this puts Castle Point at a higher than average level of obesity. Obese children are more likely than children of a healthy weight to become an obese adult with associated health problems later in life.

12.42 Therefore, the proliferation of hot food takeaway provision in Castle Point is not only affecting the diversity of retail offer in Castle Point, it is also contributing towards poor health amongst the resident population. There is therefore a clear basis for seeking to limit further increases in the provision of hot food takeaways in Castle Point. In particular, policies restricting children’s access to

takeaway shops can, amongst other measures, act to discourage unhealthy eating and seek to stop the rising levels of obesity in the borough.

12.434 The *Marmot Review (2010)* highlighted the correlation between poor health and deprivation. The strong association between deprivation and the density of fast food outlets, has been found by the National Obesity Observatory. A report on the implications for spatial planning arising from the *Marmot Review* suggested that deprived areas could particularly benefit from policies which aim to improve availability of healthier food options and better access to shopping facilities, coupled with planning restrictions to control the density of fast food outlets.

12.44 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.

Strategic Policy TC6

Fast Food Outlets

- 1. In order to ensure that excessive concentrations of particular types of food and drink uses are avoided, applications for hot food takeaways falling within sui generis use class will be supported where the following thresholds are not exceeded:**
 - a. Within a Town Centre, no more than 10% of shop units comprise hot food takeaways;**
 - b. Within local shopping parades comprising 6 or less shop units, no more than 50% of the shop units comprise hot food takeaways;**
 - c. Within local shopping parades comprising 7 to 14 shop units, no more than 30% of the shop units comprise hot food takeaways; and**
 - d. Within local shopping parades comprising 15 or more units, no more than 20% of the shop units comprise hot food takeaways.**
 - 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.**
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13. Promoting Healthy and Safe Communities

Strategy for Healthy Communities

Policy Context

13.1 The *National Planning Policy Framework (NPPF)* states that planning policies should aim to achieve healthy, inclusive and safe communities which promote social interaction and create opportunities for meetings between people and community cohesion. Planning policies should promote the provision of safe and accessible facilities, infrastructure, public spaces and local services to improve health, social and cultural wellbeing for all sections of the community. Policies should also enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

13.2 Policies should guard against the unnecessary loss of valued facilities and services and look to ensure that they are able to develop and modernise for the benefit of the community.

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

13.4 Locally, the *Local Strategic Partnership* which consists of statutory bodies and voluntary community groups help deliver positive change within the South Essex area. This partnership covers a wide range of issues, including health and wellbeing, community safety, community development and local children's commissioning and service delivery.

Reasoned Justification

13.5 The *Joint Essex Health and Wealth Being Strategy* for the Health and Well Being Board is the overarching strategy for health published in 2018. The Sustainability and Transformation Partnerships are seeking to redesigning services around individual areas. The *Essex Joint Strategic Needs Assessment (JSNA) A profile of people living in Castle Point 2018* sets out information on the health and well-being of residents in Castle Point. Smoking, obesity and increasing physical activity are areas that need to be improved. Castle Point has the highest smoking prevalence in Essex at 26.9% which is considerably higher than the national average (18%). The study shows that Castle Point has the highest level of overweight and obesity amongst adults across Essex at 70.2%.

13.6 Only 16.8% of adults in Castle Point take part in the recommended amount of physical activity to benefit their health. Childhood obesity is the focus of public health teams across the country, as excess weight in childhood is a major risk factor for obesity and health related problems in adulthood. Some 35.1% of 10 and 11-year olds in Castle Point are obese or overweight. Opportunities to encourage physical activity therefore have an important role to play in making the community in Castle Point healthier and reduce health risks.

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

disease has decreased to 56.9 per 100,000 people, it is important for this trend to continue and prevention, treatment and lifestyles are all important in achieving this.

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

13.9 The *JSNA A profile of people living in Castle Point 2018* highlights clear inequalities in health across the borough. The study found large differences in the level of deprivation within the Borough with the wards of Canvey Island South, Canvey Island Central and Canvey Island Winter Gardens defined as the most deprived, compared to many wards that are relatively affluent with little deprivation. This highlights the health inequalities that the Borough faces. In seeking an active and healthy community it is therefore necessary to consider how policies can benefit areas of inequality.

13.10 The Castle Point and Rochford Clinical Commissioning Group (CCG) undertook a *Locality Estates Strategy 2018*; at that time it was estimated that at least £48.5 million of capital investment will be required in Castle Point and Rochford over the next ten years. This would support infrastructure requirements to facilitate the delivery of modern and sustainable integrated care services for current and future populations. This may include the development of Healthcare Hubs on Canvey Island and in Benfleet, Primary Care Spokes and Administrative Hubs.

13.11 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) have the role as a public health advisor. The Director of Public Health is the lead advisor for public health and planning matters.

13.12 The *Castle Point Borough Open Space Appraisal Update 2012* assessed the current and future needs for different types of open space provision. This study has informed the *IDP* which highlights the future locations of future requirements for different types of open spaces. The Study identifies issues more in terms of the quality and accessibility of open space provision in Castle Point rather than with the overall quantity which broadly aligns with established targets for such provision. Areas of improvement were the provision of more formal parks and gardens, which may be popular amongst older people, and the quality of sports facilities, which will have a role to play in encouraging greater physical activity amongst the adult population. Disabled access was also an issue for some areas, which may need to be addressed given the ageing population and increased occurrence of disability and mobility problems that will accompany this growth. An issue with accessibility to children's play spaces was also identified to be addressed which will require increased provision at west and east Canvey, and in Thundersley and Daws Heath.

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

13.14 Open spaces are part of the network of green infrastructure in Castle Point, which provides a range of environmental services contributing towards better health such as pollution mitigation, flood

risk management and providing a green attractive environment that assists with mental well-being as well as physical well-being. Green infrastructure includes green corridors such as cycle ways and footpaths which can help people fit activity into their normal day without too much compromise i.e. walking to the shops or cycling to work.

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

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

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

13.18 Since 2008 the Essex Planning Policy Officers Association has provided guidance on the preparation, submission and consideration of health through new developments. This is set out in advice and best practice published by Public Health England and locally in the Essex Planning Officers' Association (EPOA) HIA Guidance Note – Essex Healthy Places – Advice Note for Planners, Developers and Designers (Or successor documents) which can be viewed via the Essex Design Guide website. 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. A screening process will take place to determine the extent and detail/complexity of HIA required based on the type of development proposed and whether evidence demonstrates the development impacts can be expected to be significant on sensitive receptors.

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

13.20 The social care budget for Essex in 2017/18 was £181 million. This is expected to increase year on year by between £11 million and £15 million. In 2017/18 £92 million or approximately 50% of the social care budget is spent on residential care each year. Through increased investment in community care, and community and voluntary services it is aimed to reduce expenditure on residential care. Opportunities for people to meet, and places for community and voluntary organisations to provide services within the community are therefore essential to the long-term strategy for adult social care within Castle Point.

13.21 The planning system can play an important role in creating healthy communities. This can include promoting new development that provides opportunities for healthy living through the encouragement of walking and cycling provision of open space. Sport England's 'Active Design' provides further guidance on this.

Strategic Policy HS1

Strategy for Healthy Communities

- 1. In order to ensure that the communities in Castle Point are active and healthy, do not suffer from social isolation, deprivation and health inequalities, and adult social care services are sustainable into the future, the Council will seek to deliver the following:**
 - a. Promote good physical and mental health and healthy lifestyles amongst residents by:**
 - i. Ensuring access to high quality open spaces including the coast, and opportunities to engage in sport and recreation; and**
 - ii. Providing opportunities for people to walk and cycle, both for recreation purposes, and as part of their day to day activities.**
 - b. Ensure that everybody can participate within the community, and access employment opportunities within the Borough by:**
 - i. Ensuring community facilities are of a good quality and are located where they can be accessed by walking cycling and public transport; and**
 - ii. Ensuring that the accommodation needs of older people and disabled adults are met and are met in a location which enables residents to remain active members of the community.**
 - c. Ensure that growth in the Borough is aligned to improvements in the provision of healthcare services by:**
 - i. Working with NHS England, the Clinical Commissioning Group, Mid and South Essex University Hospitals Group and other providers of healthcare services in the Borough to ensure those organisations have the built facilities they need to deliver their service plans; and**
 - ii. Requiring developers to contribute towards the provision of built facilities, and other improvements to healthcare services alongside their proposals for residential development, as set out in the Infrastructure Delivery Plan, this can include on and off-site provision and the use of the Community Infrastructure Levy.**
 - 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 has regard to Sport England's 'Active Design' principles; and**
 - ii. Avoiding development in locations which may cause harm to human health by way of disturbance to the quality of life or pollution having reference to the criteria and requirements of policy NE7.**

2. This will be achieved by:

- a. Working with partner organisations, including community groups and the voluntary sector, to deliver multi-functional open spaces and green infrastructure projects consistent with policy NE1;**
 - b. Working with partner organisations, including community groups and the voluntary sector, to deliver community infrastructure projects and services that meet current and future needs, and support wider community resilience;**
 - c. Identifying development locations which provide opportunities to secure additional open space, green infrastructure and community infrastructure;**
 - d. Maximising opportunities to secure investment in open space, green infrastructure and community infrastructure provision; and**
 - e. To ensure new development is designed to promote good health, Health Impact Assessments should be undertaken for all developments involving the sale of foodstuff, and for other developments of over 50 residential units or 1,000 sqm of non-residential development. Mitigation against negative health impacts and opportunities of positive health impacts should be identified. Negative health impacts identified in a Health Impact Assessment must be resolved in the development or secured through a Section 106 Agreement.**
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Opportunities for Indoor Leisure and Sports

Policy Context

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

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

13.24 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.

Reasoned Justification

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

13.26 The *Castle Point Built Facilities Strategy Assessment Report 2018* found that the majority of sports assessed have sufficient facilities in the borough or nearby to support current need, although

to improve and preserve participation levels most venues are encouraged to enhance or maintain existing facilities. It is essential that Castle Point provides a variety of different sporting activities to suit all abilities and ages. Furthermore, the *Built Facilities Strategy* concludes that key public sports halls and swimming pools are operating close to capacity and may therefore struggle to accommodate the additional demand generated by growth in this plan. There is therefore a need to enhance or provide new facilities to address any growth in demand. The *Built Facilities Strategy* recommends the use of developer contributions calculated using the Sport England Facilities Calculator to fund needs arising from growth.

13.27 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. The *Built Facilities Strategy* recommends the use of community use agreements to secure access for the community to school halls and other such places where indoor activities can take place outside operational hours.

Strategic Policy HS2

Opportunities for Indoor Leisure and Sports

- 1. In order to increase participation in physical activity, the Council will seek to secure the following for indoor leisure and sports:**
 - a. The retention, and increased access for the public to existing indoor leisure and sports facilities;**
 - b. The use of a wider range of facilities for physical activity;**
 - c. A community hall with capacity for sports including badminton and short-mat bowls in the Benfleet, Hadleigh and Thundersley area.**
 - 2. This will be achieved by:**
 - a. Protecting existing indoor sports provision from re-development for other uses as required by Strategic Policy HS6;**
 - b. 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;**
 - c. Where appropriate, developer contributions will be sought including the provision of land to enable the delivery of additional leisure and sport facilities; and**
 - d. Working with partners and the community to secure and deliver suitable facilities through the use of planning conditions and/or planning obligations.**
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Opportunities for Outdoor Recreation

Policy Context

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

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

13.30 Finally, in relation to open spaces, the *NPPF* expects local planning policies to enable and support healthy lifestyles and address local health and wellbeing needs through the provision of safe and accessible green infrastructure, this is set out in policy NE1.

13.31 Policy NE1 of this plan sets out requirements for the provision of Green and Blue Infrastructure in Castle Point. This policy seeks to deliver the ambitions of the *South Essex Green Grid Strategy*, the *South Essex Green and Blue Infrastructure Strategy*, and the *Essex Green Infrastructure Strategy* and the Greater Thames Marshes Nature Improvement Area through the provision of multi-function green infrastructure projects, which deliver a range of benefits including, recreational benefits for local people, including access to coast.

Reasoned Justification

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

- Promote links within and between open spaces;
- Improve accessibility of open spaces;
- Encourage participation in sport and outdoor recreation;
- Increase open space provision where needed;
- Improve facilities in open spaces; and
- Improve biodiversity

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

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

13.35 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.

13.36 This plan provides an opportunity for the Council to aim to increase the amount of open spaces within the Borough in order to address current deficiencies in the range and accessibility of open space provision in Castle Point. There should be additional provision made for:

- Outdoor sports pitches and facilities as recommended by the Playing Pitch Strategy;
- Additional parks and gardens, (potentially provided within existing amenity green spaces);
- Additional natural green space to be provided in Thundersley;
- Additional children's play spaces should be provided in several locations throughout the Borough; and
- Civic spaces such as civic squares and market places to be secured through the regeneration of Hadleigh and Canvey Town Centres.

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

13.38 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. This network of footpaths and cycle ways will shortly be incorporated into the England Coast Path.

Strategic Policy HS3

Opportunities for Outdoor Recreation

- 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 and the Essex Design Guide and the Playing Pitch Assessment and Strategy in assessing the appropriate open space requirements within new development.**
- 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 IDP. Where appropriate developers will be expected to contribute toward this provision as set out in the IDP. This includes:

- a. **One 3G pitch on Canvey Island and two 3G pitches in the Benfleet, Hadleigh and Thundersley area;**
 - b. **Additional parks and gardens throughout the borough;**
 - c. **Additional accessible natural green space throughout the borough;**
 - d. **Additional Multi Use Games Areas (MUGAs);**
 - e. **New and improved ancillary features such as car parking, changing rooms, storage facilities, and floodlighting in appropriate locations where they will not give rise to unacceptable impacts on residential amenity;**
 - f. **Additional children's play spaces in West Canvey, East Canvey, Central Thundersley and Daws Heath;**
 - g. **Improvements to tennis court provision;**
 - h. **Improvements to hard-court provision; and**
 - i. **Improved playing pitch provision, including the creation of additional pitches in less flood prone locations and 3G pitches.**
- 3. In order to improve the quality of open spaces in Castle Point, and the ability of residents to be able to enjoy them to their fullest potential, the following improvements to the open space network will be sought as part of the open space provision on development sites in appropriate locations, and by working with partners:**
- a. **Improved links within and between open spaces;**
 - b. **Improved accessibility for all users to open spaces and the coast;**
 - c. **Improved facilities within open spaces;**
 - d. **Improved biodiversity within open spaces; and**
 - e. **Improvements that deliver climate change mitigation and resilience.**
- 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.**
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Education, Skills and Learning

Policy Context

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

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

13.41 For the purpose of this policy, education facilities include, but are not limited to: early years and childcare (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 Post 16 Education), young people with special educational needs and disabilities, colleges, libraries, youth facilities, employment and skills measures and other community learning spaces.

Reasoned Justification

13.42 There are many ways in which people can be engaged in education, skills and learning, including the provision of local employment and skills opportunities arising from new developments. The need for each type of provision varies depending on the age group served and the flexibility in the type of provision under consideration.

13.43 ECC as the Education Authority has the responsibility for early years and school place planning. ECC identifies the need for school places and identifies surpluses or deficits through a *Ten Year Plan Meeting Demand for School Places in Essex*. Places for early years and childcare are assessed through a provider termly headcount and published. This informs the service on the need for additional sustainable, high quality early years and childcare provision that meets the needs of the community.

13.44 The *Castle Point Infrastructure Delivery Plan* establishes where new educational facilities are required based on the growth identified within this plan. Developers will be expected to provide contributions for additional school / early years places or to create new educational establishments arising from the need generated from the development.

13.45 The Council does not anticipate a significant increase in demand for additional further education provision within Castle Point in the long-term and it is unlikely that additional facilities will be needed to address short term demand, as further education can be offered in a more flexible way than school-based education. The Council are aware of changing requirements of further education fields and the Council is working with its partners in order to ensure that there are appropriate facilities for post-16 education. The USP (SEEVIC) Campus on Kiln Road currently provides Further and Higher Education and the Council will work closely with the College to facilitate further investment in the campus.

13.46 In relation to both planned and unplanned growth regard should be had to the “Essex County Council Developers’ Guide to Infrastructure Contributions” in order to determine the level of contributions likely to be sought. Where new schools and early years and childcare provision is required, the land provided by the developer must also meet the criteria set out in the Guidance including the design and layout of school sites and evidence in the form of Land Compliance Report.

Early Years and Childcare

13.47 The 2018 childcare sufficiency data suggests there are a range of early years and childcare settings within the Borough at that time. These include sessional pre-schools, nurseries, primary school nurseries, independent schools and of school clubs and childminders.

13.48 The Essex Early Years and Childcare service has reported an increase in the demand for the provision of spaces as the Extended Funding Entitlement (EFE) changes took effect in September 2017. 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.

13.49 The borough appears to have a variety of 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.

13.50 The *Castle Point Borough Infrastructure Delivery Plan* outlines existing and future available capacity within early years and childcare facilities in the Borough.

Schools

13.51 Essex County Council has the statutory responsibility for ensuring that there are sufficient school places across the County. Their *10 Year Plan: 'Meeting the demand for school places in Essex' 2019-2028* is published each year and sets out the anticipated need for additional school places taking into account permitted development. In particular, the 2019-2028 Plan highlighted growing demand for school places in the Thundersley and Benfleet areas. The *Castle Point Borough Infrastructure Delivery Plan* outlines the need for additional school capacity once potential demand from allocated housing sites is taken into account.

13.52 The *JSNA: A profile of people living in Castle Point 2018* found that 54.6% of pupils attending a secondary school in Castle Point achieved five or more GCSE's at grades A*-C including English and Maths which is below the Essex average of 57.6%. Within Castle Point 88.5% of all primary and secondary school children attend a good or outstanding school as judged by OFSTED, the government's inspector of schools. Previously, the secondary schools on Canvey had not performed as well as their counterparts in Benfleet and Thundersley, however following significant investment in new school provision these schools have seen substantial improvements.

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

13.54 Whilst schools in Castle Point primarily meet local needs, there are cross-boundary flows of pupils. Principally, some children from Basildon borough and Southend-on-Sea borough attend secondary schools in Benfleet, whilst some children from Castle Point attend the grammar schools in Southend. 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.

13.55 ECC 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. To fulfil this, new developments will

be required to provide commensurate contributions to support these measures to provide employment and skills opportunities within the area.

Further and Higher Education

13.56 There are currently four locations providing post-16 education provision in Castle Point. USP (SEEVIC) college, located in Thundersley, with a further campus in Thurrock, is the largest provider in the Borough offering a range of academic, high education and vocational courses. The King John School and Appleton School, in Thundersley and Benfleet, have sixth forms which also offer a range of academic and vocational courses for a smaller number of students. Finally, the Canvey Skills Campus, which opened to students in 2013, offers a range of vocational courses in conjunction with partner Colleges in South Essex. Some people meanwhile travel out of the borough for further education, with South Essex College having locations in Basildon and Southend town centres.

13.57 The *JSNA A profile of people living in Castle Point* found that aspirations in Castle Point are particularly low compared to the Essex average (54%), with just 35% of secondary school pupils wanting to go to university. It is possible to access higher education courses at USP (SEEVIC), and over the past decade, there have been increased opportunities to undertake higher education studies within commuting distance of Castle Point in Southend, Chelmsford, Colchester and East London in particular.

Adult Community Learning

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

13.59 Adult education has a role in play in addressing issues associated with a low skills base and inequalities in educational attainment. ECC have increased the profile of Adult Community Learning in both supporting the economy, and in providing opportunities for people to learn new skills. Adult learning therefore has a role to play in addressing deprivation and inequalities in the population by helping people become more employable, and able to take on better paying jobs. It also has a role to play in reducing social isolation by providing opportunities for the active older population to get involved in new activities and meet new people. The demand for adult education may therefore grow over time, although this will not necessarily be linked to demographic change.

Youth Services

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

Libraries

13.61 There are currently four libraries within the borough. These provide opportunities for the whole community to access self-learning tools including books, computers and other types of media. The

way people access library services is changing and will continue to change as a result of technology. The Council will work closely with ECC to ensure as wide a coverage of libraries for residents.

Strategic Policy HS4

Education, Skills and Learning

- 1. The Council will work with ECC and other education and skills development providers to provide new, continued, and enhanced provision of schools and other educational facilities which seek to improve the quality and choice of education and learning opportunities in the Borough and that:**
 - a. Support a successful local economy;**
 - b. Are in locations that are accessible by a wide range of transport modes and create safe routes to school; and**
 - c. Provide opportunities for community activity and engagement through the wider use of school facilities, such as sports facilities.**
 - 2. Where a development proposal, either individually or cumulatively with other development, will increase demand for education facilities beyond those available within the local area, new or enhanced facilities will be sought through a Section 106 Agreement, as per by policy SD2.**
 - 3. Where the cumulative impacts of residential development within a local area increase demand for education facilities beyond those available, development will be required to make proportionate contributions to support capacity improvements to education infrastructure.**
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Health and Social Care Provision

Policy context

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

Reasoned Justification

13.63 Growth, in terms of housing and employment, is proposed across a wide area and would likely have an impact on future healthcare service provision. The Council will seek that there is enough capacity within the local health facilities to support growth. It is recognised, however, that insufficient capacity may constrain growth. The provision or capital investment in new or improved facilities alone does not automatically increase capacity. The NHS bodies will need to ensure that there are enough staff, digitisation programmes create additional capacity and a programme of preventative care and services are in place to maximise capacity at health facilities.

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

13.65 The provision and commissioning of primary and secondary healthcare services is the responsibility of the Clinical Commissioning Groups (CCG) in liaison with NHS England and NHS Improvement. The Castle Point and Rochford CCG maintain a strategy for the delivery of high-quality healthcare services within the area. 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.

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

13.67 Mid & South Essex Sustainability & Transformation Partnership (STP) has indicated that they will seek to deliver capacity improvements to meet existing and future needs within its area through improvements to existing facilities where possible. There may also be a requirement for additional infrastructure to accommodate new models of care as set out within the NHS Long-Term Plan (2019). New homes will increase pressure on existing provision, creating additional demand for healthcare services. As appropriate, new development proposals will therefore be asked for contributions towards the provision of healthcare facilities. The Mid and South Essex STP has also indicated development locations where new facilities may be required. These requirements are identified in the relevant allocation policies and IDP.

13.68 NHS England and the CCG have indicated that they will seek to deliver capacity improvements to meet existing and future needs through improvements to existing surgeries where possible. There may also be a requirement for additional infrastructure to accommodate new models of care as set out within the *Long-Term NHS Plan (2019)*.

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

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

13.71 As set out in the evidence base for strategic policy HS1, there are considerable issues associated with inequalities in health in Castle Point that need to be addressed through the provision of health and social care services. For example, women living towards the west of Canvey Island experience life expectancy significantly below the national average.

Strategic Policy HS5

Health and Social Care Provision

1. The Council will support, in principle, proposals which seek to improve the quality of health and social care provision in Castle Point. In particular, it will support in principle proposals which:
 - a. Improve the quality and level of provision of primary and secondary healthcare services within Castle Point;
 - b. Enable the provision of social care services within the community;
 - c. Seek to reduce social isolation; and/or
 - d. Aim to reduce health inequalities.
 2. Where a development, either individually or cumulatively with other development, will increase demand for healthcare and social care facilities beyond those available within the local area, contributions towards new or enhanced facilities will be sought through a Section 106 Agreement, as per by policy SD2. Where specified in the relevant allocation policy, some development proposals will also be required to make land available for new health care facilities.
-

Community Facilities

Policy Context

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

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

Reasoned Justification

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

13.75 As well as improvements to existing infrastructure, there are long term infrastructure issues which need to be addressed such as the need for increased provision of certain types of facility to accommodate population growth in the Borough as set out in this plan; this growth will require the

provision of additional community facilities and services in order to ensure communities can meet their day to day needs.

13.76 Flexibility is also essential to the design of new and improved community facilities. This will ensure that they meet the changing needs of the community into the future, assisting with enhancing community resilience by enabling the community to adapt spaces and places to meet their needs. For example, community facilities provide additional opportunities to provide community refuges and safe havens in the event of a natural or man-made incident. The *Thames Estuary 2100 (TE2100) Plan* supports the use of community spaces in this way.

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

13.78 For the purposes of this Policy, community facilities can be found in the Policies Map and are listed in appendix eight, this includes education facilities, sports and leisure facilities, libraries, non-residential health and social care facilities, cultural facilities, community centres, and places of worship.

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

Strategic Policy HS6

Community Facilities

- 1. In order to allow communities to meet their day to day needs, proposals for new, extensions, alterations or redevelopment of existing community facilities, as shown on the Policies Map and listed at Appendix Eight, or change of use to another facility will be supported where it can be demonstrated that the development will:**
 - a. Respond to the needs of the local community;**
 - b. Provide flexible space that can respond to the changing and specific needs of the local community, and where appropriate be capable of offering safe refuge in the event of a natural or man-made incident occurring;**
 - c. Be accessible to all members of the community;**
 - d. Be located in a sustainable location, and within walking distance of public transport provision;**

- e. Provide greater community benefits;
 - f. Bring about broader benefits to provide alternative community use, if there is an identified surplus of the existing community service; and
 - g. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.
2. Where a development proposal would result in the loss of a community facility, the proposal will only be supported where:
- a. An assessment has been undertaken which indicates that the existing facility is surplus to requirement; or
 - b. The loss will be replaced by equivalent or better provision in terms of quantity and quality in accordance with the requirements of part 1 of this policy. Where appropriate a Section 106 Agreement will be used to secure the replacement provision, as per policy SD2.
3. The extent of the Paddocks Community Area is shown on the Policies Map. Within this Community Area, proposals for the renewal of The Paddocks community building for community, sports and leisure activity, health and social care, and cultural activities will be supported, together with appropriate enabling development and a revised car park layout.
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Open Spaces, Allotment Gardens, and Playing Fields associated with Educational Uses

Policy Context

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

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

Reasoned Justification

13.81 The existing open space network includes country parks, nature reserves, woodlands, parks, cemeteries, children's play areas, amenity green spaces between built development and adjoining highways, green corridors, marshes, the seafront and coastal pathways. Other open spaces which are not publicly available include allotment gardens and playing fields associated with educational

uses; these offer important opportunities for outdoor recreation, leisure and educational uses. They also contribute towards the character of an area, particularly where they were provided or left undeveloped purposely when development was laid out.

13.82 *The Open Space Appraisal 2012* identified 1,219ha of open space in the borough. This assessment classified the 142 open spaces in the borough into 10 types of open space. The *Open Space Appraisal 2012* identified that all open spaces including allotment gardens and playing fields should be preserved and where possible increased.

13.83 The *Open Space Appraisal 2012* indicated whilst there is a significant amount of open space provision in the borough it is not considered that there is a surplus of open space provision. Therefore, open spaces are not proposed for redevelopment within this plan. It is however considered that the quality of some of open spaces could be improved through the provision of public toilets and other amenities such as benches, signposting and maps. Additionally, there is a need in some open spaces for disabled access to be improved.

13.84 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.

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

Local Policy HS7

Open Spaces, Allotment Gardens, and Playing Fields associated with Educational Uses

- 1. Limited minor scale ancillary development on open spaces, allotment gardens and playing fields associated with educational uses will be permitted, where it can be demonstrated that:**
 - a. The development will increase opportunity for public 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;**
 - 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**

- 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.
2. Developments resulting in a loss of any existing or newly created publicly available open space; allotment garden; or playing field associated with educational uses will only be supported where:
- a. An assessment has been undertaken which indicates that the existing facility is surplus to requirements; or
 - b. The loss will be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Where appropriate, a Section 106 Agreement will be used to secure the replacement provision; or
 - c. The development is for alternative sports or recreation provision, the benefits of which clearly outweigh the loss of the current or former use.
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.
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14. Promoting Sustainable Transport

Transport Strategy

Policy Context

14.1 The *National Planning Policy Framework (NPPF)* expects local planning authorities to consider transport issues at the earliest stages of plan-making. The *NPPF* expects planning policies to be prepared with the active involvement of local highway authorities, other transport providers and operators and neighbouring councils, so that strategies and investment for sustainable transport and development are aligned.

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

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

14.4 Within South Essex, there are three Local Transport Authorities - Essex County Council (ECC), Southend-on-Sea Borough Council Unitary Authority and Thurrock Council Unitary Authority. These authorities are part of the Association of South Essex Local Authorities (ASELA) and are pursuing several work-streams as part of the South Essex 2050 vision and the *Joint Strategic Plan (JSP)*.

Reasoned Justification

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 within Castle Point and neighbouring authorities. 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 that more of these junctions will exceed capacity, unless improvements are delivered to the highway network, and more sustainable modes of travel are encouraged.

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

1. Many of the main routes within the borough are single carriageway roads with little prospect for widening due to the proximity of existing development. This also limits the potential to provide dedicated passenger transport routes and cycleways to support more sustainable means of transport. Therefore, buses are delayed within normal traffic flows and cyclists have to engage with traffic movements and the dangers that entails.

2. There are a limited number of routes into and out of the borough placing a considerable degree of pressure on a small number of key junctions and roads. This means that congestion is concentrated at a few key points, increasing the risk that a single traffic incident can create delays within the network. Buses use these routes and become trapped within the traffic at peak times and during traffic incidents.
3. Bus services operating within Castle Point are part of the Southend and Basildon bus networks. As a result, Castle Point is peripheral on the bus service network and whilst there are good services during the day on most routes, service frequency is not as good in the evenings and on Sundays. Additionally, there are areas of employment within Basildon and Southend, near the A127, that are not served by direct bus services from Castle Point, with journeys to these locations requiring a change of service and taking in excess of one hour.
4. The cycle network within Castle Point is limited, and where it does exist, it is disjointed and poorly maintained. This means that cyclists are forced to use the congested road network, which is neither a pleasant or particularly safe option, especially during peak hours.

14.7 Whilst there are many issues with the transport network within Castle Point, there are also some positive aspects. The railway station provides fast access to employment opportunities in London and also in Basildon and Southend town centres.

14.8 The Plan supports sustainable transport modes in order to help reduce congestion on the highway network. ECC has published a *Sustainable Modes of Travel Strategy* as well as the *ECC Cycle Strategy 2016* and the *Castle Point Borough Cycling Action Plan 2018*, which both sets out where the county council is aiming to improve sustainable transport infrastructure.

14.9 The wider strategic road network provides direct road access to London, the M25 and towards the north of the County via the A130. Finally, London Southend Airport provides local access to flights to Europe. The Council will support partners and infrastructure providers if there is an opportunity to enhance the existing transport infrastructure.

Strategic Policy TP1

Transport Strategy

1. **The transport network in Castle Point will be enhanced to support:**
 - a. **Congestion management on key routes, and at key junctions within and around the borough;**
 - b. **Improved journey time reliability for buses, and enhanced services throughout the day and to a wider range of destinations;**
 - c. **Greater opportunities to walk and cycle to access education, employment, services and recreation opportunities within the borough;**
 - d. **Greater opportunities to access bridleways for walking, cycling and horse riding for leisure/recreation;**

- e. Greater opportunities to link journeys through different modes of transport by providing new routes for alternative travel modes to the private car and the co-location of uses to facilitate linked journeys.

2. This will be achieved by:

- a. Working with the Highways Authority, neighbouring authorities and transport delivery partners across South Essex to implement any sub-regional transport initiatives at a local level to deliver improvements to transport networks, including opportunities for transport using the River Thames;
- b. Securing infrastructure in appropriate locations close to transport hubs, through development contributions;
- c. Maximising opportunities to secure investment in the transport network; and
- d. Identifying development locations which:
 - i. Provide opportunities to secure additional improvements to the capacity and permeability of the highway network within Castle Point;
 - ii. Have the potential to support the viability of bus services, and provide the opportunity to enhance the provision of those services through development;
 - iii. Have the potential to provide opportunities for transport using the River Thames; and
 - iv. Provide opportunities to enhance the walking, cycling and bridleway network within Castle Point.

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.

Improvements and Alterations to Highway Infrastructure

Policy Context

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

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

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

Reasoned Justification

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

14.14 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*.

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

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

14.16 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.

Local Policy TP2

Improvements and Alterations to Highway Infrastructure

- 1. The Council will seek to manage congestion on key routes and improve network resilience through the design and delivery of the projects identified within this policy, implementation of active and sustainable transport measures, improving the quality of town centre environments, namely Canvey and Hadleigh and other improvements identified through the master planning and planning application process.**
- 2. Transport improvements along the A127 Corridor will be made having regard to the A127 A Corridor For Growth: An Economic Plan.**
- 3. To deliver the local plan growth, the following highway and transportation infrastructure improvements will be required:**
 - a. New roundabout access from the A130 to site HO9**
 - b. Additional highway capacity including improvements to the northern section of the A130 Canvey Way and improvements to A13 slip road**
 - c. Route improvements on the A129 transport corridor including public transport and active travel**
 - d. Victoria House Corner junction improvements**
 - e. Somnes Avenue / Link Road junction improvements**
 - f. B1014 High Street / B1014 Essex Way / B1006 High Road junction improvements**
 - g. Minor Junction improvements at Kenneth Road especially at the junction with the A13**
 - h. New roundabout access from Canvey Road to site HO23**
 - i. Pegasus crossing on Roscommon Way linking HO23 to West Canvey Marshes**
 - j. Pedestrian and cycle access to Benfleet railway station**
 - k. Provision of new and enhanced public transport services and infrastructure**
- 4. Where necessary, the Council will secure highway works (S278) and/or financial contributions (S106) to deliver highway projects necessary to accommodate the growth arising from this plan.**
- 5. The Council will consider the impact of development proposals on the land needed to deliver the highway projects listed within this policy, and where necessary refuse applications for development which would prevent or significantly affect the delivery of those highway projects.**

6. **All proposals should provide active and sustainable transport measures and comply with other relevant policies in the plan which secure high environmental quality and compliance with relevant environmental legislation.**
 7. **Any improvements or alterations to the highway network may require a project level HRA, where appropriate, as per the requirements set out in policy SD1.**
-

New and Improved Access to Canvey Island

Reasoned Justification

14.17 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.

14.18 Currently, access to and from the Island is via two routes. The principal access to and from the Island is via the A130 Canvey Way, which is a purpose-built access road that is elevated in parts. It comprises a single lane in each direction and converges with the B1014 from South Benfleet at the Waterside Farm junction. This junction experiences congestion and delay at peak hours. The northern extent of Canvey Way is the Sadlers Farm junction of the A13 with the A130, which also experiences congestion and delay at peak hours because of pinch points on various arms of the Sadlers Farm junction, including on Canvey Way.

14.19 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.

14.20 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.

14.21 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.

14.22 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.

14.23 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.

14.24 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.

Strategic Policy TP3

New and Improved Access to Canvey Island

- 1. The Council will undertake a feasibility study to identify options for improving access to and from and within Canvey Island, including consideration of any wider strategic implications on and off the Island.**
 - 2. This will be prepared in collaboration with key partners including ECC, adjoining district and unitary Council's, Transport East, Government Departments such as the DfT and DLUHC and relevant agencies as well as engagement with the local community.**
 - 3. The recommendations from the feasibility study will inform the first review of the Local Plan.**
 - 4. Options in the feasibility study for improvements to access to Canvey Island will be subject to Habitats Regulations Assessment.**
-

Improvements to Active Travel Infrastructure

Policy Context

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

14.26 The *Essex Local Transport Plan* meanwhile seeks to promote active and sustainable travel, by amongst other things providing the infrastructure for sustainable travel and promoting the use of travel plans. With regard to cycling, the *Essex Local Transport Plan* considers actions to improve

access for cyclists and pedestrians in particular, and identifies the following improvements as essential:

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

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

14.28 The *NPPF* also encourages the pursuit of planning policies which enable and support healthy lifestyles, for example the provision of safe and accessible green infrastructure. This includes bridle paths in Castle Point. *The South Essex Green and Blue Infrastructure Strategy* details how access to the Green and Blue infrastructure supports the wellbeing of residents and communities in South Essex, including Castle Point and sets out how accessibility to Green and Blue Infrastructure should be improved.

Reasoned Justification

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

14.30 All three areas would clearly benefit from a modal shift for peak time journeys to work and school. The *Transport Evidence for the New Local Plan 2019* clearly shows peak time congestion in these towns. It is clear that there is a need to encourage people to travel by more sustainable forms of transport if congestion is to be managed in the future.

14.31 The *Essex Joint Strategic Needs Assessment (JSNA) A profile of people living in Castle Point 2018* demonstrates that 41% of people said that in the last week they did 30 minutes of moderate physical activity on five days or more, 38% of people cited the reason for not taking part in more exercise is down to lack of time. Whilst walking and cycling may not be a suitable activity for all residents, it clearly presents an opportunity to improve the health and well-being of residents in a relatively cheap and efficient way, particularly when walking or cycling is a means to access employment and services.

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

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

- Improved links over a wider area to the Hadleigh Farm and Country Park
- The Thames Estuary Path Project, which recommends a number of projects within and nearby Castle Point in order to provide a footpath and cycleway network connecting Tilbury in Thurrock within Leigh-on-Sea, passing through Castle Point.

14.34 The *Canvey Town Centre Masterplan 2010* emphasises the potential to enhance cycling access to Canvey Town centre through the provision of cycling infrastructure. In addition to these specific projects, ECC has reviewed the cycle network within Castle Point in the *Castle Point Borough Cycling Action Plan 2017* to identify gaps in the network, the need for route improvements and the need for additional ancillary infrastructure such as cycle parking and crossing facilities. A key project to support modal shift, and multi-modal journeys is improvements for pedestrian and cycle access to and around Benfleet railway station.

14.35 The *South Essex Green and Blue Infrastructure Strategy* identifies a network of Public Rights of Way across South Essex, including Castle Point, which provide access to residents to the countryside and open space. These are important for wellbeing but were identified as being fragmented in parts and needing improvements. The Council will work in conjunction with partners in this strategy particularly in relation to cross boundary projects. As part of this PROW network 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.

Local Policy TP4

Improvements to Active Travel Infrastructure

- 1. In order to enhance opportunities to access employment, education, services and leisure/recreation opportunities by foot or by bicycle, and opportunities for leisure/recreation through horse riding, the following improvements to footpaths, bridleways and cycling infrastructure will be delivered during the plan period to 2033 through Section 106 Agreements where they relate to new development or through the use of the Community Infrastructure Levy:**
 - a. Wider links to the Hadleigh Farm and Country Park Olympic Legacy Project;**
 - b. Improvements to the Thames Estuary Path running from Tilbury in Thurrock to Leigh-on-Sea, providing opportunities for walkers and cyclists to access opportunities for recreation and employment across South Essex;**
 - c. Improvements to local footpaths, bridleways and cycling networks across Castle Point, linking to the Thames Estuary Path, and any other appropriate green infrastructure links, addressing gaps in the network and ensuring that all routes are attractive and well-designed; and**
 - d. Provision and enhancement of cycling infrastructure, having regard to the latest ECC Cycling Strategy and the local action plans for delivery, including cycle parking facilities and crossings, at public transport nodes, especially Benfleet railway station and other appropriate destinations, including town centres, employment areas, schools and other publicly accessible buildings, within Castle Point.**

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.
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Improvements to Public Transport Infrastructure and Services

Policy Context

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

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

Reasoned Justification

14.38 As set out in the evidence to policy TP1, the bus network in Castle Point is peripheral to Southend and Basildon's networks and fails to effectively link places in Castle Point with existing and emerging employment opportunities near the A127 in Basildon and Southend. Furthermore, there are parts of the borough that are not served by buses, and evening and Sunday services throughout the borough are limited or non-existent. As a consequence, the *2011 Census Data* shows that only 3.6% of the borough's working population commute by bus. This is significantly below the national average of 7.5%.

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

14.40 In terms of bus service provision, the following public transport improvements are proposed by the *Essex Local Transport Plan 2011* in relation to Castle Point.

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

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

14.43 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.

Strategic Policy TP5

Improvements to Public Transport Infrastructure and Services

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

Policy Context

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

14.45 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 *Thames Gateway South Essex Planning and Transport Strategy*.

14.46 The *Development Management Policies (2011)* set out a clear approach to congestion at policy DM15. This requires there to be no detrimental impact upon the existing or proposed highway

in congestion terms as a result of new development. Any detrimental impact is required to be remedied through appropriate mitigation funded by the developer.

14.47 ECC has published *Development Management Policies (2011)*, the Highways Technical Manual in the *Essex Design Guide (2018)* and the *Developer's 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.

Reasoned Justification

14.48 *The Transport Evidence for the New Local Plan 2019* Report demonstrates that the highway network in Castle Point already experiences congestion on key routes and at key junctions during peak periods. It is therefore necessary that the Council requires developers to identify impacts of development on highway infrastructure in terms of capacity and safety when assessing planning applications to ensure that necessary mitigation measures are provided and funded.

Strategic Policy TP6

Highway Impact

- 1. Developers will be required to prepare a Transport Assessment or Transport Statement, and a Travel Plan, having regard to the guidance on thresholds published by the Highway Authority.**
- 2. The Transport Assessment or Statement must demonstrate how the impacts of the development on the highway network will be cost effectively mitigated to limit significant effects on highway and junction capacity and safety.**
- 3. Subject to compliance with all other relevant policies, favourable consideration will be given to development proposals which fully mitigate their impacts on highway and junction capacity and safety. Applications will be refused where:**
 - a. A development is not able to mitigate its impacts to an acceptable degree; and**
 - b. A junction or link of highway is expected to exceed its designed capacity resulting in residual cumulative impacts which are assessed to be severe; or**
 - c. A junction or link of highway that already exceeds its designed capacity will see its peak hour capacity exceeded still further and as a result the residual cumulative impacts are severe.**

4. Where necessary, the Council will secure planning conditions, highway works (s278) and/or financial contributions (s106) to deliver mitigation works necessary to accommodate the growth arising from this plan.
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Safe and Sustainable Access

Policy Context

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

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

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

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

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

Reasoned Justification

14.53 The *Essex Local Transport Plan 2011* sets out data justifying the need for safe and sustainable access to new developments.

14.54 With regard to the need for safe access arrangements to new developments, the *Essex Local Transport Plan* highlights the importance of ensuring that new developments can be accessed safely by all types of users including cars, bicycles and pedestrians in order to prevent road traffic accidents. The *Essex Design Guide* seeks to encourage active design in new developments through a range of measures including establishing walkable communities, connected walking and cycling routes, co-location of community facilities and establishing multi-functional spaces, all of which encourage the use of sustainable modes and promote healthier lifestyles.

14.55 ECC are working with schools to assist with the development of School Travel Plans. These have multiple aims including decreasing traffic levels around schools, improving pupils' road safety,

interlinking with Healthy Schools status, Bikeability, and helping everyone get to and from school actively. Particular regard within these plans should be given as to how pupils will access the school by sustainable modes of transport.

14.56 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 five minutes normally deter use. The average person can walk up to 400m in five minutes.

Strategic Policy TP7

Safe and Sustainable Access

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

- a. Safe access to the highway network for all users, having regard to the highway access policies of the Highway Authority;**
 - b. Safe access to the site for cyclists and pedestrians, including the approach to the site from the nearest public transport node; and**
 - c. Access to public transport services within 400m of the site. Where this is not possible a contribution will be sought to improving access to existing public transport services or residential travel packs.**
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Parking Provision

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

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

Reasoned Justification

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

14.59 In order to promote sustainable transport patterns however, the *Essex Vehicle Parking Standards* continue to promote maximum car parking standards for non-residential developments. The purpose of this is to encourage residents to choose to walk, cycle or use public transport for journeys where their destination has limited parking provision. Most non-residential development in Castle Point is located in places on public transport routes, and therefore this approach to parking provision for non-residential development is justified having regard to the objectives of the *NPPF* and the *Essex Local Transport Plan*.

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

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

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

14.63 The Department for Transport published *The Road to Zero 2018*, which sets out a strategy to deliver cleaner air, by 2040 it aims for all new cars and vans to have zero emission. The *Annual Air Quality Status Report 2018* has shown a downward trend in the levels of NO₂ in Castle Point in the last few years. However, a tool to help reduce this even further is the use of ultra-low emission and electric vehicles, developments that are designed to allow for electric charging points can help achieve this by making the change from petrol or diesel vehicles to low-emission an easier transition.

Strategic Policy TP8

Parking Provision

- 1. Proposals for development will be expected to make provision for safe and secure car parking, parking for people with disabilities and parking for bicycles, having regard to the Essex Vehicle Parking Standards. Maximum car parking standards will only be applied where there are compelling planning and transport reasons to justify such restrictions. Proposals which make parking provision below these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard.**
- 2. All new development should have the infrastructure capacity installed to provide for charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.**

Access for Servicing

Policy Context

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

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

14.66 Within Castle Point, the waste collection authority requires all new developments to have safe and convenient access for collection vehicles, or suitable on road stopping, with the access roads and highways being constructed of materials able to withstand the weight of the collection vehicles. Preferably suitable turning facilities should be provided within all developments, in order to prevent the need for collection vehicles to reverse. However, where there is a necessity to reverse, this should be limited to short distances only, and the route must allow clear visibility, free from sharp turns and obstacles. This standard appears appropriate for other servicing and delivery vehicles that occasionally access many developments also.

Reasoned Justification

14.67 As set out in the evidence for strategic policy TP1, most roads in Castle Point are single carriageway, and this presents a problem for those developments which require regular servicing by HGVs. HGVs find it difficult to turn into inappropriately designed servicing areas and present a concern for congestion and for highway safety.

Strategic Policy TP9

Access for Servicing

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

Communications Infrastructure Strategy

Policy Context

15.1 The *National Planning Policy Framework (NPPF)* supports the provision of high quality and reliable communications infrastructure to deliver economic growth and social wellbeing. Planning policies should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Local planning authorities should take a positive approach to the provision of telecommunications equipment and not impose bans or strict restrictions on location or minimum distances. The Government has confirmed that telecommunications infrastructure should be considered alongside other key infrastructure such as roads and utilities.

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

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

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

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

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

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

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

15.9 The *NPPF* states that planning policies should keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum, consistent with the needs of the consumer, the efficient operation of the network and providing reasonable capacity for future expansion. Use of existing masts, buildings and other structures should be encouraged.

Where new sites are required, the *NPPF* states that equipment should be sympathetically designed and camouflaged where appropriate.

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

Reasoned Justification

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

15.12 *The Broadband Impact Study 2013* uses a variety of empirical studies to highlight the positive effects of high-speed broadband. The report states that high speed broadband can have positive economic, social and environmental impacts. These benefits for residents include greater access to essential services such as jobs, local authority services, health and social care as well as enabling work forces to be more competitive and flexible.

15.13 With continual advances in technology, it is likely that demand for new digital telecommunications infrastructure will be sustained, albeit it may change form. It is in the interests of residents and businesses of the borough that the necessary infrastructure which will improve the quality of existing services and provides timely access to new digital services. The Council recognises the need to take account of the technical limitations on siting, but operators must also recognise the Local Plan's role in protecting areas which are more sensitive to matters such as visual intrusion, and the need to protect residential amenity. Therefore, all new development should provide superfast broadband to all properties and make provision where appropriate and as required by operators for 5G network infrastructure.

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

15.15 The Council will work collaboratively with communications operators and providers, and supporting initiatives, technologies and developments which increase and improve broadband and mobile telephone coverage and quality in the borough. This includes through the implementation of the Local Full Fibre Network project with a consortium of South Essex local authorities which is supported by a £4.3 million government grant. This project will provide full fibre to strategic public sector facilities across the Borough which will help facilitate better connectivity for local businesses, thus boosting business to business digital trade, opportunities for digital start-ups and productivity.

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

15.17 As new development increases the demand for digital communications infrastructure, it is likely that development sites will require new telecommunications equipment and infrastructure to be upgraded in order to provide the future occupiers with the effective mobile and broadband connectivity as required. This is especially the case for those sites that have been identified for development and are peripheral to the existing urban areas, where a network may already be established. Proximity to communications infrastructure is sometimes key to the maximum effectiveness of such infrastructure, a result of direct relationship between connection speeds and proximity to exchanges or infrastructure centres.

Strategic Policy CM1

Communications Infrastructure Strategy

- 1. When considering planning applications, or determining whether prior approval is required for the siting and design of permanent telecommunications equipment and other associated permanent structures there will be a presumption in favour of proposals which can demonstrate:**
 - a. They are designed sensitively and appropriately in respect of their setting and location; and**
 - b. In the case of applications for proposed masts, antennae, base stations or any other development which emit time-varying electric, magnetic or electromagnetic fields there is a signed International Commission on Non-Ionizing Radiation Protection, (ICNIRP) declaration.**
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16. Achieving Well Designed Places

Policy Context

16.1 The *National Planning Policy Framework (NPPF)* explains that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, it creates better places in which to live and work and helps make development acceptable to communities.

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

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

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

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

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

- Character / Identity
- Continuity / Enclosure
- Quality of the Public Realm
- Ease of Movement / Permeability

- Legibility
- Adaptability / Robustness
- Diversity / Variety

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

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

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

General Design Principles

Reasoned Justification

16.10 The *Urban Design Characterisation Study 2013* of the Borough identifies the urban areas 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.

16.11 The majority of these dwellings are constructed of traditional materials. The properties of more modern design and materials stand out against the extensive backdrop of traditional dwellings.

16.12 Many of the dwellings have been extended, adding interest in some places and discord in others. Whilst many are sympathetic to the original dwelling and its surroundings, there are equally many which create unattractive features which detract from the street scene.

16.13 Whilst the *Urban Design Characterisation Study 2013* identifies no discernible character or identity to the borough as a whole, there are a number of groupings of dwellings which exhibit the same design and/or pattern of layout, such as roofscapes, fenestration, front projections, detailing and materials, and open plan estates. These form small distinct and attractive character areas.

16.14 Other built development within the borough consists of commercial development in shopping areas, including town centres, and local shopping parades and employment areas. There are also community and leisure facilities within the borough, together with development located along the seafront. The *Urban Design Characterisation Study 2013* suggests building contained within these areas are typically characteristic of such areas and form an eclectic mix of old and new structures, ranging in height, size and materials. Some of these areas exhibit good design principles and create high quality environments, however many are inappropriately designed and have poor quality environments.

16.15 There is also residential and non-residential development located outside of the built-up area, which varies considerably in terms of its design and quality.

16.16 The *Urban Design Characterisation Study 2013* concludes that whilst overall the borough's public realm is of an acceptable quality for the most part, there are clear opportunities to improve it and ensure that it is of a high quality. Town centre and employment area redevelopment is likely to occur in phases and over several years as funding becomes available, and it is important to ensure that a coordinated approach to the public realm is taken at that time.

16.17 The *Castle Point Residential Design Guidance Supplementary Planning Document (SPD)* identifies how the following policies in this chapter will be implemented. Further guidance on a broad range of design matters can also be found in the *Essex Design Guide*, which supports the delivery of high-quality development that meets the needs of existing and future communities in Essex. A Quality Design Panel has been established, with panellists drawn from a range of built environment professions to 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.

Strategic Policy DS1

General Design Principles

- 1. Within urban areas the Council will seek to improve the quality and attractiveness of the urban environment in Castle Point, and its integration with the natural environment, by expecting buildings and places to be of high quality, beautiful and sustainable design that accentuates positive features of the urban environment and contributes positively towards climate change mitigation.**
- 2. The Council will seek a co-ordinated comprehensive approach to public realm enhancements for the borough, particularly within its town centres and employment areas. Development will need to demonstrate how it will contribute to the quality of the public realm.**
- 3. The Council will seek to promote healthy and active lifestyles through design of the built environment. In order to achieve this the Council will work with partners to deliver regeneration and public realm improvements in Canvey and Hadleigh Town Centres. and public realm improvements which includes:**
 - a. Street furniture;**
 - b. Landscaping, including soft landscaping;**
 - c. Infrastructure and services;**
 - d. Palette of materials (structures and surfaces); and**
 - e. Public art.**
- 4. All development should to be designed to a high standard, meeting the design objectives set out at Appendix One, and fully integrating sustainability requirements. Development proposals must be appropriate to the site and its surroundings having regard to:**
 - a. Scale**
 - b. Density**
 - c. Massing**

- d. Height
- e. Landscape
- f. Layout
- g. Materials
- h. Detailing
- i. Access
- j. Security and crime prevention measures
- k. Flood resilience and drainage
- l. Adjoining land uses

5. The Council will have regard to such *Residential Design Guidance SPD* and the *Essex Design Guide* in its consideration of all proposals for residential development.
 6. Proposals for development within the Green Belt will be determined against the provisions of Policies GB1, GB2 and GB3.
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Landscaping

Reasoned Justification

16.18 The *Urban Design Characterisation Study 2013* identified a mix of landscaping associated with a variety of forms of development, the quality of which differs considerably across the borough. Such landscaping includes both hard and soft features. The soft features include planting and water, whilst the hard features include paving and furniture.

16.19 Good landscaping can complement and enhance a development, whilst if the quality of landscaping is poor, it can detract from a development, as well as the existing and surrounding area. Both examples can be found in the borough. The *Essex Design Guide* emphasises the additional benefits landscaping can provide to an area; this includes creating an attractive place to live; encourages active lifestyles; enhance biodiversity; create multi-functional area uses; and ecological benefits.

16.20 Guidance on suitable hard and soft landscaping can be found in the *Castle Point Residential Design Guidance SPD*.

16.21 Consideration of the location of any landscaping is important. Soft landscaping is often provided in narrow strips, evident in this borough close to highway boundaries and within commercial car parking areas, and/or in areas with limited daylight/sunlight, such as between buildings. Such areas are not suitable environments for vegetation to thrive and survive. Furthermore, the appropriateness of the growth habits of vegetation in certain locations, both immediate and long term, is also an important consideration. The *Castle Point Residential Design Guidance SPD* recommends a combination of hard and soft landscaping which can aid in adding visual interest and providing versatility of use.

16.22 Examples include the provision of fast-growing shrubs, although these would not be suitable in areas where visibility splays or natural surveillance is required; and evergreen trees are not normally suitable in more confined areas, where light may be limited or restricted. On the positive side, defensible planting, such as spiny or thorny species, can be both unusual and attractive features, as well as an aid in the security of a development.

16.23 The selection of species is also of importance. Suitable native species should be the primary choice, particularly having regard to the potential ecological and biodiversity benefits. Consideration should also be given to climatic conditions, appropriate to relevant species. In Castle Point such considerations are particularly relevant for developments in proximity to the main roads and the coastline, and within areas at risk of flooding.

16.24 In respect of hard landscaping, this succeeds when it is integrated into the public realm as a whole. If treated as an afterthought such features can be seen as obtrusive or alien. Hard landscaping is also more successful if it is safeguarded against anti-social behaviour, such as graffiti and vandalism. The *Urban Design Characterisation Study 2013* highlights that graffiti and vandalism is evident in a number of the town centres and employment areas in the borough.

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 published *ECC Sustainable Drainage Systems Design Guide*.

Strategic Policy DS2

Landscaping

- 1. Where appropriate development must provide hard and/or soft landscaping, appropriate to and suitable for the location and type of development provided. Trees should form a key element of the landscaping of development, with existing trees retained wherever possible and new streets should be tree lined. The approach to landscaping should be set out in a landscaping scheme.**
 - 2. Landscaping schemes will be expected to include:**
 - a. Planting plans, identifying plant species, type, sizes, numbers, densities, planting regime and aftercare;**
 - b. Native species, suitable to the location, climatic conditions, and to promoting biodiversity, and be appropriate in respect of growth habits;**
 - c. SuDS if required to form an integral part of the landscaping scheme providing opportunities for a variety of habitats, species and biodiversity; and**
 - d. To contribute towards tackling climate change.**
 - 3. The maintenance and management of landscaping areas, which in certain cases may be secured through the use of appropriate planning conditions or planning obligations including establishing a local management company.**
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Advertisements

Policy Context

16.26 Advertisements are controlled under the *Town and Country Planning (Control of Advertisement) Regulations 2007*. Some advertisements benefit from deemed consent, where certain criteria are met. Others require express consent as a consequence of their potential to impact on amenity and public safety. The regulations do not establish the meaning of amenity or public safety, and this is therefore a matter for local determination, although there are clear rules related to the content or subject matter of advertisements. The *NPPF* states that advertisements should be subject to control only in the interests of amenity and public safety, taking into account cumulative impacts.

16.27 Guidance on whether express consent for advertisement is required can be found in the DCLG publication *Outdoor advertisements and signs: a guide for advertisers (2007)*.

Reasoned Justification

16.28 Outdoor advertising is an important feature in the street scene, particularly in the more commercial parts of the Borough. It is accepted that advertising is essential to commercial activity, and its function is to attract the attention of passers-by in order to inform, guide or direct.

16.29 As well as having the practical purpose of providing information about businesses, goods, events and other matters, the presence of advertising is often a great influence on the appearance of a street as seen by the passer-by.

16.30 It is therefore important to ensure that the cumulative effects of advertisements are not detrimental to the amenity and public safety of an area, or to the character and appearance of the borough.

16.31 The *Urban Design Characterisation Study 2013* highlights that many of the commercial properties within the borough are clearly identifiable by the advertisements attached to buildings and land; however, the quality of these can be poor and/or inappropriate to their location. Furthermore, it identifies an issue with proliferation of advertisements, particularly around town centres and employment areas, which results in a cluttering of these streetscapes.

Strategic Policy DS3

Advertisements

Where advertisement consent is required, such consent will be permitted if the proposal respects the interests of public safety and amenity, by meeting the following criteria:

- a. The size, design, materials and location of the advertisement respects the scale and character of the building, site or area on which it is displayed;**
- b. The proposals would not result in proliferation of advertisements;**

- c. Any illumination respects the impact on visual amenity, potential light pollution, character of the area and buildings and functional need; and
 - d. The proposal does not have an adverse effect on highway safety.
-

The Appearance of Town Centre Business Premises

Reasoned Justification

16.32 The *Urban Design Characterisation Study 2013* identifies that the borough has a number of town centres, local shopping parades and employment areas, which are formed of a mix of old and new structures.

16.33 Various elements are usually evident on the frontage of commercial properties in the borough. These include the fascia, cornice, pilasters, consoles, mullions, glazing bars and stallrisers, all of which have their own visual and practical function.

16.34 The fascia is usually the most prominent feature on a non-residential frontage as it normally carries the name of the company and is located above the windows and doors. Furthermore, where external shutters have been used in the borough, the shutter box is often not located behind the existing fascia but instead protrudes out from the frontage, creating a bulky unattractive appearance.

16.35 The composition of these elements is important in order that the frontages of these buildings contribute positively to the character and appearance of the building as a whole, the neighbouring frontages and the surrounding area. The provision of such development must therefore consider the scale, rhythm, symmetry, proportions, architecture and detailing of these elements, as well as the proposed choice of materials and colour.

16.36 Within many of the town centres, local shopping parades and employment areas properties have roller shutters and other forms of security to their frontages. It is acknowledged that there is a need for security to be provided for such properties, however a balance must be struck between ensuring that these properties are safe and secure while considering their impact on the appearance of the street. Such security measures are therefore most successful when they form an integral part of the property's frontage. This is best achieved at the design stage and not 'added on' as an afterthought.

16.37 Some commercial properties in the borough are provided with alternative forms of security measures, such as screens or grilles fixed to the outside or inside of the frontage during closing hours only. These are often decorative in nature, and whilst providing the security required, give an open appearance, with views through them.

Strategic Policy DS4

The Appearance of Town Centre Business Premises

1. **Proposals for business premises or alterations to existing business premises must contribute towards improving the quality of the built environment and be appropriate to the site and its surroundings having regard to the following considerations:**
 - a. **Key elements, such as fascias, stallrisers and glazing bars**
 - b. **Scale**
 - c. **Rhythm**
 - d. **Symmetry**
 - e. **Proportions**
 - f. **Architecture**
 - g. **Detailing**
 - h. **Materials**
 - i. **Colour**
 2. **New business premises or alterations to existing business premises must contribute positively to the character and appearance of the following:**
 - a. **The business frontage;**
 - b. **The building as a whole;**
 - c. **The parade or block of buildings in which the premises is located; and**
 - d. **The surrounding area.**
 3. **The provision of security measures for business premises should form an integral part of the design approach to the business frontage and should have regard to the criteria set out in parts 1 and 2 of this policy. External roller shutters will only be acceptable if it can be demonstrated that there is no other suitable alternative. In such instances the roller shutters should be weaved or open-grille.**
-

Public Art and Interpretation

Reasoned Justification

16.38 The *Essex Design Guide* defines public art as art projects created by professional artists, creative practitioners and craftspeople, that can be enjoyed in public spaces by residents of and visitors to a community, rather than in an art gallery or institution. Public art can come in many forms including functional (seating, lighting etc), decorative, cultural experiences or artist residencies.

16.39 Public art has the ability to enhance the aesthetics, character and interest of the public realm and inspire community pride and ownership, as well as contribute to the local distinctiveness and increase the use of public open space. It can be incorporated into development in a number of ways, through the introduction of physical elements such as sculptures and monuments, to elements of detailing in paving, elevational treatment, as well as temporary art exhibitions or installations.

16.40 Developing and delivering public art is most successful when considered at the concept stage of a development or scheme. This is best achieved as a collaboration between artists and developers from the concept stage.

16.41 It is important to consider what the public art is seeking to achieve and how appropriate it is to its surrounding. The size and complexity of each project will vary depending on the site, as well as the size and type of development proposed, and it is important to ensure that its design, palette of materials and location are sensitive to its surroundings, but at the same time not losing the 'statement' to be made by the public art. Examples of public art provision in Castle Point can currently be found in Hadleigh Town Centre and in South Benfleet.

16.42 In respect of interpretation, the *Urban Design Characterisation Study 2013* identifies that whilst there are many notable buildings and structures located within the borough, very few are successfully promoted. Furthermore, there are areas of land which may have local or historical significance, which are not appropriately recognised. Where some form of interpretation is provided, its quality and design vary considerably.

16.43 The provision of interpretation / information is most successfully delivered where it is designed and located in a manner which reflects not only the 'item' that it is describing, but also the surrounding built form and natural environment. Developers are encouraged to engage local residents in the development of public art projects, and artists from the local area in the creation of public art works. Examples of local interpretation within Castle Point can currently be found in South Benfleet and at Canvey Village.

Local Policy DS5

Public Art & Interpretation

- 1. The Council will support the provision of high quality, sustainable public art within development, where it is:**
 - a. Integrated into the public realm; and**
 - b. Is publicly accessible.**
- 2. The provision of all public art and interpretation/information infrastructure must contribute positively to the locality and be site specific having regard to the following considerations:**
 - a. Size**
 - b. Materials**
 - c. Siting**
 - d. Crime prevention**
 - e. Historical and/or local important information**
 - f. The scale and type of development proposed**
 - g. Maintenance**
- 3. Proposals for public art should be accompanied by clear commitments to their on-going maintenance and ownership.**

17. Protecting Green Belt Land

17.1 The Green Belt in Castle Point is part of a wider network of Green Belt extending across South Essex. This extended network of Green Belt has been effective in maintaining the separation between the towns in South Essex, and within Castle Point by ensuring that the open land between towns has remained undeveloped. The Green Belt extent was established through the *1998 Castle Point Adopted Local Plan* and was at that time tightly drawn around the urban area, incorporating most of the undeveloped land within the borough. It is much valued by local residents for its benefit of keeping land permanently open and free from development that would harm the visual amenity of the borough and create urban sprawl, as well as providing opportunities for recreation and leisure.

Green Belt Strategy

Policy Context

17.2 The *National Planning Policy Framework (NPPF)* is clear that the Government attaches great importance to Green Belts. Plans should apply a presumption in favour of sustainable development and local policies should provide for objectively assessed need for housing and other uses unless the application of the Green Belt policy (amongst others) in the *NPPF* provides a strong reason for restricting the overall scale, type or distribution of development in the plan area or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the *NPPF*.

17.3 The *NPPF* identifies the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, with the essential characteristics of Green Belts being their openness and permanence. Its five purposes are:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other land.

17.4 The *NPPF* requires local planning authorities to plan positively to enhance the beneficial use of the Green Belt, looking for opportunities to:

- provide access;
- provide for outdoor sport and recreation;
- retain and enhance landscape, visual amenity and biodiversity; and
- improve damaged and derelict land.

17.5 The *NPPF* sets out the criteria to be applied when defining Green Belt boundaries. Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified through the preparation or updating of local plans. Strategic policies should establish the need for any changes to the Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period.

17.6 The *NPPF* indicates that when drawing up or reviewing Green Belt boundaries, local planning authorities should take account of the need to promote sustainable patterns of development. The

NPPF requires that before concluding that exceptional circumstances exist, the policy making authority should be able to demonstrate that it has fully examined all other reasonable options for meeting needs for development; and this strategy should:

- make as much use as possible of suitable brownfield sites and underutilised land;
- optimise the density of development, including whether policies promote a significant uplift in minimum density standards in town centres and other locations well served by public transport
- be informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development

17.7 The *NPPF* goes on to require that where it is concluded that Green Belt boundaries should be changed, plans should first give consideration to land which has been previously developed and/or is well served by public transport.

17.8 When defining Green Belt boundaries, the *NPPF* states that plans should:

- Ensure consistency with the development plan's strategy for meeting identified requirements for sustainable development;
- Not include land which is unnecessary to keep permanently open;
- Where necessary, identify in the plan's areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
- Make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following an update to the plan which proposes the development;
- Be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the development plan period; and
- Define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

17.9 How the Council has dealt with its long-term boundaries is set out in paragraphs 10.5 to 10.11 of this Plan.

Reasoned Justification

17.10 Evidence from historic *Strategic Housing Land Availability Assessments (SHLAAs)* and previous Local Plan preparation work identified that there is limited capacity within the urban areas in the borough to accommodate the needs of its communities. Therefore, the Council is required to look beyond the urban boundary and assess whether there is land outside the urban areas that could accommodate all or a proportion of this growth.

17.11 A *Green Belt Review* was prepared in 2018 and reviewed in 2019; Part 1 examined how the borough's Green Belt land contributes to the fundamental aim, characteristics and purposes of the Green Belt as set out by the *NPPF*. Part 2 assessed a number of sites promoted to the Council for potential housing development in the Green Belt to establish the potential degree of harm that would be manifested on the Green Belt if those sites were allocated for housing.

17.12 Part 1 of the Review identified that all parts of the Green Belt in Castle Point contribute towards at least two of the five purposes of Green Belt as identified in the *NPPF*. The Assessment identified four strategic areas of Green Belt in the borough:

- The Daws Heath “Ring”
- Central Corridor
- Lateral Strip
- Canvey Island

17.13 These strategic areas of Green Belt were also identified as particularly important at a sub-regional level, with regard to settlements in the districts and boroughs of Basildon, Rochford, Southend, and Thurrock.

17.14 The *Green Belt Topic Paper 2018* concluded that exceptional circumstances exist to allow the release of Green Belt land for residential development in Castle Point. This is drawn from the *Green Belt Review*. The conclusions of Part 2 of the Review establish the harm to the Green Belt from residential development at a number of sites proposed to the Council. The *Housing Sites Options Topic Paper (HSOTP) 2018* outlined a range of other criteria to establish the suitability and deliverability of these sites for residential development. The *HSOTP* concluded that 14 sites could be released from the Green Belt to meet the needs of sustainable residential development in Castle Point to 2033, The *Sustainability Appraisal* supports the notion that a degree of sustainable Green Belt sites will need to be released in order to meet Objectively Assessed Need (OAN) within the borough, as the amount of urban sites presented through the *SHLAA 2018* evidence would not be enough to support Castle Point's housing needs.

17.15 Evidence also shows that the extent of the Green Belt also compromises the ability of some schools in the borough to alter or expand so as to widen choice in education, as advocated in the *NPPF*. Re-alignment of Green Belt boundaries at the following school sites would therefore meet their national and local objectives:

- King John School, Benfleet;
- The Deanes School, Benfleet;
- Glenwood School, Benfleet;
- Kents Hill Infants and Junior School, Benfleet;
- Holy Family Catholic Primary School, Benfleet;
- Robert Drake Primary School, Benfleet;
- Canvey Skills Campus, Canvey Island: and
- Cornelius Vermuyden, Canvey Island.

17.16 The extent of the Green Belt can also be reviewed in the West Canvey area. The southern portion of an employment allocation in the 1998 Plan at Northwick Road has now been qualified as a Site of Special Scientific Interest (SSSI). This designation now precludes inappropriate development, and therefore allows the Green Belt to be extended over this area.

17.17 Furthermore, development has also been approved and completed in Green Belt locations over the course of the previous 20 years, which means that the boundaries of the Green Belt have been adjusted to reflect current site circumstances.

17.18 As a result of the changes made in this plan, over 92% 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.

17.19 The Green Belt extent, as set out in this plan, is defined on the Policies Map and is over 2,500 hectares.

Strategic Policy GB1

Green Belt Strategy

The Council will determine proposals within the Green Belt in accordance with all relevant provisions of the National Planning Policy Framework and relevant policies within this plan.

The Green Belt boundary is defined on the Policies Map.

Development in the Green Belt

Policy Context

17.20 The *NPPF* makes it clear that the construction of new buildings in the Green Belt should be regarded as inappropriate subject to certain exceptions. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Substantial weight should be given to any harm to the Green Belt, and very special circumstances will not exist unless the potential harm to the Green Belt by reason of the inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Reasoned Justification

17.21 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.

17.22 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.

17.23 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.

17.24 The *Green Belt Review* carefully considered the extent of the Green Belt boundary, the purposes for including land within the Green Belt and the contribution different parts of the Green Belt made to its overall purpose. It concluded that all parts of the Green Belt in Castle Point contribute to at least one of the purposes of including land within its extent, and therefore it is likely that development in any part of the Green Belt could give rise to harm, either in terms of its openness or purpose.

17.25 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.

17.26 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.

17.27 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.

Strategic Policy GB2

Development in the Green Belt

- 1. In determining the harm to the Green Belt arising from development or any material change of use, the planning authority will give consideration to:**
 - a. The impact of the proposal on the ability of the Green Belt to fulfil its purpose(s);**
 - b. The ability of the proposal to maintain or improve the openness of the Green Belt;**
 - c. The impact of the proposal on the character and appearance of the Green Belt**
 - d. The design of the proposal, which will be expected to be an exemplar of high-quality;**
 - e. Whether the land is previously developed;**
 - f. Whether the proposal will result in an unacceptable intensification of traffic movements, noise or other forms of disturbance; and**
 - 2. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.**
 - 3. Where there is a clear justification and the tests for conditions/obligations would be passed, the Council may seek to restrict permitted development rights where a proposal would not otherwise be acceptable in the Green Belt.**
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Positive Uses in the Green Belt

Policy Context

17.28 The *NPPF* states that local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.

17.29 The *NPPF* makes it clear that buildings in the Green Belt are inappropriate, except for certain types of development. Buildings for agriculture and forestry are not considered inappropriate uses in the Green Belt, nor is the provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, mineral extraction and engineering operations, if the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

Reasoned Justification

17.30 The Green Belt in the borough is occupied by a diverse range of buildings, uses and activities. Commercial and residential uses have previously been discussed within this Green Belt section. However, there are other forms of development located within the borough's Green Belt, including cemeteries, recreational uses - both formal and informal as well as agricultural, equine and animal husbandry activities (catteries and kennels).

17.31 The latter activities are characteristic of more rural and countryside locations, designated as Green Belt in Castle Point. Such activities generally require more open spaces, with access to natural features, which are unlikely to be found in more urban locations, where the built form is closer knit and environments may not be in the best interests of the health of the animals and livestock. Furthermore, such activities can produce levels of noise and odours which may not be compatible with residential uses. However, it is important that such activities need to be within easy reach of the population they serve.

17.32 Examples within the borough's Green Belt include the provision of commercial kennels, catteries, stables and riding schools, and limited cattle grazing. There are also individual stables located sporadically in the Green Belt, some of which are associated with residential properties.

17.33 The Green Belt in the borough also provides important leisure and recreation opportunities for both residents and visitors, which is highly valued by residents. This includes formal and informal provision, in commercial, private and public ownership. 1,057 ha of the borough's Green Belt is allocated as public open space, 890 ha of the borough's Green Belt is designated due to its landscape quality, and 1,154 ha of the borough's Green Belt is designated due to its ecological quality. Many of the open spaces within the Green Belt in Castle Point are Country Parks, Nature Reserves or natural/semi natural open spaces, and, therefore, there is a significant overlap between ecology and landscape designations and open space designations.

17.34 Access to the Green Belt, and opportunities to undertake outdoor sport and outdoor recreation in the Green Belt are promoted as positive uses of the Green Belt in the *NPPF*. Given that the Green Belt in Castle Point is tightly drawn around the existing urban area, its population are afforded these opportunities close to where they live and work, and the promotion of such positive uses can contribute towards the health and well-being of these communities. Furthermore, given the diverse

nature of the Green Belt within Castle Point there is also the opportunity to enhance the quality of landscapes and create multi-functional areas of open space that improve the visual amenity of the borough and contribute towards improving biodiversity and flood risk management.

17.35 This is particularly the case when considered against the pressures to accommodate needs within the borough. Furthermore, parts of the Green Belt may also need to be brought into use as public open space in order to offset potential impacts of recreation pressures on designated nature conservation sites arising from population growth, such as the Benfleet and Southend Marshes SPA.

Strategic Policy GB3

Positive Uses in the Green Belt

Subject to policy GB2, the Council will seek opportunities to positively enhance the Green Belt for beneficial use. Where development is proposed within or adjacent to the Green Belt, consideration will be given to identified opportunities to:

- a. improve access;
 - b. improve outdoor sport and recreation provision;
 - c. enhance the landscape;
 - d. improve visual amenity;
 - e. improve biodiversity;
 - f. facilitate sustainable flood risk management; or
 - g. improve damaged and derelict land.
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18. Meeting the Challenge of Climate Change, Flooding and Coastal Change

18.1 The *National Planning Policy Framework (NPPF)* identifies the purpose of the planning system as contributing towards the achievement of sustainable development. There are three overarching objectives to sustainable development. The environmental objective is set out as contributing to protecting and enhancing our natural, built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon future.

18.2 Planning is central to achieving these roles by helping to shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure.

18.3 Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.

18.4 The *NPPF* states that planning policies should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes and policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.

Responding to Climate Change

Policy Context

18.5 The *NPPF* states that planning policies should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.

18.6 Local planning authorities are expected to plan for new development in locations and ways which reduce greenhouse gas emissions, and to actively support energy efficiency improvements to existing buildings.

Reasoned Justification

Impacts on Climate Change

18.7 The *Sustainability Appraisal* work sets out details of the borough's energy consumption, Castle Point has the ninth lowest level of renewable energy use in the county at just 0.14% of its total consumption. This is in stark contrast to the use of natural gas which contributes to just under half of the total energy use for the borough. Within Castle Point there are no significant sources of energy production, renewable or non-renewable. Furthermore, the Council has received no proposals for the provision of commercial scale renewable or non-renewable energy production, which is unsurprising given the size of the borough and the natural environmental constraints present on its periphery. Castle Point is therefore reliant on energy produced elsewhere. The focus of climate

change strategy in Castle Point therefore needs to be on how the individual can reduce their ecological footprint, and how developments can be planned to encourage this.

18.8 The *Transport Evidence for the New Local Plan 2019* shows that Castle Point suffers congestion at peak times causing queuing at junctions and extended journey times. Congestion results in increased emissions from vehicles, including emissions of greenhouse gases that contribute towards climate change. The *Sustainability Appraisal* work indicates that transport in Castle Point generates 36.33% of CO₂ emissions within Castle Point.

18.9 Congestion is therefore contributing to both climate change and poor health outcomes for local people. A reduction in the need to travel, and good, sustainable access to public transport provision and services can therefore have a positive influence on the borough.

18.10 Whilst Castle Point has a high level of energy consumption, it also has a high-quality green environment that contributes towards managing the impacts of climate change.

18.11 There are significant areas of woodland, including ancient woodland located in the Thundersley and Hadleigh areas. Additionally, there are many trees within the urban environment because of the borough's sub-urban character. Trees and woodlands play an important role in managing climate change by acting as a carbon sink for CO₂ emissions. Trees also play a role in managing surface water and contribute positively towards urban cooling thereby managing the impacts of climate change also.

Impacts of Climate Change

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 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 (ECC), 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.

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 *South Essex Strategic Flood Risk Assessment 2018 (SFRA)* identifies that future impacts of climate change require these defences to be improved to take account of the possibility of over topping from an extremely high tide. The *Thames Estuary 2100 Plan (TE2100 Plan)* identified Canvey Island as being subject to Policy P4 (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.

18.14 Hadleigh Marshes and parts of South Benfleet are also affected by tidal flood risk, with both areas sitting within Flood Risk Zone 3. The *South Essex SFRA 2018* indicates that the risk, depth and extent of flooding in these areas will increase as a result of climate change. The *TE2100 Plan* identifies the Hadleigh Marshes Policy unit as a subject to Policy P3 which requires the continuation of existing or alternative actions to manage flood risk. Flood defences will be maintained at their current level, accepting that the likelihood and/or consequence of a flood will increase because of climate change.

18.15 The southern section of South Benfleet within Flood Risk Zone 3 falls within the *TE2100 Plan's* Bowers Marsh policy unit which is subject to Policy P4 as explained in paragraph 18.13.

18.16 ECC 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. Most of the urban area within the borough lies within a CDA. In these locations, there is a need for surface water to be managed to a higher standard than normal to ensure any new development contributes to a reduction in flooding risks in line with the *NPPF*.

18.17 Increased experience of drought is also likely to be an impact of climate change. The *South Essex Watercycle Study 2012* indicates that water resources in the East of England are likely to become more scarce as a result of climate change. It recommends that consumption in Castle Point is reduced to 105 litres per person per day in order to reduce this deficit.

18.18 A changing climate can also impact on health. A report by the Health Protection Agency entitled the *Health Effects of Climate Change in the UK 2008* sets out evidence to this effect. Potential effects of climate change range from risks associated with flooding, to the effects of extreme temperatures.

Strategic Policy CC1

Responding to Climate Change

- 1. The Council will seek to mitigate and adapt to climate change and move to reducing the carbon footprint of the borough. This will be achieved by:**
 - a. Identifying development locations with good access by foot, cycling and public transport to services and public transport provision which reduce the need for travel;**
 - b. Providing improvements to the public transport network, and footpaths and cycle paths;**
 - c. Providing opportunities to deliver multi-functional green infrastructure and new habitat creation;**
 - d. Promoting the efficient use of natural resources such as water and energy;**
 - e. Encouraging high-quality sustainable design and construction techniques that contribute to climate change mitigation and adaptation; and**
 - f. Encouraging opportunities for the provision of renewable energy, low carbon technologies and decentralised energy as part of development proposals as appropriate.**
 - 2. The Council will seek to minimise the impacts of climate change on its communities through flood risk management that reduces the risk to people and property from extreme weather and flooding events.**
-

Tidal Flood Risk Management

Policy Context

18.19 The *NPPF* requires local planning authorities, when determining planning applications, to ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exceptions Test.

18.20 The aim of the Sequential Test is to steer new development to areas with no or low risk of flooding, using the *SFRA* and if necessary, the Exceptions Test. Any such development would need to demonstrate that the development will offer wider sustainability benefits that outweigh the flood risk, and would be safe for its lifetime, without exacerbating or creating flood risk elsewhere.

18.21 The *NPPF* states that planning policies should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast. A Coastal Change Management Area should identify likely areas to be affected by physical changes to the coast and be clear as to what development will be appropriate in such areas, in what circumstances, and make provision for development and infrastructure that needs to be relocated away from such areas.

Reasoned Justification

Canvey Island

18.22 The Environment Agency identifies Canvey Island as being within Flood Risk Zone 3a. Currently sea defences are effective in preventing Canvey Island from flooding from tidal inundation.

18.23 Fluvial flooding is possible from the watercourses and dykes that form the drainage system on Canvey Island, due to the flat and low-lying topography of the Island and the finite capacity of the piped sections of the drainage infrastructure. Some of this network drains to tide via flapped outfalls which only operate at low tide. If water were to overtop these dykes, the flat topography of the island could cause it to disperse over large areas.

18.24 The *South Essex SFRA 2018* undertook modelling of the risk of flooding to Canvey Island. Currently, the sea defences are effective in preventing Canvey Island from being flooded but there remains a very small probability they could be overtopped or breached. When the future impacts of climate change are taken into account, it is possible that on an extremely high tide the defences in some locations around the Island would over-top. This means that there is a requirement over the next 50 years to invest in improving these defences in order to protect future populations. The *TE2100 Plan*, prepared by the Environment Agency, sets out a policy for the maintenance and improvement of the sea defences on Canvey Island. It will be necessary to work with the Environment Agency to secure the funding to deliver the improvements required that will benefit both existing development and also any additional development that occurs.

18.25 In order for the sea defences to be improved on Canvey Island it is necessary for land adjacent to these defences to be left free from development as far as possible to provide the space for taller defences with a larger footprint. Accessibility is also essential in delivering such improvements (both for facilitating the construction of new defences as well as for the access to maintain and inspect and

repair the defences over their lifetime). The Environment Agency has advised that a maximum of 19m, as measured from the landward edge of the current sea defence structure, should be left free from development for this purpose.

18.26 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.

18.27 The *NPPF* sets out a sequential test that seeks for development to be located to avoid flood risk, where possible. Canvey Island comprises around 40% of the borough's area and is home to around 40,000 people. In considering future development, consideration will need to be given to ensuring sites are safe from all types of flooding, either because of existing site conditions or through flood risk management. To leave this land vacant may undermine the quality of the local environment and have a detrimental effect on the community. The *TE2100 Plan* reinforces this stance, identifying Canvey Island as a thriving community with further development and regeneration planned in the future. It states that the maintenance and improvement of the sea defences is well justified, and that in order for these areas to thrive and for regeneration to be a success, flood risk management and emergency planning must continue to be integrated into the spatial planning process.

18.28 Where development is permitted on Canvey Island, it will need to demonstrate how it has satisfied the Sequential and Exception Tests and will need to be designed to ensure the safety of future residents and/or users. Additionally, consideration will also need to be given as to how surface water flood risk can be managed on site, so that surface water run-off is no greater than that prior to development taking place, as far as reasonably practical, thereby not increasing the risk of flooding in neighbouring properties. Finally, in the event that a flood occurs, and there has been no or limited warning, properties should be designed to offer safe refuge above the depth of flood water. The *South Essex SFRA 2018* identifies the likely depth of flooding across the Island during a 1 in 1000 year + climate change flood event. It is this depth of flooding that should be considered to help design refuge requirements for development on Canvey Island together with a clear assessment of the likely time of site inundation and the evaluation of flood hazard arising at and around the site throughout a flood event.

18.29 Whilst new development proposals may incorporate flood resilient design measures, this does little to ensure the safety of existing residents, particularly the large number who occupy bungalows, caravans and mobile homes. The *TE2100 Plan* notes the prevalence of vulnerable development such as these properties on Canvey Island and seeks the redevelopment of such forms of development for homes that can offer more flood resilient design. Favourable consideration should be given to proposals that see the replacement of such vulnerable development with more resilient forms of development that can offer safe refuge in the event of a flood. Such decisions will need to be made within the context of the principles set out within the Council's *Residential Design Guidance Supplementary Planning Document (SPD)* which seeks to ensure that privacy, amenity and high-

quality urban design are achieved taking into account the high-density character of development on some parts of Canvey Island, whilst providing safe refuge areas.

Hadleigh Marshes and South Benfleet

18.30 Tidal Flood Risk also affects Hadleigh Marshes and parts of South Benfleet, with parts of both areas being located within Flood Risk Zone 3 as identified by the Environment Agency and modelled by the *South Essex SFRA 2018*. The *SFRA* indicates that the risk, depth and extent of flooding in these areas will increase as a result of climate change.

18.31 Hadleigh Marshes is a largely undeveloped area, protected from significant levels of development by other policy and nature conservation designations. As a consequence, the *TE2100 Plan* seeks to maintain these defences at their current level, but does not plan to enhance them in order to accommodate the impacts of climate change. This has two significant implications:

1. The loss of inter-tidal marshland habitats. The Benfleet and Southend Marshes is designated as a Special Protection Area (SPA) and is recognised for its assemblage of migratory birds under the Ramsar Convention. As a consequence, there is a need to identify compensatory habitat. The *TE2100 Plan* seeks to identify compensatory provision to account for this loss; and
2. The London Fenchurch Street to Southend railway line passes through the area and is likely to be at risk from major flooding in the future. The owners and operators of this line will need to consider how they will deal with this issue. There is the potential that in the long-term (50+ years) they may decide to cease services if an economically viable solution to retaining the line in this location cannot be identified. The *TE2100 Plan* seeks to develop a joint long-term programme to ensure the long-term implications of climate change on the railway are understood, and to build in infrastructure improvements and flood warning.

18.32 The area at risk of flooding in South Benfleet is largely undeveloped flood plain in the form of South Benfleet Playing Fields. There are however a small number of properties at risk of flooding in 'old' South Benfleet, including the railway station, and also some homes on the periphery of the flood risk zone in the residential area. As with Hadleigh Marshes, the *TE2100 Plan* outlines that for the Bowers Marshes policy unit (encompassing South Benfleet) the aspiration is to take further action to keep up with climate and land use change so that tidal flood risk does not increase.

18.33 South Benfleet Playing Fields are a flood storage area recognised by the Environment Agency as a category C reservoir under the *Reservoirs Act 1975*. This area is therefore classified as falling within Flood Risk Zone 3b i.e. it is considered to be a functional flood plain. A functional flood plain is an area where water has flowed, or is stored, at times of flood with an annual probability of flooding of 5%.

Local Policy CC2

Tidal Flood Risk Management

1. **The extent of the Canvey, Hadleigh Marshes and South Benfleet Tidal Flood Risk Management Areas is defined on the Policies Map. Within these areas:**

- a. The Council will support the necessary improvements to the sea defences in the Borough as set out in the Thames 2100 Plan.
 - b. New bungalows and other forms of self-contained residential accommodation at ground level will be refused on Canvey Island unless safe refuge areas can be provided within the development, and favourable consideration will be given to the conversion of bungalows to houses, subject to those privacy, amenity and urban design considerations set out in the Residential Design Guidance SPD;
 - c. The Council will work with partners to maintain and improve nature conservation in the Hadleigh Marshes area, with a long-term view of securing appropriate compensatory sites within the Thames Estuary for any loss of designated habitats resulting from climate change; and
 - d. South Benfleet Playing Fields will be retained as a flood storage area for both tidal flooding and surface water management. Opportunities to increase the storage capacity of this area will be secured in the long-term;
 2. The Council will work with partners in the railway industry to identify economically viable solutions to the potential risk of flooding of local railway lines in the long-term, to ensure the ongoing provision of services.
 3. Within flood zones 2 and 3 new development proposals will be permitted only where they meet the following criteria:
 - a. They pass the Sequential Test and where appropriate the exception test, as set out in the National Planning Policy Framework;
 - b. They have been designed to make space for water and do not increase flood risk elsewhere and where possible reduces flood risk overall; and
 - c. They are designed to be flood resistant and resilient and provide safe refuge for users/residents above predicted flood water depths for a 1 in 1,000 + year climate change flood event. Buildings should also be hydrostatically and hydrodynamically resistant to prevent damage to the structure. In this context resilient includes the ability of the development to be brought quickly back into use after a flood event.
 4. A buffer up to 19m wide of 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. Proposals for flood defence works within the safeguarded land, where appropriate, should provide information to support a project level HRA, as per the requirements set out in policy SD1.
 5. Where land safeguarded for future flood defence works falls within a development site, opportunities should be taken to integrate future flood defence requirements into the landscaping and open space provision for the site.
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Non-Tidal Flood Risk Management

Policy Context

18.34 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 ECC as Lead Local Flood authority and internal drainage boards.

18.35 The *South Essex Catchment Flood Management Plan* sets out the approach that should be taken to fluvial and surface water flood issues in South Essex. It identifies two policy units covering watercourses in the Castle Point area. These are:

- Southend-on-Sea / Rayleigh policy unit. Within this populated area it is expected that further action will be taken to reduce flood risk now and in the future.
- Thames Urban Tidal policy unit. Within this area further action should be taken to sustain the current level of flood risk into the future, responding to the potential increases in risk from development and climate change.

Reasoned Justification

18.36 Surface water can arise from a variety of sources, including sewers, drains, groundwater, and run-off from the land, water courses and ditches. Approximately, 2,700 homes within Castle Point are at risk of surface water flooding.

18.37 The surface water flood risk across the borough shown on the *ECC Interactive Flood and Water Management Map*, excluding Canvey Island, is driven predominantly by topography relating to watercourse channels of Benfleet Creek, Prittle Brook and tributaries. Localised flooding is attributed in most cases to the steep westward sloping topography from an area of high elevation running through the mainland part of the borough, local topographic depressions, insufficient capacity in ordinary watercourse and culverted systems, and obstructions in the flow of surface water.

18.38 In respect of Canvey Island the surface water flood risk is largely associated with the localised capacity of the existing surface water sewer network to accommodate high intensity rainfall events or an associated failure of the managed and pumped drainage network during such events or as a result of tide locking of gravity outfalls.

18.39 There are 25 main rivers, watercourses and many smaller reaches of ordinary watercourses (minor ditches and dykes), most of which are tributaries to main river reaches. Those on Canvey Island have been incorporated into a wider drainage system, elements of which are regulated by various risk management authorities and is reliant predominantly upon gravity whilst being pumped to tide by external pumping stations. The areas of the Benfleet Creek, Prittle Brook and their tributaries and the tributaries of the Rawreth Brook are vulnerable to fluvial flooding, which can contribute to surface water flooding.

18.40 *ECC's Interactive Flood and Water Management Map* identifies Critical Drainage Areas (CDAs), these are areas notified to the local planning authority by the Environment Agency with a

high risk of flooding which have critical drainage problems, this can affect people, property or infrastructure. There are six defined CDAs in Castle Point covering most of the borough's land area. These are as follows:

South Benfleet	(NCAST_001)
North Canvey Island	(NCAST_002)
Leigh Beck	(NCAST_003)
Reeds Hill Farm	(NCAST_004)
Eastwood	(NRoch_001)
Southend- On-Sea	(NRoch 002)
New Thundersley	(NRoch 005)

18.41 The Plan identifies a number of potential measures and options to deal with surface water within the borough, specific to those CDAs where the risk to people, property and infrastructure are greatest. This includes:

- increased community awareness
- improved management regimes of main rivers, ordinary water courses and their tributaries
- increased conveyance
- retained and increased flood storage capacity
- improved land management
- increased online storage
- incorporation of Sustainable Drainage Systems (SuDS) appropriate to the development type, size and location

18.42 The *South Essex SFRA 2018* makes reference to Prittle Brook and Benfleet Hall Sewer, as being sources of fluvial flooding. The Kersey Marsh Sewer and Hadleigh Marsh Sewer are also referred to as main rivers located within the borough. Fluvial flooding is also possible from the watercourses and dykes that form the drainage system on Canvey Island, due to the flat and low-lying topography of the island and the finite capacity of the culverted sections of the drainage infrastructure. Some of this network drains to tide via flapped outfalls which only operate at low-tide. If water were to overtop these dykes, the flat topography of the borough could cause it to disperse over large areas.

18.43 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 ECC) has provided a detailed representation of the drainage network on Canvey Island. This has been used to update the Environment Agency's *Risk of Flooding from Surface Water Map*. This map ascribes a high risk of surface water flooding to those areas where there is a 1 in 30-year chance of surface water flooding. A medium risk is ascribed to areas with a 1 in 100-year chance of surface water flooding.

18.44 Benfleet Hall Sewer enters the South Benfleet Playing Fields flood storage area, which is recognised by the Environment Agency as a large raised reservoir under the Reservoirs Act. This flood storage area provides a 1 in 1,000-year standard of protection to people and property at the southern end of Benfleet Hall Sewer. The flood storage area does not however provide any protection from surface water flooding generated by flow paths from rainfall over the steep impermeable topography.

18.45 The evidence and guidance provided under the Tidal Flood Risk Management Area section, in respect of flood risk, and the use of the Sequential and Exception Tests is equally relevant when considering the impact of fluvial and surface water flooding on development and its location.

18.46 Sustainable Drainage Systems (SuDS) are useful in mitigating the impact of flooding. These take a variety of forms, some of which are more appropriate in certain locations than others. The predominant soil geology underlying Castle Point is London Clay, which is impermeable, and is prone to rapid runoff. Site-specific ground investigation should be undertaken to determine the local variations in soil permeability before discounting infiltration to discharge surface water runoff from the site. If infiltration is not found to be favourable, surface water attenuation using above ground features should be used wherever possible. These source control mechanisms would restrict the volume and rates of surface water runoff leaving a site. Underground storage tanks are the least favourable option and should only be used as a last resort.

18.47 Examples often used in the borough are rainwater harvesting, which captures and stores rainwater from roof runoff. This provides a dual advantage, of not only decreasing the volume of water leaving a site and decreasing surface water and potential flooding, but also provides a direct source of water for re-use, thus reducing the amount of water supply to a site. Tree planting and the provision of green roofs can also act to reduce runoff, whilst also offering benefits to ecology.

18.48 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.

18.49 Reference should be made to the ECC SuDS Guidance when submitting an application for development, in order to accord with the Lead Local Flood Authority criteria.

Strategic Policy CC3

Non-Tidal Flood Risk Management

- 1. The Critical Drainage Areas for the borough are defined by ECC as the Lead Local Flood Authority.**
- 2. New development proposals within an area at risk of fluvial flooding, or within an area at risk from surface water flooding in a 1 in 100 year event, will be considered against the sequential test set out in the NPPF.**
- 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.**

4. Where a development proposal is located in an area at risk of fluvial or surface water flooding and passes the sequential test and, where appropriate, the exception tests, the design and layout of development must be taken to avoid built development on those parts of the site most at risk of flooding. This includes those parts of the site that form natural or pre-existing flow paths for fluvial flood water or surface water. Easements will be required adjacent to designated Main Rivers to allow for future maintenance.
 5. Where a development proposal is for a site in an area at risk of fluvial or surface water flooding, or is within a Critical Drainage Area, any natural or semi-natural water features such as ditches, dykes and ponds must be retained in their natural or semi-natural form in order to maintain existing attenuation provision and existing flow paths.
 6. All development proposals, including the redevelopment of existing buildings, will be required to manage surface water run-off so that the rate is no greater than the run-off prior to development taking place or if the site is previously developed, development reduces run-off rates and volumes, as far as is reasonably practical. Where possible, SuDS should be incorporated into the landscaping proposals for development schemes in order to achieve additional benefits for the built, natural and historic environment.
 7. Consideration must be given to whether the capacity of existing flow paths, and the design capacity of any SuDS proposals for a development, could cope with extreme rainfall events. Where appropriate, additional flow paths should be provided to direct excess surface water away from people and property. This must not increase the risk to existing properties nearby.
 8. In order to protect people and property, any development located in an area at risk from fluvial or surface water flooding should be designed to be flood resistant to a 1 in 1,000 year + climate change level. Fluvial and/or surface water must not be able to enter property, and buildings should be hydrostatically and hydrodynamically resistant to prevent damage to the structure. Regard should be had to the Essex County Council Interactive Flood and Water Management Map, to determine the need for flood resistant design. Where an application relies on guidance from the Map, a precautionary approach will be taken, and upper flood depths for the location of the site will be applied when determining the appropriateness of the resistance proposed. Applications which seek to provide lower levels of resistance must be supported by their own robust, site specific, modelling which demonstrates that the development will be resistant to fluvial and/or surface water inundation and hydrostatic damage.
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Sustainable Buildings

Policy Context

18.50 The *NPPF* advises that the planning system should support the transition to a low carbon future given the potential impacts arising from changing climate. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and

improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

18.51 New development is expected to comply with adopted policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable, and should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

18.52 The *NPPF* indicates that local planning authorities should not, however, require applicants for energy development to demonstrate the overall need for renewable or low carbon energy. Furthermore, they should also recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions. Applications should be approved if their impacts are (or can be made) acceptable, unless material considerations indicate otherwise.

18.53 There are standards in relation to ensuring new development is sustainable. For residential development the Government has set out energy efficiency standards within the *Building Regulations* for new development, which will become more demanding over time as energy efficiency technologies and innovations advance. With regard to water efficiency, there is a national minimum standard with the Building Regulations and a higher standard which may optionally be applied in areas of water deficit. For non-residential development, *Building Research Establishment Environmental Assessment Method (BREEAM)* standards are normally applied, which again set standards in terms of water and energy efficiency.

Reasoned Justification

18.54 The *Sustainability Appraisal* work advises on the ecological footprint of Castle Point. An ecological footprint measures the amount of land each person uses in order to sustain their lifestyle. This shows that Castle Point has an ecological footprint of 5.65 ha/person. This is higher than the national average of 5.4 ha/person, and significantly above the footprint considered to be sustainable at 1.8 ha/person.

18.55 Energy use accounts for 0.9 ha/person and could be significantly reduced through improvements to the energy and thermal efficiency of the buildings which are constructed. Reducing the emissions of greenhouse gases and the consumption of energy can be achieved in several ways. Simple measures such as loft insulation and cavity wall insulation can achieve significant reductions in energy consumption, whilst there is the opportunity through improvements to existing buildings and the provision of new buildings to integrate renewable energy sources such as solar and wind power.

18.56 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 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.

18.57 In respect of layout, providing taller buildings away from lower ones, or to the north of a development, providing parking and garaging to the north of buildings, as well as providing suitable vegetation in appropriate locations, can improve conditions for solar gain and reduce shadow.

18.58 Capital investment (including construction) accounts for a further 0.76 ha/person of ecological footprint, indicating that regard should be had to the materials used in building new homes in terms of the energy required in their production. Materials produced in a more sustainable way will have a smaller ecological footprint, whilst those sourced locally may have a reduced impact on the environment due to reduced transport distances.

18.59 Construction activities also produce waste, which can significantly increase the ecological footprint of new homes and buildings. The *Sustainability Appraisal* work advises that approximately 50% of the waste generated in Essex is from construction and demolition activities. It is therefore important that site waste is appropriately managed in order to promote re-use and recycling of materials, on-site where possible.

18.60 The *South Essex Watercycle Study (WCS) 2012* shows that South Essex is a net importer of water. There are no sources of water supply within Castle Point itself. Currently, the supply of water is sufficient to meet the borough's needs as part of the wider network of water supply in the East of England. However, the East of England is the driest region in England, and there are likely to be significant pressures on water resources as the climate continues to change into the future, particularly as growth continues to occur and demand increases.

18.61 Water demand calculations in the *South Essex WCS 2012* indicate that growth in Castle Point could result in over 1 mega-litres per day (Ml/d) of additional water being needed to meet demand by 2031. This could be reduced if best practice regarding water efficiency is sought from new developments. The *South Essex WCS 2012* recommended water use of 105 litres per person per day (lpppd). It is however recognised that there may be costs associated with achieving this level of water consumption reduction in the short-term.

18.62 In order to achieve the water efficiency needed in South Essex as identified through the *South Essex WCS 2012*, the Council will apply the optional water efficiency requirements set out in Regulation 36(2)(b) of the Building Regulations 2010 as amended to new residential developments which will secure consumption levels at 110 lpppd, and also encourage measures such as rainwater harvesting, and greywater recycling schemes to be installed within all developments. The equivalent BREEAM credits will be sought for non-residential developments.

18.63 Many of the measures that would make new buildings more sustainable also apply to existing buildings. Applications for extensions and alterations present the opportunity to consider the installation of energy and water efficiency measures. It will also be possible in most cases to sustainably source materials for such works, and to make the best use of construction waste through re-use and recycling.

18.64 Additionally, extensions and alterations to existing buildings also present the opportunity to improve the resilience of existing buildings to extreme weather events such as heavy rainfall and periods of hot or cold weather. This can be achieved through measures such as raising the finished floor levels, installing high level electrical circuits and sockets, by being well insulated, and by arranging windows to enable passive air circulation.

18.65 The need for passive air circulation is relevant to habitable rooms. There are occasions where development schemes rely on non-opening windows within habitable rooms in order to meet residential amenity and privacy standards. This may not always be an appropriate method of making the development acceptable if it results in a room that cannot reasonably be cooled in a sustainable manner through passive air circulation.

18.66 In order to ensure successful integration into a development, it is essential that sustainability requirements such as energy and water efficiency are considered from the outset. The installation, in particular, of renewable energy sources, on existing buildings after construction can result in prominent structures and alien features, which detract from the appearance of the building and surroundings. Such sources are also often more difficult and expensive to retro-fit.

18.67 The potential for maximising energy and water efficiency and the use of renewable energy sources will vary depending on the size and nature of the development it relates to, as well as feasibility and viability of a scheme. This is particularly the case within Castle Point where there is a mix of development types and sizes. In order for this to be effectively reflected it is important that each development can clearly demonstrate how it will achieve such measures. This is best understood by forming part of any planning application submission.

18.68 The visual impact of the provision of renewable energy sources and the layout outcomes of seeking to achieve the maximum energy and water efficiency of a development are also important considerations. There is a balance to be achieved between optimum energy and water efficiency and reducing energy consumption that can be achieved through a development, and the visual and amenity impacts such a development can have on buildings, and the surrounding area.

Strategic Policy CC4

Sustainable Buildings

- 1. All new development should seek to minimise its impact on climate change arising from energy consumption by:**
 - a. Utilising design, siting and layout to maximise opportunities for solar gain and daylight penetration, and reduce energy consumption; and**
 - b. Integrating measures to achieve high levels of energy efficiency and where feasible and viable, decentralised energy generation, to meet as a minimum, the energy efficiency requirements of the Building Regulations.**
- 2. The design of all new development should incorporate measures for achieving high levels of water efficiency. As a minimum:**

- a. Residential development should meet the optional water efficiency requirements set out in part G2 and Regulation 36(2)(b) of the Building Regulations, currently 110litres/person/day;
 - 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
- 3. Space should be made available within the site to enable segregated waste storage for that waste arising from the proposed use of the development.
 - 4. The waste resulting from the construction of all new buildings should be managed in a way that maximises the re-use and recycling of materials, including aggregates, on-site where possible.
 - 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.
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19. Conserving and Enhancing the Natural Environment

Green and Blue Infrastructure and the Undeveloped Coast

Policy Context

19.1 Green infrastructure is a strategically planned and delivered network of green spaces and other environmental features. It should be designed and managed as a multi-functional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure, urban and rural, includes playing fields, allotments, woodlands, heathlands, marshlands, wetlands, coastlines, public parks and gardens. Within and alongside green infrastructure within Castle Point are bodies of water which form blue infrastructure. This blue infrastructure is a fundamental part of the natural environment in Castle Point with the undeveloped coast providing a key point of interaction between the terrestrial and marine environment for people and for wildlife.

19.2 The planning system should contribute to protecting and enhancing our natural environment and should identify and pursue opportunities for securing measurable net gains for biodiversity. Some open land can perform many functions for wildlife, recreation, flood risk mitigation, carbon storage, or food production.

19.3 The *National Planning Policy Framework (NPPF)* states that planning policies should identify and pursue opportunities for securing measurable net gains for biodiversity. Planning policies should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and sites of biodiversity value, maintaining the character of the undeveloped coast and improving public access to the coast where appropriate. Policies should establish coherent ecological networks that are resilient to current and future pressures.

19.4 In this regard the *NPPF* recognises that some open land can perform many functions for: wildlife, recreation, flood risk mitigation, carbon storage, or food production. Planning policies should encourage and promote the use of land to achieve multiple benefits. The *NPPF* is also clear that planning policies should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links where needed to the existing rights of way network.

19.5 NE176, *Natural England's Green Infrastructure Guidance*, sets out how local planning authorities should plan for Green Infrastructure in order to ensure it is multi-functional and provides environmental, social and economic benefits to the local community.

19.6 The *Thames River Basin Management Plan* produced by the Environment Agency, seeks to deliver the requirements of the EU Water Framework Directive and with regard to the lower Thames Estuary, the plan's objective is to achieve Good Ecological Potential by 2027 and Good Chemical Status by 2027. It contains an action plan for achieving these objectives which requires local planning authorities to contribute towards improving water quality by seeking improvements to green infrastructure and biodiversity through the plan-making and decision-taking processes. This is a clear example of how green infrastructure can bring about multi-functional benefits in the borough.

19.7 The Greater Thames Marshes Nature Improvement Area (NIA), which covers 50,000ha of land in South Essex, North Kent and Greater London, includes around 50% of the southern part of Castle Point including Canvey Island and Hadleigh Marshes. It was established by the Department for

Environment, Food and Rural Affairs (DEFRA) in 2011 with the aim of creating ecological networks in strategic locations to benefit wildlife and people. The overarching objectives of the Nature Improvement Area are:

- Set out all evidence to date about existing biodiversity value and the anticipated pressures for change in the NIA;
- Deliver on the ground through new and extensive projects for habitat creation, management and restoration. This will include creating and enhancing habitats for the scarce Thames Terrace Invertebrates and for breeding waders;
- Deliver on the ground by working in partnership and adding value to existing initiatives. For example, working with landowners to maximise the biodiversity of the farmed landscape, piloting approaches to biodiversity off-setting and working more creatively with commercial regeneration partners;
- Communication and access - through a variety of activities and projects increase local community and stakeholder understanding and participation in the NIA; and
- Provide a long-term legacy through ongoing funding bids, investment in community involvement, stewardship and fostering long term stakeholder engagement.

19.8 The initial targets of the Nature Improvement Area Partnership were to deliver 158ha of restored grazing marsh; 16km of enhanced ditches with associated flora and fauna; the creation of Thames Terrace Invertebrate habitat; and an improved green infrastructure network. Beyond 2015, the partnership aimed to create a minimum 500ha of new priority habitat for local species. The NIA Partnership prepared a Planning Guidance Note explaining how development proposals can contribute towards these aims and objectives.

19.9 The *South Essex Green Grid Strategy* sets out a Green Infrastructure Plan for the sub-region. Strategic elements of the plan are already in place including the restoration of West Canvey Marshes (as part of South Essex Marshlands) and the creation of a nature reserve at Canvey Wick SSSI. These projects will contribute positively to the vision of the NIA. More recently, a *South Essex Green and Blue Infrastructure Strategy* has been developed for the area which looks to the future in terms of Green and Blue infrastructure planning. This includes looking to take forward further proposals to create an Estuary Park, enhancing and better linking up wildlife habitats across the South Essex area, and creating more opportunities for access and recreation for communities in South Essex. This provides a framework for further enhancements to the Green and Blue Infrastructure in South Essex and in Castle Point. Such an approach to planning for Green and Blue Infrastructure is advocated by the published *Essex Green Infrastructure Strategy*.

Reasoned Justification

19.10 The *South Essex Green Grid Strategy 2005*, and more recently the *South Essex Green and Blue Infrastructure Strategy*, identifies the significant green infrastructure assets in the borough including the coastline and coastal features along the Thames Estuary; marshland at West Canvey; Hadleigh Castle and Hadleigh Country Park; and woodlands and ancient landscape areas within Daws Heath Nature Reserves. The *Thames Gateway Historic Environment Characterisation Study 2007* identifies significant areas of historic value within the borough around the marshlands, Hadleigh Castle and Daws Heath.

19.11 The *Castle Point Open Space Appraisal 2012* 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. *The Open Space Appraisal*, along with more recent work on the *South Essex Green and Blue Infrastructure Study* indicates that there are 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.

19.12 As well as the amenity and biodiversity benefit green infrastructure provides, green infrastructure can also improve help reduce potential sources of pollution. Trees can capture and absorb large amounts of water and thus help to reduce surface water run-off, (a major cause of water-based pollution in the borough). They also act to reduce levels of Carbon Dioxide (CO₂) and other pollutants in the air. There are no declared Air Quality Management Areas within the borough; however, there are six areas which are being monitored for Nitrogen Dioxide levels, (all next to transport interchanges). *The 2018 Air Quality Annual Status Report (ASR)* for Castle Point considered air pollution in the borough to be generally low with no areas exceeding the objective air quality level. Monitoring of results from 2011-2017 show that the six locations with the highest measured concentrations of Nitrogen Dioxide are improving, however provision of additional green infrastructure networks will help reduce air pollution further.

19.13 In securing green infrastructure provision, the Council will work with partners and the community, including specific user groups, in order to minimise conflict between human activities, including recreation, and sensitive ecological and heritage assets, and also between different types of human activity. The Council will seek to ensure that everyone can enjoy the Borough's green infrastructure in a sustainable way.

19.14 The Greater Thames Marshes Nature Improvement Area extends across the southern part of Castle Point. Within this area, the Council will work with partners to deliver projects which contribute positively to the vision for the Nature Improvement Area. Elsewhere in Castle Point, the Council will work with partners to deliver projects which extend the network of Green Infrastructure and create new habitats, providing links for wildlife and people to the Nature Improvement Area. It will encourage the management and enhancement of existing habitats and the creation of new ones to assist with species migration and to provide ways to adapt and mitigate from climate change, such as shading during higher temperatures. These actions are consistent with the recommendations set out in the *South Essex Green and Blue Infrastructure Strategy*, and the *Essex Green infrastructure Strategy*.

Strategic Policy NE1

Green and Blue Infrastructure and the Undeveloped Coast

- 1. Development which results in the creation, restoration, enhancement, expansion and improved connections between green infrastructure features will be encouraged. The provision of green and blue infrastructure that offers multiple benefits to the environment and local communities will be supported. Through development proposals the Council will seek to secure:**
 - a. The preservation and enhancement of green and blue infrastructure, ecological assets, areas of nature conservation and valued landscapes;**
 - b. A measurable net increase in biodiversity, with a focus on priority habitats and priority species;**
 - c. Management of and a reduction in pollution to air, water and soil through an increased provision of green infrastructure;**
 - d. Opportunities for local food production; and**

e. Recreational benefits for local people, including access to coast.

2. Proposals which will result in the loss, degradation, fragmentation and / or isolation of existing green and blue infrastructure will not be supported, unless it can be demonstrated through the provision of new or enhanced green and blue infrastructure in other areas of the Borough, that there will be no overall adverse impact in the provision of green and blue infrastructure in the area. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.
-

Historic Natural Landscapes

Policy Context

19.15 The *NPPF* states that planning policies should contribute to and enhance the natural and local environment by protecting, enhancing and conserving valued landscapes, sites of biodiversity or geodiversity, local wildlife habitats, protected species and wider ecological networks. Great weight should be given to conserving and enhancing landscape and scenic beauty in areas which have the highest status of protection.

19.16 The *NPPF* also emphasises the conservation of irreplaceable environmental and historic assets. Local planning policies should set out a positive strategy for the conservation and enjoyment of the historic environment and recognise and conserve historic assets which are an irreplaceable resource.

Reasoned Justification

19.17 There are two physically distinct ancient landscapes in the Borough, Daws Heath Woodland and the Canvey and Hadleigh Grazing Marshes. These were landscapes that contained a significant assemblage of visual features, both man-made and semi-natural of pre 1600 origin.

19.18 The *Essex Thames Gateway Historic Environment Characterisation 2007* reviewed the landscape in Castle Point in terms of its contribution towards the historic environment. Eighteen character areas were identified in Castle Point.

19.19 The Essex Wildlife Trust have developed a series of Living Landscapes across Essex which are promoted for nature conservation, wildlife habitats, public enjoyment and adaptation to climate change. The Living Landscapes are large landscape scale areas of the countryside, like river valleys, estuaries, forested ridges, and grass and heath mosaics. These areas are abundant in ecology and provide a superb range of habitats for many species of wild plants and animals.

19.20 There are four identified living landscapes within the Borough, including the network of woodlands around Hadleigh and Daws Heath, the areas around Hadleigh Downs and Benfleet, and Southend Marshes (Hadleigh Castle, Hadleigh Marshes, Southend Seafront and Maplin Sands), and the marshland traversing west Canvey, Fobbing and Pitsea (South Essex Marshes, known as the Wat Tyler Complex).

19.21 Living Landscapes is a strategic initiative involving partnership working to conserve, restore, recreate and re-connect priority habitats, ecological networks and populations of priority species

across South Essex. These Living Landscapes are situated within the Greater Thames Marshes NIA.

19.22 The Living Landscape areas overlap significantly with the areas that scored highly in the Historic Environment Characterisation Study. There are therefore three areas of both historic and natural landscape value in Castle Point that need to be preserved, and, where appropriate, enhanced. Details of each of these three areas is set out below.

19.23 The Daws Heath Historic Natural Landscape - The *Thames Gateway Historic Environment Characterisation Study 2007* states there has been a remarkable survival of historic patterns of irregular small fields and ancient woodland in the area surrounding Daws Heath. Many parts of the ancient woodland are in a favourable state due to their management as nature reserves. There is evidence within the area of archaeology indicating Roman settlement within the area. There are numerous earthworks throughout the woodland areas.

19.24 The Daws Heath Historic Natural Landscape presents a remarkable survival of historic patterns of irregular small fields and ancient woodland. Many parts of the ancient woodland are in a favourable state due to their management as nature reserves. There is evidence within the area of archaeology indicating roman settlement within the area. There are numerous earthworks throughout the woodland areas.

19.25 The Hadleigh and Daws Heath Living Landscape Scheme covers the area around Daws Heath. It recognises the area as an important historical landscape of ancient woodland with areas of open land supporting a wide range of wildlife including species which are scarce and declining in southern England. The scheme objectives are to:

- Conserve and positively manage ancient woodland and other important habitats which will benefit wildlife and people;
- Encourage the local community to use the land with public access and to be proud of its conservation and heritage value; and
- Safeguard and connect *UK post-2010 Biodiversity Framework* priority habitats within the landscape to make them more robust and sustainable.

19.26 The Hadleigh Castle and Marshes Historic Natural Landscape falls within the extent of the Greater Thames Marshes NIA. The *Thames Gateway Historic Environment Characterisation Study 2007* identifies the area around Hadleigh Castle itself as having an open and rural character with a dispersed settlement pattern and some mixed woodland. It is a topographically distinct area, comprising largely undeveloped land rising steeply above Hadleigh marshes and the Thames Estuary. Hadleigh Castle itself is a dominant feature within this landscape and dates back to the 13th Century when it was used as a royal palace.

19.27 The Hadleigh marshes are substantially undeveloped and provide open and exposed views across the Estuary. The field patterns in this area reflect historic patterns of land reclamation, with saltmarsh creeks and earthworks providing a regular pattern of large fields. Both areas contain significant archaeological deposits including iron age, roman and medieval finds. There are also palaeo-environmental deposits throughout this area providing an insight into the historic environment.

19.28 The creek that sits beyond the marsh is also historically significant. This area is rich in palaeo-environmental deposits also, as well as archaeological deposits covering an extensive period from the Holocene to World War Two. Examples of 16th Century Dutch sea defences can be seen in this area.

19.29 Significant areas of the marshland and creek in this location are designated due to its nature conservation value. Benfleet and Southend Marshes Site of Special Scientific Interest (SSSI) covers an extensive area of the marshland and Hadleigh Ray creek, with a smaller area of this designated as a Special Protection Area (SPA) under European law. The marshlands are important for migratory bird species and are therefore designated under the Ramsar Convention. A large part of the SSSI is not currently considered to be in a favourable condition, and requirements enhanced management and improvement.

19.30 A Living Landscape scheme has not been devised for this area to date. However, there is a significant need to preserve and enhance this landscape, where appropriate, in order to retain important historical assets and to ensure nature conservation is properly protected and maintained.

19.31 The Canvey Marshes Historic Natural Landscape falls within the extent of the Greater Thames Marshes Nature Improvement Area.

19.32 The *Thames Gateway Historic Environment Characterisation Study 2007* identifies this area as being a relatively undisturbed landscape of marshland, which was enclosed into field systems for marsh grazing at an early date. There is evidence of Roman activity in this area from archaeological finds. Archaeology remains extends to World War Two artefacts when anti-glider systems were in place in the area. There are also paleo-environmental deposits in this area.

19.33 Canvey Marshes is also designated a Local Wildlife Site (LoWS) due to its assemblage of species and habitats, as identified in the *Essex Biodiversity Action Plan 2011*. A significant part of this area is owned by the Royal Society for Protection of Birds (RSPB) and managed as a nature reserve.

19.34 Canvey Marshes is part of a wider area of marshland also incorporating Bowers Marsh and Fobbing Marsh. A Living Landscape Scheme has been prepared to cover this wider area, known as Central South Essex Marshes Living Landscape Scheme. The vision for this living landscape is to deliver a range of benefits for wildlife, people and the local community:

- A landscape area of national and international conservation and heritage importance for its diverse habitats, associated important wildlife habitats and species that are flourishing in favourable condition as a result of good land management.
- Safeguarding UK and Essex with the *UK-post-2010 Biodiversity Framework* priority habitats and priority species as well as several nationally rare species within the Living Landscape Area.
- An exemplar of multifunctional green space where the many users from the local community are proud of the conservation and heritage value.

Local Policy NE2

Historic Natural Landscapes

- 1. Development which will have an impact on the Daws Heath, Hadleigh Castle and Marshes, and Canvey Marshes historic natural landscapes (as identified on the Policies Map) will be supported where the proposals:**
 - a. Protect and enhance the character and quality of the landscape and its heritage or ecological assets having regard to the level of protection set out in policies HE1 and NE5 respectively for different designations and the provisions of the NPPF.**

- b. **Seek to provide greater public access to and enjoyment of the landscape and its features, where appropriate.**
 - c. **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.**
-

The South Canvey Wildlife Corridor

Policy Context

19.35 The *NPPF* states that planning policies should protect and enhance biodiversity and establish coherent ecological networks. When determining planning applications local planning authorities should refuse permission if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) adequately mitigated, or, as a last resort, compensated for.

Reasoned Justification

19.36 The Council has identified a 51ha area of green infrastructure (identified on the Policies Map) which provides an undeveloped ecological corridor across the south of Canvey Island. The area links two Local Wildlife Sites and a Potential Local Wildlife Site that are designated within the Wildlife Corridor, namely Thorneycreek Fleet (CPT35) to the east, Brick House Farm Marsh (CPT38) and extension to Brick House Farm (PLoWS 15) to the west as shown on the Policies Map. Consequently, there is only 7 hectares of Wildlife Corridor which is unconstrained.

19.37 The Wildlife Corridor acts as an 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 also acts a buffer between existing residential development to the north and the hazardous installations to the south.

Local Policy NE3

The South Canvey Wildlife Corridor

- 1. The Council will not support development within the Wildlife Corridor (identified on the Policies Map) which will adversely affect its ecological value, and the ability of the area to provide a strategically important ecological corridor.**
 - 2. Proposals which support the creation of new habitats, having regard to the targets for the Nature Improvement Area, will be supported.**
-

Local Wildlife Sites

Policy Context

19.38 The *NPPF* states that to protect and enhance biodiversity and geodiversity, planning policies should identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks. Plans should promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection of priority species.

19.39 The *NPPF* states planning permission for major developments resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland, for example) designated areas should be refused, unless there are wholly exceptional reasons, and a suitable compensation strategy exists.

Reasoned Justification

19.40 Local Wildlife Sites (LoWS) are locally designated sites recognised as comprising priority habitats or being home to priority species. There were 41 LoWSs in the Borough, which were assessed through the *Castle Point Local Wildlife Site Register 2019*. Within this list site CPT44 Poors Lane has not been endorsed through the Essex Local Wildlife Partnership, therefore at this stage cannot be designated as a LoWS, as a consequence 40 LoWS can be found on the Policies Map.

19.41 LoWSs are located throughout the Borough. However, there are clusters of sites aligned closely with the Living Landscapes. These LoWS cover a broad range of different habitat sites including woodland, marshland and grassland habitats, reflecting the diversity of the natural environment in the Borough.

19.42 Additionally, 5 Potential Local Wildlife Sites (PLoWS) have been identified through the *Local Wildlife Site Register 2019* within the Borough. 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.

19.43 A schedule of LoWS and PLoWS in the Borough is provided in Appendix Four.

Local Policy NE4

Local Wildlife Sites

- 1. The Council seeks the conservation and enhancement of Local Wildlife Sites (as identified on the Policies Map) and will support proposals which ensure the active conservation and enhancement of biodiversity interest at these sites.**
- 2. The Council will encourage proposals for the active conservation and where appropriate biodiversity enhancement of potential Local Wildlife Sites in order to meet the selection criteria for designation as a Local Wildlife Site at a future date.**

3. **Development proposals which would result in harm to either a Local Wildlife Site or a potential Local Wildlife Site will not normally be permitted unless it can be demonstrated that every reasonable effort has been taken to minimise the harm arising through avoidance. Any harm arising must be fully mitigated, or compensated, resulting in a measurable net gain in biodiversity.**
-

Determining Applications affecting Ecologically Sensitive and Designated Sites

Policy Context

19.44 The *NPPF* requires local policies to identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks and corridors, including the hierarchy of international, national and locally designated sites of importance for biodiversity.

19.45 The *NPPF* states potential and designated SPAs, Special Areas of Conservation (SACs) and Ramsar sites should be given the highest level of protection. Where a proposal affects a SPA, SAC, or Ramsar site a Habitats Regulation Assessment will be required in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended). Additionally, planning permission should be refused for developments which result in the loss of irreplaceable wildlife habitats or landscapes such as Ancient Woodlands, unless there are wholly exceptional reasons and a suitable compensation strategy exists.

19.46 Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all local planning authorities to have regard to the purpose of conserving biodiversity. A key purpose of this duty is to embed consideration of biodiversity as an integral part of policy and decision making.

Reasoned Justification

19.47 Castle Point has a unique natural environment that comprises a diverse mix of habitats of nature conservation importance. Some 1,154ha of the Borough is designated due to its ecological quality. The following European and national designations are present within the Borough: Benfleet and Southend Marshes SPA, Ramsar Site and SSSI, Canvey Wick SSSI; Garrolds Meadow SSSI; Great Wood and Dodds Grove SSSI; Thundersley Great Common SSSI. The Borough also has two Local Nature Reserves at Belfairs and Canvey Lake, as well as one Special Roadside Verge along Poors Lane North.

19.48 Habitats sites include Natura 2000 sites (SPA and SAC sites) and Ramsar sites which the *NPPF* states should be afforded similar protection. 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 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 inter-tidal Habitats and/or the presence of internationally important numbers of rare and migratory bird species, and therefore consideration must be given to the impact that development within the borough may have indirectly on these fragile eco-systems 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 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 recreation pressures from development are appropriately avoided or mitigated in combination with other plans and projects.

19.49 Following consultation with Natural England, an Essex Coast *Recreational Disturbance Avoidance and Mitigation Strategy (RAMS)* and Supplementary Planning Document has been prepared and adopted to include all coastal Habitats sites. The Strategy 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 Habitats sites will be required to contribute towards the implementation of the mitigation. Development in this ZOI is required to pay for the implementation of mitigation measures to protect the interest features of 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, the Essex Estuaries Special Area of Conservation, the Blackwater Estuary, the Foulness Estuary and Thames Estuary and Marshes SPA and Ramsar site. 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 effect on the integrity of the relevant Habitats sites from recreational uses.

Strategic Policy NE5

Determining Applications affecting Ecologically Sensitive and Designated Sites

- 1. The Council will support proposals which can demonstrate a measurable net gain in biodiversity.**
- 2. Proposals which are likely to cause adverse effects on the integrity of (either individually or in combination with other developments) European and internationally designated sites, must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified. Where appropriate, contributions from development will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations.**
- 3. Proposals likely to have an adverse effect on a Site of Special Scientific Interest (SSSI) (either individually or in combination with other developments), will not be permitted unless, on an exceptional basis, the benefits of the development clearly outweigh both the adverse impacts on the features of the site and any adverse impact on the wider network of SSSIs.**
- 4. Proposals likely to have an adverse effect on irreplaceable Habitats such as Ancient Woodlands will not be supported unless there are wholly exceptional reasons and an**

appropriate avoidance, on-site management and on-site mitigation strategy is submitted to and approved by the Council. Any loss must be compensated.

5. Proposals which may result in adverse impacts to biodiversity, protected species, priority species and/or priority habitats, will only be supported if they can meet the following requirements:
 - a. The application must demonstrate that impacts to biodiversity cannot be avoided through the location of development on an alternative site with less harmful impacts;
 - b. Where an alternative site is not available, the development proposal should seek to avoid adverse impact to biodiversity by virtue of the design and layout of the development. The Council must be satisfied that all reasonable opportunities to avoid impact to biodiversity have been taken;
 - c. Where it has not been possible to avoid all impacts to biodiversity, as required by a) and b), the development proposal should seek to apply management and mitigation techniques which retain and enhance biodiversity on site. The Council must be satisfied that all reasonable opportunities to secure on-site management and mitigation have been taken;
 - d. Where it is likely that impacts to a protected species, or Biodiversity Action Plan (BAP) species is not fully addressed through a), b) and c), species relocation within the site, or to a site nearby will be required to address the remaining impacts to that species. The Council must be satisfied that the relocation site will provide a long-term suitable habitat for the species in question. A management plan must be put in place to manage the relocation site as a suitable habitat for a period of at least 20 years; then
 - e. As a last resort, if the impacts to biodiversity in terms of both quantity and quality have not been fully addressed through a), b), c) and d), off-site compensation which would result in a net gain in biodiversity will be required. A compensation site must be identified which has the potential to be broadly equivalent to that habitat being lost, and a management plan prepared. Arrangements must be put in place to deliver that plan over a period of at least 20 years.
 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.
-

Protecting and Enhancing the Landscape and Landscape Features

Policy Context

19.50 The *NPPF* states that the planning policies and decisions should contribute to and enhance the natural and local environment.

Reasoned Justification

19.51 The *Thames Gateway Historic Environment Characterisation Study 2007* report identifies the natural and semi-natural environment that contributes towards historic landscape character in the Borough. These include hedgerows, trees, tree lines and areas of woodland. The nature of how these features interact to form field boundaries is also significant in some parts of the landscape.

19.52 The topography of the Borough contributes significantly to the landscape. Canvey Island is very flat and covered by a series of watercourses and flood defence bunds. This increases the prominence of taller buildings. Benfleet, Hadleigh and Thundersley are located on an escarpment which has several locally prominent ridge lines. Development on these ridge lines will impact the visual amenity of the landscape.

19.53 The *Thames Gateway Historic Environment Characterisation Study 2007* considered the openness of land beyond the urban area, where areas towards the north of the Borough that are formed of plots separated by vegetation. In these areas there is low density development that co-exists with the landscape creating an active rural environment.

19.54 To the west and centre of the Borough, where the land beyond the urban area is largely open and undeveloped, new development proposals would be likely to have a more significant visual impact on the character of the landscape.

Local Policy NE6

Protecting and Enhancing the Landscape and Landscape Features

- 1. All development proposals should contribute positively towards creating a visually attractive environment.**
 - 2. Development proposals should seek to protect and integrate key natural and semi-natural features including:**
 - a. Established field boundaries, hedgerows and tree lines;**
 - b. Established trees with a high visual amenity value;**
 - c. Established areas of woodland; and**
 - d. Topographical features including ridge lines, watercourses, ditch systems and bunds.**
 - 3. Development proposals should be designed to have regard to the character of the landscape, and seek to avoid harm to the landscape as a result of adverse impacts on:**
 - a. The degree of openness;**
 - b. The scale and nature of existing development; and**
 - c. The amount and density of existing vegetative screening.**
-

Pollution Control

Policy Context

19.55 The *NPPF* states planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

19.56 The *NPPF* states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants., taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites. It is therefore important to have regard to the legal requirements, objectives and targets set out in key pieces of European legislation including:

- The new Air Quality Framework Directive 2008/50/EC which sets limits for air quality related to the following pollutants: Sulphur Dioxide; Nitrogen Dioxide and other oxides of Nitrogen; Particulate Matter (PM10 and PM2.5); Lead; Benzene; and Carbon monoxide.
- The Water Framework Directive 2000/60/EC which requires Member States to aim to reach good chemical and ecological status in inland and coastal waters by 2015 subject to certain limited exceptions.
- The Shellfish Waters Directive (2006/113/EC) which aims to protect shellfish populations, maintaining the high quality of shellfish in coastal waters. The directive sets the standard for water quality in estuaries and other areas where shellfish grow and reproduce.
- The Revised Bathing Waters Directive (76/160/EEC) which sets out stringent water quality standards for bathing waters, protecting public health whilst bathing.

19.57 The *Thames River Basin Management Plan* sets out objectives for the lower Thames Estuary in order to meet the requirements of the Water Framework Objective. Local planning authorities should have regard to the outcomes of water cycle studies in setting its policies, and for them to seek the avoidance of pollution of water sources from new development including from construction activity. Water efficiency and sustainable drainage measures should also be promoted in order to avoid undue pressure being placed on drainage infrastructure.

19.58 The *NPPF* requires planning policies to mitigate and reduce potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and quality of life. Policies should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Reasoned Justification

Air pollution

19.59 The *Castle Point Air Quality Annual Status Report (2018)* identified that air quality in the borough is of relatively good quality. There are no Air Quality Management Areas (AQMA) designated within the borough. Of the 34 Nitrogen Dioxide (NO₂) monitoring locations throughout the borough, only six may be considered a potential issue, as these are located on the major transport corridors in the borough. The type and location of new development influences traffic generation in terms of its pattern and volume. The Council will seek to locate new development, to the most accessible locations prioritising travel by active and sustainable modes. Where housing growth impacts on key junctions these will be mitigated, either physically or through sustainable

transport measures, thereby helping to reduce congestion, the number of vehicles remaining idle and queuing in peak periods. Developers will be expected to contribute towards mitigating the impact of their development in terms of access to the highway network, junction capacity improvements, and the encouragement of sustainable modes.

19.60 Improvements in air quality can be assisted through the retention of existing trees and other landscape features where appropriate and promoting opportunities for new tree planting in developments. The design of new development through implementing energy efficient building techniques can contribute to a reduction of local greenhouse gas emissions and pollution levels.

19.61 ECC are also looking to improve air quality along the A127 with the *A127 Air Quality Management Plan*.

Noise pollution

19.62 Noise can constitute a statutory nuisance and is subject to the provisions of the Environmental Protection Act 1990 and other relevant law.

19.63 There are no EU monitored Noise Agglomerations in the Borough. As the Borough has largely separated land uses, industrial/residential noise quality conflicts are not regarded a major problem, but this will need to remain a consideration as permitted development occurs incrementally over time, in the consideration of development proposals, and as proposals are progressed bringing employment and residential uses into closer proximity through careful planning and design.

Water pollution

19.64 The Environment Agency's *Thames River Basin Management Plan* identifies that the lower Thames Estuary is of a moderate quality in terms of its ecological status and is failing to achieve a good chemical status. The plan seeks to raise both of these to 'good' by 2027, to meet the requirements of the *Water Framework Directive*. The Water Framework Directive aims to secure no further deterioration of waterbodies and aims to ensure that the status of waterbodies is improved. Whilst the Thames Estuary is the main waterbody in Castle Point to which this applies, it also applies to all other main rivers in the borough.

19.65 The *South Essex Water Cycle Study 2012* identifies that new development in South Essex is likely to impact on water quality. However, the Study concludes that with improvements such as through the delivery of the Asset Management Plans of the water supply company and the drainage undertakers, and through the use of Sustainable Drainage there is the capacity to accommodate growth in the borough without exceeding the qualitative and quantitative capacity of the Water Recycling Centres. It is recommended that the Council seeks to ensure water efficiency is achieved, and Sustainable Drainage Systems (SuDS) measures are incorporated into new development proposals, where necessary and viable, in order to minimise impacts on the drainage infrastructure, as required by the *Thames River Basin Management Plan*.

19.66 The *South Essex Water Cycle Study 2012* recommends that improvements in water efficiency levels which reduce consumption levels to at most 105 litres per person per day (lpppd) should be achieved in new development. The application of the optional water efficiency standard in part G of the Building Regulations will help to improve water efficiency to close to this level. This is a requirement of policy CC4.

19.67 The *ECC Sustainable Drainage Systems Design Guide* provides guidance on the appropriate use of SuDS in the borough. The Canvey Island Six Point Plan specifies the approach to be taken on Canvey Island in particular to managing surface water flood risk, and consequently any impact

on water quality arising from surface water flows. It is especially important for Castle Point that the Six Point Plan is implemented through the Asset Management Plans of drainage undertakers, and that the impact of development on water quality is managed to ensure there is no harm to the integrity of the nearby Benfleet and Southend Marshes SPA and Ramsar site or the Thames Estuary and Marshes SPA and Ramsar site.

Light pollution

19.68 Light pollution obscures the night sky and amenity around many urban areas within England and can also have a disruptive impact on wildlife and habitats. At a local level light nuisance exist where a source of artificial light significantly and unreasonably interferes with a person's use and enjoyment of their property or is prejudicial to their health. By encouraging good design, new developments will be required to consider the impact of potential light spillage on local amenity, intrinsically dark landscapes, nature conservation, and health and wellbeing.

Non-residential development

19.69 Non-residential development may give rise to pollution to land and water, and/or result in disturbance to habitat sites. Due to the limited scale of non-residential development proposed studies have not focused on the impacts of this type of development in the borough. These will be dealt with on a case by case basis in order to ensure that activities do not have an adverse impact on the environment or residential amenity. In particular, the implementation of SuDS in non-residential development proposals needs to be carefully considered, to ensure any pollutants carried in surface water do not result in the contamination of land or local water courses nearby, or further afield, or result in adverse impacts to human health and residential amenity.

Residential amenity

19.70 Planning conditions and environmental health regulations can be used to ensure that pollution and amenity impacts do not become a widespread issue within the borough. Where required, conditions limiting hours of construction, opening hours and placing requirements on applicants to submit details of waste storage and disposal have previously been implemented to ensure that any impacts on the environment and living environments have been reduced.

19.71 Harm to living environments may be caused where different uses, be it residential and commercial, come into conflict. Harm may also occur where new residential development is poorly located, poorly designed, or constitutes over-development resulting in a significant increase in disturbance to existing residents nearby. It is normal for individual development proposals in Castle Point to be considered in terms of their impact on residential amenity having regard to matters such as noise, light, heat, dust, vibrations and the potential to generate litter. Any new development will be expected to be compatible with neighbouring or existing uses in the vicinity of the development and protects wider amenities by avoiding unacceptable levels of polluting emissions, including noise, light, smell, fumes and vibrations, unless appropriate mitigation measures can be implemented and maintained.

Strategic Policy NE7

Pollution Control

- 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 infrastructure.**
 - 2. Development proposals should be located, designed and constructed in such a manner as to not cause a significant adverse effect upon the environment, the health of new and existing residents or surrounding residential amenity by reason of pollution to land, air or water, or as a result of any form of disturbance including, but not limited to, noise, light, odour, heat, dust and vibrations.**
 - 3. Development proposals adjacent to, or in the vicinity of, existing businesses or community facilities will need to demonstrate that the ongoing use of the existing businesses or community facilities would not be prejudiced by the proposed development, and that the impact of the continuing operation of the existing businesses or community facilities on the amenity of occupiers of the new development can be satisfactorily mitigated through the development proposals.**
 - 4. All major development proposals must be accompanied by a Construction Environment Management Plan prepared with regard to pollution prevention guidance. These plans shall include details of the proposed mitigation measures that will be implemented to prevent undue noise and disturbance to adjoining occupiers and Habitat sites and the entry of pollutants into the environment by all potential pathways including, but not limited to watercourses (including when dry). Where necessary, seasonal working may be required to avoid any adverse effects on the integrity of Habitats sites.**
 - 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.**
-

Development on Contaminated Land

Policy Context

19.72 National policy places great importance on safeguarding the health of the environment and the public from contaminated land. Part IIA of the Environmental Protection Act 1990 defines contaminated land as ‘any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that:

- (a) significant harm is being caused or there is a significant possibility of such harm being caused; or
- (b) pollution of controlled waters is being, or is likely to be caused.

19.73 The *NPPF* states planning policies and decisions should also ensure the site is suitable for its proposed use taking account of ground conditions and land instability, including from natural hazards or former activities of the land and pollution arising from previous uses. Proposals or remediation of land should ensure that after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

Reasoned Justification

19.74 Contaminated land could be created as a result of uses such as petrol stations, car washes, sites used for industrial and commercial storage, and agriculture due to pollutants produced by the previous or existing site uses. It is important to ensure pollutants do not harm the health of the public or environment and that future development does not exacerbate these issues.

Strategic Policy NE8

Development on Contaminated Land

- 1. Where appropriate, development proposals on land classified as contaminated, potentially contaminated, or suspected as being contaminated, should be supported by a desktop environment study, and (if guidance from statutory body indicates it is necessary) an intrusive site investigation.**
 - 2. Where a site is contaminated the Council will only permit development where it is satisfied that land is capable of remediation and is fit for the proposed use.**
 - 3. An agreed programme of remediation and validation must be undertaken before the implementation of any planning consent on a contaminated site. Following the remediation, the site must not pose a threat to public health or that of the environment, nor pose a threat of pollution to controlled waters including ground water. Evidence of remediation should be to the satisfaction of relevant statutory regulators.**
-

Developments near Hazardous Uses

Policy Context

19.75 The *NPPF* recognises that Health and Safety Executive (HSE) consultation distances apply when mitigating the consequences of public safety from major accidents associated with major hazard sites, installations and pipelines. The HSE provide planning advice to local authorities on developments which fall within the consultation zones of hazardous installations.

Reasoned Justification

19.76 There are two hazardous installations in the borough located towards the south of Canvey Island. These installations are regulated by the HSE in accordance with Control of Major Accident Hazards (COMAH) Regulations.

18.77 Each installation or pipeline has its own consultation zone which is determined by the HSE depending on the materials stored and technology operated at the site. These zones are periodically

reviewed, and updated where necessary by the HSE, and used in the determination of any relevant planning application within those zones.

19.78 Any development proposal within the HSE consultation zone will be consulted with the HSE by applying the *Planning Advice for Developments near Hazardous Installations* (PADHI) methodology. This will result in either a “Do not Advise Against” or “Advise Against” determination based on the level of risk posed to prospective occupants of the development.

Local Policy NE9

Developments near Hazardous Uses

Development proposals will be assessed in accordance with the Health and Safety Executive (HSE) Guidance where they fall within a consultation zone for one or more hazardous installations. Where the HSE advises against development the planning application will be refused on health and safety grounds.

Ensuring Capacity at Water Recycling Centres

Policy Context

19.79 The four Water Recycling Centres (WRC) serving Castle Point (Benfleet, Canvey, Rayleigh and Southend) all discharges into the Thames Estuary, or its tributaries. Waters within the Thames Estuary are designated as bathing waters and shellfish waters under EU Directives. Additionally, the EU Water Framework Directive applies to the Thames Estuary, with the *Thames River Basin Management Plan* setting out water quality objectives for improving the ecological status and chemical loading of the estuary over the next 20 years. The Environment Agency is responsible for the development and monitoring of this plan.

Reasoned Justification

19.80 Castle Point is served by four water recycling centres (WRC) which treat and transmit sewerage and waste water. Canvey Island is served by Canvey WRC, South Benfleet and west of Thundersley are served by Benfleet WRC, and the east of Thundersley and Hadleigh are served by Southend WRC and Rayleigh WRC. These are combined works which treat and transmit sewerage and waste water.

19.81 The *South Essex Water Cycle Study 2012* 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.

19.82 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.

19.83 In order to reduce storm discharges, the *South Essex Water Cycle Study 2012* 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 wastewater management is supported by Anglian Water.

19.84 The *South Essex Water Cycle Study 2012* 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.

Local Policy NE10

Ensuring Capacity at Water Recycling Centres

- 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.**
 - 2. The following types of development must incorporate sustainable drainage systems that prevent surface water entering the foul/combined drainage network:**
 - a. All new developments on greenfield land;**
 - b. All new developments on land currently in use as residential garden; and**
 - c. All developments comprising the redevelopment of previously developed land.**
 - 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.**
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20. Conserving and Enhancing the Historic Environment

Conserving and Enhancing the Historic Environment

Policy Context

20.1 A heritage asset is a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include archaeological, designated and non-designated heritage features. Heritage assets within the Borough are collectively referred to as our historic environment.

20.2 The *National Planning Policy Framework (NPPF)* requires local plans to set out a positive strategy for the conservation and enjoyment of the historic environment, the principles and policies of which apply to the heritage-related consent regimes for which the local planning authority is responsible under the *Planning (Listed Buildings and Conservation Areas) Act 1990*.

20.3 When developing a positive strategy, the *NPPF* requires decision makers to take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, as well as the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring.

20.4 The *NPPF* states that great weight should be given to the asset's conservation, with greatest weight to those of most significance. Grade I and Grade II* listed buildings should be given the highest level of protection with any substantial harm or loss of such buildings being considered exceptional.

Reasoned Justification

20.5 There are a number of designated and non-designated historic assets. 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 *Conservation Area Management Plan*. Florence Gardens has also been designated as a conservation area, taking into account the design, layout, and uniformity cottages in the area.

20.6 Hadleigh contains a variety of heritage assets, including the Grade I listed St. James the Less Church and the Scheduled Ancient Monument of Hadleigh Castle. Canvey Island also has a number of listed buildings dating back to the Dutch occupation of the Island. This includes the Grade II listed Dutch Cottage on Canvey Road, and a collection of Grade II listed Dutch Cottages on Haven Road.

20.7 *Essex County Council's Essex Historic Environment Record (EHER)* database holds records for other significant archaeological finds in Castle Point. The records indicate finds dating back to the Palaeolithic, Mesolithic and Neolithic eras, as well as from Anglo Saxon, Romans and Vikings. More recent finds relate to Medieval times and World War Two structures.

20.8 There are also significant areas of Castle Point that are undeveloped, and the information on the *Essex Historic Environment Record* shows the potential for large parts of this undeveloped area of Castle Point to contain previously unidentified heritage assets.

20.9 All designated heritage assets within the Borough are listed within Appendix Five. At 2019, none of the designated historic assets in Castle Point Borough are included on the Historic England

Heritage at Risk Register. The Council will monitor this situation throughout the plan period, and if necessary, work with the owners of assets if they are found to fall onto the Register. However, at this time no such action is required. A schedule of non-designated locally significant heritage assets can also be found in Appendix Five.

Strategic Policy HE1

Conserving and Enhancing the Historic Environment

- 1. 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 setting makes to the character and appearance of the surrounding area and the original function of the asset.**
- 2. When assessing applications for development, there will be a presumption in favour of the conservation and where appropriate enhancement of all heritage assets and their setting. The Council will encourage applicants to put heritage assets to viable and appropriate use, to secure their future conservation and enhancement.**
- 3. Development proposals affecting any heritage asset should demonstrate a comprehensive understanding of its significance. This should include an understanding of the contribution made to that significance by the current setting so that it is clear to decision makers how a change would impact on heritage significance. In assessing the impact of a development proposal on a heritage asset or its setting, the Council will consider:**
 - a. The level of any harm or loss;**
 - b. The significance of the asset;**
 - c. The sustainability, economic and conservation benefits of the assets; and**
 - d. The contribution the assets makes to local character and distinctiveness.**
- 4. Development proposals which 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.**
- 5. The effect of a development proposal on the significance of a non-designated heritage asset should be considered in determining the appropriateness of relevant planning applications. Consideration will be given to scale of any harm or loss, against the significance of the heritage asset.**
- 6. Planning permission will be granted for development affecting archaeological sites providing it protects, enhances and preserves sites of archaeological interest and their settings. Where there is a non-designated heritage asset of archaeological interest which is demonstrably of equivalent significance to scheduled monuments, it will be considered in accordance with the requirements for designated assets as set out in**

part 4 of this policy. In other cases where archaeological heritage assets are known or have the potential to be present, 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 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.

21. Monitoring and Review

Monitoring Framework

21.1 The *National Planning Policy Framework (NPPF)* is clear that plans and decisions should apply a presumption in favour of sustainable development. In order to ensure that local circumstances are adequately addressed through the plan-making process, it is important that the policies set out in this plan are monitored to ensure that they are delivering the objectives of this plan.

21.2 The Local Plan Monitoring Framework is set out below. It shows the alignment between the monitoring of the Local Plan and the sustainability appraisal. Each target is the target at the end of the first five years and these will be reviewed with each review of the plan.

21.3 The outcomes of this monitoring will be reported in the annual monitoring report, prepared each year to meet the requirements of regulation 34 of the *Town and Country Planning (Local Plan) (England) Regulations 2012*.

Table 21.1: Local Plan Monitoring Framework

Objective and theme	Indicator	Target
Objective 1: To protect and enhance the range of services that support healthy and active communities within Castle Point.		
Balancing the population by making provision for the needs of older people and young people.	Housing mix includes homes suitable for older people: • Bungalows • Specialist accommodation • Homes built to part M4(2) of the Building Regulations	At least 10% of supply
	Number of additional bed spaces provided in residential/nursing homes.	At least 300 additional bed spaces
	Housing size mix aligns with the need identified in most recent SHMA	At 2020, that requirement is: 1 Bedroom – 6% 2 Bedrooms – 22% 3 Bedrooms – 43% 4 Bedrooms + - 29%
Objective 2: To provide high quality homes in sustainable locations that meet the needs of local people through an appropriate mix of housing sizes, types and tenures.		
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 291 per annum on average through the first eight years of the plan period and 430 per annum for

Objective and theme	Indicator	Target
		the remainder of the plan period.
	Number of affordable homes provided.	At least 100 affordable homes on average per annum throughout the plan period
Objective 3: To make the town centres in Castle Point places where local people want to visit and access community and local facilities.		
Maintain the vitality of town centres	Vacancy level at ground floor within primary shopping frontages	Under 10%
	Vacancy level at ground floor in non-primary areas	Under 15%
Objective 4: To create an environment that supports business growth and creates local job opportunities.		
Reduce the levels of deprivation	Indices of Multiple Deprivation overall score.	No Lower Super Output areas in 20% most deprived (currently 2 of 25). Less than 8 Lower Super Output areas in 40% most deprived (currently 11 of 25).
Reduce the number of people commuting out of Castle Point for work.	People living in Castle Point and working in Castle Point	Greater than 45% (43% in 2011)
	Area of additional employment (E(g), B2 and B8) floorspace provided.	More than 10,000 sqm
Objective 5: To promote more sustainable travel patterns within Castle Point through the location of development, and the provision of public transport and cycling infrastructure to complement the existing highway network.		
Reduce traffic congestion	Journey time reliability as measured by am and pm peak free flow % speeds.	Free flow speeds greater than 40% across the entire strategic road network in Castle Point during the am and pm peaks.
Improve the adequacy of bus services and promote active travel modes in Castle Point.	Proximity of new housing completions of sites of 10+ dwellings to public transport provision	75% within 400m and 100% within 800m

Objective and theme	Indicator	Target
Ensure that adequate cycle parking is provided	New development completions of 10+ homes or 200m+ floorspace meeting the requirements for bicycle parking provision set out in the Essex Vehicle Parking Standards	At least 90%
Objective 6: To protect and enhance the network of high quality, accessible green and open space throughout Castle Point.		
Make provision for additional high quality public open space, connected to the wider network of accessible green spaces.	Area of additional public open space provided.	At least 32ha of additional open space.
Improved access by public rights of way	Length of additional Public Right of Ways delivered	At least 2km of additional Public Rights of Way.
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.		
Conserve, enhance and increase biodiversity and natural habitats in Castle Point.	Sites of Special Scientific Interest (SSSI) in a good or improving condition.	100%
	Area of Local Wildlife Site coverage.	At least 872ha
	Proportion of new developments over 1ha incorporating Green Infrastructure provision.	100%
Improved air quality	Number of monitoring points across the borough where NO ₂ levels exceed statutory maximum limits (40 ug-m-3).	Zero
	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
Protect the Thames Estuary Landscape and its historic assets from inappropriate development.	Development within Historic Natural Landscape	No instances of inappropriate Development within Historic monitoring Natural Landscape areas

Objective and theme	Indicator	Target
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
Objective 8: To promote high levels of sustainability and resilience to natural and man-made risks through the location and design of development, having regard to the implications of climate change, including flood risk from all sources		
Reduce the risk of flooding from all sources and climate change for current and future residents and businesses.	Developments approved unconditionally against the advice of the Environment Agency or the lead local flood authority (Fluvial and Tidal).	0%
Development proposals include a high level of sustainable design and construction, promoting water, energy and thermal efficiency, and ensuring waste minimisation during construction.	Development proposals measured against the Building Regulations for Residential Development (M3), or the Very Good BREEAM standard for non-residential development.	100% residential - 110lpppd water efficiency 100% non-residential – at least 50% of the credits available for reduction in CO2 emissions (Ene1) 100% non-residential - at least 50% of the credits available for reduction in water consumption (Wat1)

Review

21.4 In order to ensure the policies in this plan remain relevant and applicable to the socio-economic and environmental circumstances of the borough, and any policy context in which the plan-making and development management processes operate, the Council will, as necessary, undertake partial reviews of this plan. The results of monitoring against the monitoring framework set out above will be used to indicate where socio-economic or environmental change justify such a review.

21.5 A full review of this plan will be completed within 5 years of its Adoption and every 5 years thereafter. The Plan will be rolled for 5-years on each review to maintain a 15-year plan period.

Appendices

Appendix One: Urban Design Objectives

Table 1.1: Urban Design Objectives

Title	Definition	Objective
Character	A place with its own identity	To promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture
Continuity and Enclosure	A place where public and private space are clearly distinguished	To promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas
Quality of the Public Realm	A place with attractive and successful outdoor areas	To promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people
Ease of Movement	A place that is easy to get to and move through	To promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport
Legibility	A place that has a clear image and is easy to understand	To promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around
Adaptability	A place that can change easily	To promote adaptability through development that can respond to changing social, technological and economic conditions
Diversity	A place with variety and choice	To promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs

Appendix Two: Urban Design Approaches

Table 2.1 Urban design approaches

Approach	Appropriate Elements
Arcadia	• housing laid out according to landscape dominated principles; • creating the illusion of a rural environment in a residential area; • layout allows houses to appear at intervals among trees and landscape features as surprise hidden features in the dominant landscape; • 'leafy' suburbs concealing houses among mature trees so visual appearance is of a landscape setting rather than housing; • typified by layout of parks of great country houses; • front gardens should be enclosed by hedges in order for the landscape to dominate the housing; • most suitable sites are those which already have significant density of mature trees and hedges; • consideration of how to enhance existing tree cover with new planting, and to establishing new patterns of substantial tree and hedge cover where existing vegetation is sparse; • plant material should not be alien to naturally occurring species
Boulevard	• formal plans and geometric patterns, such as boulevards, avenues, crescents, circuses, ovals or rectangles, and common architectural style and detailing; • success depends on abundant and appropriate tree planting; • structural tree and hedge planting reinforces the concept; • trees predominate and enclose public space, but more formal arrangement of housing allows higher densities than the Arcadia approach; • trees provide link between housing, which appears at intervals seen through driveway entrances; • tree lined avenues contain space for motorists, and pedestrians contained within inner space formed by roadside trees and front garden hedges; • layout relying on subtle combination of landscape and buildings; • create the right relationship between the height of buildings and trees and width of spaces between them, where spaces are partly created by trees and hedges and partly reliant on building groupings
Major Entry Point	• housing arranged as a composition centred on junction giving access to the site; • focal feature at junction; • tree planted verges along entrance road into site; • anti-noise bunds if heavily trafficked; • entrances to dwellings onto entrance road, rather than existing main road, to discourage on street or front forecourt parking
Large Landscaped Square	• housing enclosing a large landscaped square; • parking and garaging provided on-plot to the rear, accessed through carriage arches to prevent car-dominated frontages; • front gardens achievable; • generous tree planting around and within square; • possible reduction in private garden provision due to housing facing landscaped square;

Approach	Appropriate Elements
	• particularly successful in combination with the Arcadia or Boulevard approaches
Formal Square	• similar to the Large Landscaped Approach, but mainly detached houses designed to a single architectural theme set in a formal plan; • parking and garaging provided on-plot between housing or to the rear, accessed through gateways; • front gardens achievable; • formal tree planting in square and central feature; • particularly successful in combination with the Arcadia or Boulevard approaches
Village Green	• variety of housing providing continuity of frontage to the green; • parking provided on-plot or communally with natural surveillance; • often accessed through carriage arches; • possible reduction in private garden provision due to housing facing green; particularly successful in combination with the Arcadia approach
Mews Court	• housing arranged in courtyard layout; • courtyard containing visitor parking square and trees; • enclosed corners to square; • resident parking beneath or behind buildings; • carriage arches maintain continuity of frontage; • taller buildings emphasis central axis

Appendix Three: Open Spaces

The Table below lists the open spaces as identified on the Policies Map. These spaces together with smaller open spaces, which are too small to accurately detail on the Policies Map, are subject to Policy HS7.

Table 3.1 Schedule of Open Spaces

Name	Address	Ward	Type of Open Space
Arthur Stevens Open Space	Top of Limetree Avenue, Benfleet	Appleton	Natural and semi natural areas
The Crescent Recreation Ground	Crescent Road, Hadleigh	St. James'	Amenity greenspace
The Crescent Play Area	Crescent Road, Hadleigh	St. James'	Young people and children
Thundersley Glen	Off Kiln Road, Thundersley	Boyce	Natural and semi natural areas
Hadleigh Castle Country Park	Castle Lane, Hadleigh	St. James'	Country parks
John H Burrows Recreation Ground	Daws Heath Road, Hadleigh	Victoria	Outdoor sports facilities
John H Burrows Play Area	Daws Heath Road, Hadleigh	Victoria	Young people and children
King George V Playing Field (Thun)	Shipwrights Drive, South Benfleet	Boyce	Amenity greenspace
King George V Playing Field Play Area (Thun)	Shipwrights Drive, South Benfleet	Boyce	Young people and children
Little Common	Great Burches Road, Thundersley	St. Peter's	Natural and semi natural areas
Memorial Ground	London Road, Hadleigh	St. James'	Amenity greenspace
Memorial Ground Play Area	London Road, Hadleigh	St. James'	Young people and children
Memorial Ground War Memorial Garden	London Road, Hadleigh	St. James'	Parks and Public gardens
Shipwrights Wood	Shipwrights Drive, South Benfleet	Boyce	Natural and semi natural areas
South Benfleet Playing Fields	Brook Road, South Benfleet	St. Mary's	Outdoor sports facilities
South Benfleet Playing Fields Play Area	Brook Road, South Benfleet	St. Mary's	Young people and children
Swans Green Recreation Ground	Hart Road, Thundersley	Cedar Hall	Amenity greenspace
Swans Green Play Area	Hart Road, Thundersley	Cedar Hall	Young people and children
Tarpots Recreation Ground	Church Road, New Thundersley	St. George's	Amenity greenspace
Tarpots Play Area	Church Road, New Thundersley	St. George's	Young people and children

Name	Address	Ward	Type of Open Space
Thundersley Great Common	Common Approach, Thundersley	Cedar Hall	Natural and semi natural areas
Thundersley Common Recreation Ground	Common Approach, Thundersley	Cedar Hall	Amenity greenspace
Thundersley Common Recreation Ground Play Area	Common Approach, Thundersley	Cedar Hall	Young people and children
Woodside Park	Manor Road, New Thundersley	St. Peter's	Amenity greenspace
Woodside Park Playing Fields	Manor Road, New Thundersley	St. Peter's	Outdoor sports facilities
Woodside Park Playground (East)	Manor Road, New Thundersley	St. Peter's	Young people and children
Woodside Park Playground (West) (Skate Ramp)	Manor Road, New Thundersley	St. Peter's	Young people and children
Beveland Open Space	Beveland Road, Canvey Island	Canvey East	Amenity greenspace
The Gun Site Recreation Ground	West Crescent, Canvey Island	Canvey Central	Amenity greenspace
King George V Recreation Ground (Canvey)	Blackthorne Road, Canvey Island	Outdoor sports facilities	Canvey South
King George V Play Area (Canvey)	Blackthorne Road, Canvey Island	Canvey South	Outdoor sports facilities
Kismet Park	Weel Road, Canvey Island	Canvey East	Amenity greenspace
Kismet Park Play Area	Weel Road, Canvey Island	Canvey East	Young people and children
Labworth Park	Furtherwick Road, Canvey Island	Canvey South	Amenity greenspace
Inland Esplanade	Furtherwick Road, Canvey Island	Canvey East	Green corridors
Thames Estuary/ Waterfront	Furtherwick Road, Canvey Island	Canvey East	Thames Estuary / Waterfront
Esplanade paddling pool	East Esplanade, Canvey Island	Canvey South	Young people and children
Thorney Bay Play Area	Furtherwick Road, Canvey Island	Canvey South	Young people and children
The Lake	End of Denham Road, Canvey Island	Canvey Central	Green corridors
Larup Gardens	Larup Avenue, Canvey Island	Canvey North	Young people and children
Canvey FC	Park Lane, Canvey Island	Canvey East	Outdoor sports facilities
Leigh Beck Recreation Ground	Park Lane, Canvey Island	Canvey East	Amenity greenspace
Leigh Beck Recreation Ground	Park Lane, Canvey Island	Canvey East	Young people and children
Waterside Farm Synthetic Pitch	Somnes Avenue, Canvey Island	Canvey West	Outdoor sports facilities

Name	Address	Ward	Type of Open Space
Woodside Park Playing Fields Play Area (West)	Manor Road, New Thundersley	St. Peter's	Young people and children
Russell Head Farm	Somnes Avenue, Canvey Island	Canvey West	Amenity greenspace
Smallgains Recreation Ground	Creek Road, Canvey Island	Canvey East	Outdoor sports facilities
Southwick Dyke	Link Road, Canvey Island	Canvey Central	Green corridors
Tewkes Creek Recreation Ground	Dovervelt Road, Canvey Island	Canvey Winter Gardens	Outdoor sports facilities
Tewkes Creek	Dovervelt Road, Canvey Island	Canvey Winter Gardens	Natural and semi natural areas
Villa Road Recreation Ground	Villa Road, South Benfleet	Appleton	Amenity greenspace
Villa Road Play area	Villa Road, South Benfleet	Appleton	Young people and children
Waterside Farm Recreation Ground	Somnes Avenue, Canvey Island	Canvey West	Outdoor sports facilities
Waterside Farm Play Area	Church Parade, Canvey Island	Canvey West	Young people and children
Waterside Farm Skate Park	Somnes Avenue, Canvey Island	Canvey West	Young people and children
Canvey Heights Country Park	Off Smallgains Avenue, Canvey Island	Canvey North	Country parks
Two Trees Island	Two Trees Island, Leigh-on-Sea	St. James'	Country parks
Concord Rovers FC	Thames Road, Canvey Island	Canvey West	Outdoor sports facilities
Dutch Cottage Garden	Canvey Road, Canvey Island	Canvey West	Parks and public gardens
Northwick Road Playing Field	Canvey Road, Canvey Island	Canvey West	Outdoor sports facilities
Hadleigh tennis club	Elm Road, Hadleigh	St. James'	Outdoor sports facilities
Canvey FC Youth Team	Somnes Avenue, Canvey Island	Canvey West	Outdoor sports facilities
St Michaels Church	Bramble Road, Hadleigh	Victoria	Natural and semi natural areas
South Benfleet Cemetery	Jotmans Lane, South Benfleet	St. Mary's	Cemeteries and churchyards
Woodside Cemetery	Woodside Avenue, Thundersley	St. Peter's	Cemeteries and churchyards
St. Mary's Churchyard	High Road, South Benfleet	St. Mary's	Cemeteries and churchyards
St. Peter's Churchyard	Church Road, Thundersley	St. Peter's	Cemeteries and churchyards
St. James-the-less Churchyard	50 Rectory Road, Hadleigh	St. James'	Cemeteries and churchyards
Willow Cemetery	Northwick Road, Canvey Island	Canvey West	Cemeteries and churchyards
St. Katherine's Churchyard	Canvey Road, Canvey Island	Canvey West	Cemeteries and churchyards

Name	Address	Ward	Type of Open Space
North Benfleet Hall Wood	Woodside Avenue, Thundersley	St. George's	Natural and semi natural areas
Coombe Wood	London Road, Hadleigh	St. Peters	Natural and semi natural areas
Starvelarks Wood	Off Daws Heath Road, Hadleigh	Victoria	Natural and semi natural areas
Tile Wood	St Michael's Road, Benfleet	Victoria	Natural and semi natural areas
Wyburn Wood (Tile Wood West)	Off Daws Heath Road, Hadleigh	Victoria	Natural and semi natural areas
Pound Wood	Bramble Road, Benfleet	Victoria	Natural and semi natural areas
Great Wood Nature Reserve	Scrub Lane, Hadleigh	St. James'	Natural and semi natural areas
Dodds Grove	Off Poors Lane, Hadleigh	Victoria	Natural and semi natural areas
Poors Lane Golf Course	From Poors Lane North and Sylvan Road	Victoria	Natural and semi natural areas
West Wood	Off Rayleigh Road, Hadleigh	Victoria	Natural and semi natural areas
Fane Wood	Off Fane Road, New Thundersley	St. Peter's	Natural and semi natural areas
Castle Point Golf Course	Somnes Avenue, Canvey Island	Canvey Winter Gardens	Outdoor sports facilities
Boyce Hill Golf Course	Vicarage Hill	Boyce	Outdoor sports facilities
West Canvey Marshes (RSPB Land)	Off of roundabout junction of Canvey Road and Roscommon Way	Canvey West	Natural and semi natural areas
Canvey Wick SSSI	Northwick Road, Canvey Island	Canvey West	Natural and semi natural areas
Creekside	Creekside Recreation Ground, Watlington Road, Benfleet	St. Mary's	Natural and semi natural areas
Woodside Avenue Recreation Ground	Woodside Avenue, Benfleet	St. George's	Amenity greenspace
Kismet Park Adizone	Eastern Esplanade, Canvey Island	Canvey East	Outdoor sports facilities
West Canvey Marshes Play Area	Off of roundabout junction of Canvey Road and Roscommon Way	Canvey West	Young people and children
Labworth Park Bumblebee Park	Furtherwick Road, Canvey Island	South Canvey	Parks and Public gardens
Labworth Park Sensory Gardens	Furtherwick Road, Canvey Island	Canvey South	Parks and Public gardens
Canvey Gateway	Canvey Way, Canvey Island	Canvey West	Parks and Public gardens
Hadleigh Castle	Castle Lane, Hadleigh	St. James'	Natural and semi natural areas

Name	Address	Ward	Type of Open Space
Long Road Playing Field	Long Road, Canvey Island	Canvey Central	Outdoor sports facilities
King George V Childrens Play Area (Canvey)	Blackthorne Road, Canvey Island	Canvey South	Young people and children
Legacy XS Centre Skate Park	Richmond Park, High Road	St. Mary's	Young people and children
Woodside Park Bowls Pavilion	Woodside Park, Manor Road, Thundersley	St. Peter's	Outdoor sports facilities
Hadleigh Bowls Club Pavilion	John H Burrows Recreation Ground, Rectory Road, Hadleigh	Victoria	Outdoor sports facilities
John H Burrows Recreation Ground Tennis Courts	Rectory Road, Hadleigh	Victoria	Outdoor sports facilities
South Benfleet & Canvey Bowling Club	Brook Road, Benfleet	St. Mary's	Outdoor sports facilities
Canvey Sea Wall (North)	Canvey Island	Canvey East	Green corridors
Benfleet to Leigh Pathway	Benfleet	Boyce	Green corridors
Daws Heath Evangelical Church	Daws Heath Road, Daws Heath	Victoria	Cemeteries and churchyards
Wall Road Amenity Space	Wall Road, Canvey Island	Canvey East	Amenity Space

Table 3.1 Schedule of Allotment Gardens

Name	Address	Ward
Daws Heath Allotment	Daws Heath Road, Hadleigh	Victoria
London Road Allotment	London Road, Hadleigh	St. James'
Jotmans Farm Allotment	Malwood Road, Benfleet	Appleton
Waterside Farm Allotment	Ferry Road, Canvey Island	Canvey West
Smallgains Allotment	Smallgains Avenue, Canvey Island	Canvey East
Watlington Allotment	Watlington Road, South Benfleet	St. Mary's
Hatley Gardens Allotment	Hatley Gardens, Benfleet	Appleton

Table 3.3 Schedule of Playing Fields Associated with Educational Uses

Name	Address	Ward
Kingston Primary School	Church Road, Thundersley	St. Peter's
Thundersley Primary	School Hart Road, Thundersley	Cedar Hall
Cedar Hall School	Hart Road, Thundersley	Cedar Hall
King John Senior School	Shipwrights Drive, Benfleet	Boyce
The Deanes School	Daws Heath Road	Victoria
Appleton School	Croft Road, South Benfleet	Appleton

Kents Hill Infant and Junior Schools	Kents Hill Road, South Benfleet	Appleton
Jotmans Hall Primary School	High Road, Benfleet	Appleton
Robert Drake Primary School	Church Road, Benfleet	St. Peter's
Montgomerie Primary School	Rushbottom Lane, Thundersley	St. George's
Glenwood School	Rushbottom Lane, Thundersley	St. George's
Hadleigh Junior School	Bilton Road, Hadleigh	St. James'
Westwood Academy	Beresford Close, Hadleigh	Victoria
South Benfleet Primary School	High Road, South Benfleet	St. Mary's
St Katherines Primary School	Hilton Road, Canvey Island	Canvey Winter Gardens
St Josephs Primary School	Vaagen Road, Canvey Island	Canvey Central
Leigh Beck Junior School	Point Road, Canvey Island	Canvey East
Lubbins Park Community School	May Avenue, Canvey Island	Canvey South
Northwick Park Nursery, Infant and Junior Schools	Third Avenue, Canvey Island	Canvey Winter Gardens
William Read Primary School	Long Road, Canvey Island	Canvey West
Canvey Infant and Junior Schools	Long Road, Canvey Island	Canvey West
Canvey Skills Campus (Formerly Castle View)	Meppel Avenue, Canvey Island	Canvey Winter Gardens
Cornelius Vermuyden School	Dinant Avenue, Canvey Island	Canvey West
Castle View School (Formerly Furtherwick School)	Meppel Avenue, Canvey Island	Canvey South
Leigh Beck Infants and Nursery School	Point Road, Canvey Island	St. Mary's
Woodham Ley Primary School	Rushbottom Lane, Benfleet	St. George's
Holy Family Catholic School	Kents Hill Road, Benfleet	Appleton
Winter Gardens Primary School	Hilton Road, Canvey Island	Canvey East
The Chase Playing Fields	The Chase, Benfleet	Cedar Hall

Appendix Four: Local Wildlife Sites

Table 4.1 Schedule of Local Wildlife Sites

LoWS Name	Selection Criteria	England BAP Priority Habitats
CPT3 Rushbottom Lane Flood Pound	HC11 Other Neutral Grasslands HC28 Small-component Mosaics	None
CPT4 West Canvey Marshes	HC20 Coastal Grazing Marsh HC23 Saltmarsh and Mudflats SC1 Vascular Plants SC16 Hotspots for Reptile Diversity	Coastal and Floodplain Grazing Marsh Coastal Saltmarsh Intertidal mudflats
CPT5 Canvey Village Marsh	HC15 Reedbeds HC20 Coastal Grazing Marsh SC12 Breeding Water Vole Colonies SC18 England BAP Priority Invertebrates	Coastal and Floodplain Grazing Marsh Reedbed
CPT6 Benfleet Sewage Works	HC20 Coastal Grazing Marsh HC23 Saltmarsh and Mudflats HC28 Small Component Mosaics SC16 Hotspots for Reptile Diversity	Coastal Saltmarsh Intertidal Mudflats Coastal and Floodplain Grazing Marsh
CPT7 North Benfleet Hall Wood	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland
CPT8 Fane Road Meadows	HC9 Lowland Meadows	Lowland Meadows
CPT9 Kents Hill Wood	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland
CPT10 Coombe Wood	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland
CPT11 Mount Road Wood	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	None
CPT12 Vicarage Hill	HC11 Other Neutral Grassland HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	None
CPT13 Reeds Hill Pasture	HC9 Lowland Meadows	Lowland Meadows
CPT14 Thundersley Glen	HC1 Ancient Woodland Sites	Lowland Mixed Deciduous Woodland

LoWS Name	Selection Criteria	England BAP Priority Habitats
	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites HC9 Lowland Meadows HC13 Heathland and Acid Grassland	Lowland Meadows Lowland Dry Acid Grassland
CPT15 Jervis Wood Lane	HC8 Hedgerows and Green Lanes	Lowland Mixed Deciduous Woodland
CPT16 The Chase Paddocks	HC9 Lowland Meadows	Lowland Meadows
CPT17 Shipwrights Meadow	HC9 Lowland Meadows HC11 Other Neutral Grasslands	Lowland Meadows
CPT18 Shipwrights Wood	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-Ancient Sites	Lowland Mixed Deciduous Woodland
CPT19 The Lake, Canvey	HC15 Reedbeds	Reedbed
CPT20 Coopers Wood	HC2 Lowland Mixed Deciduous Woodland on Non-Ancient Sites	Lowland Mixed Deciduous Woodland
CPT21 Thundersley Great Common Wood	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland
CPT22 Nine Acre Wood	HC1 Ancient Woodland Sites	Lowland Mixed Deciduous Woodland
CPT23 Thundersley Plotlands	HC28 Small-component Mosaics HC31 Urban Sites	Lowland Mixed Deciduous Woodland Lowland Meadows
CPT24 West Wood	HC1 Ancient Woodland Sites	Lowland Mixed Deciduous Woodland
CPT25 Castle Farm	HC9 Lowland Meadows HC13 Heathland and Acid Grassland SC16 Hotspots for Reptile Diversity SC19 Important invertebrate Assemblages	Lowland Dry Acid Grassland Lowland Meadows
CPT26 Cottage Plantation and Rag Wood	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland
CPT27 Hadleigh Marsh Borrow Dyke and Sea Wall	HC11 Other Neutral Grassland HC15 Reedbeds	Reedbed
CPT28 Little Haven/Tile Wood Complex	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites HC13 Heathland and Acid Grassland HC11 Other Neutral Grasslands SC18 England BAP Priority Invertebrates	Lowland Mixed Deciduous Woodland Lowland Dry Acid Grassland

LoWS Name	Selection Criteria	England BAP Priority Habitats
CPT29 Two Tree Island West	HC24 Saline Lagoons and Borrow Dyke Habitat HC27 Post-industrial Sites SC1 Vascular Plants SC5 Notable Bird Species SC16 Hotspots for Reptile Diversity SC18 England BAP Priority Invertebrates SC19 Important Invertebrate Assemblages	Saline Lagoons Open Mosaic Habitats on Previously Developed Land
CPT30 Coxall Wood	HC1 Ancient Woodland Sites	Lowland Mixed Deciduous Woodland
CPT31 Pound Wood	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites SC7 Dormouse SC18 England BAP Priority Invertebrates	Lowland Mixed Deciduous Woodland
CPT33 Oakwood Reservoir	HC13 Heathland and Acid Grassland	Lowland Dry Acid Grassland
CPT34 Belfairs Park Wood	HC1 Ancient Woodland Sites	Lowland Mixed Deciduous Woodland
CPT35 Thorneycreek Fleet	HC15 Reedbeds	Reedbed
CPT36 Northwick Farm and Sea Wall	HC15 Reedbeds HC27 Post-industrial Sites SC18 England BAP Priority Invertebrates SC19 Important Invertebrate Assemblages	Reedbed Open Mosaic Habitats on Previously Developed Land
CPT37 Benfleet Marsh	HC20 Coastal Grazing Marsh	Coastal and Floodplain Grazing Marsh
CPT38 Brick House Farm Marsh	HC20 Coastal Grazing Marsh SC1 Vascular Plants	Coastal and Floodplain Grazing Marsh
CPT39 Benfleet Creek and Sea Wall	HC11 Other Neutral Grassland HC23 Saltmarsh and Mudflats HC27 Post-industrial Sites HC31 Urban Sites	Coastal Saltmarsh Intertidal Mudflats
CPT40 Thundersley Brickfields	HC1 Ancient Woodland Sites HC27 Post Industrial Sites HC28 Small Component Mosaics SC19 Important Invertebrate Assemblages	Open Mosaic Habitats on Previously Developed Land Lowland Mixed Deciduous Woodland
CPT41 Wall Wood	HC1 Ancient Woodland Sites	Lowland Mixed Deciduous Woodland
CPT42 Hadleigh Castle Grasslands	HC9 Lowland Meadows SC1 Vascular Plants SC18 England BAP Priority Invertebrates	Lowland Meadows

LoWS Name	Selection Criteria	England BAP Priority Habitats
	SC19 Important Invertebrate Assemblages	
CPT43 Badger Hall Woods	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland

Table 4.2 Schedule of Potential Wildlife Sites

PLoWS Name	Future Potential Selection Criteria
PLoWS 5 Windemere Road Woodland	HC27 Small-component Mosaics HC9 Lowland Meadows (may or may not be applied)
PLoWS 8 Grasmere Road Pastures	SC18 England BAP Priority Invertebrate SC19 Important Invertebrate Assemblage
PLoWS 10 Braeside Farm Pastures	HC12 Heathland and Acid Grassland SC19 Important Invertebrate Assemblages
PLoWS 11 St Michael's Road Fields	HC27 Small component Mosaics Other Species criteria could be applied
PLoWS 12 Canvey Heights Country Park	SC16 Hotspots for Reptile Diversity
PLoWS 13 Extension to Kents Hill Wood	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites
PLoWS 14 Extension to Coombe Wood	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites
PLoWS 15 Extension to Brick House Farm Marsh	HC20 Coastal Grazing Marsh SC1 Vascular Plants
PLoWS 16 Poors Lane	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites

Appendix Five: Designated Historic Assets

Listed Buildings

Benfleet

There are 20 Listed Buildings located in Benfleet

Table 5.1 Benfleet Listed Buildings

Address / Building Name	Grade	Date First Listed
Benfleet Water Tower, Benfleet Road	II	06-10-1981
The Roundhouse, 106 Benfleet Road	II	22-06-1981
Shipwrights, 241 Benfleet Road	II*	30-10-1979
5 and 7 The Close	II	15-01-1980
Street Lamp outside 7 The Close	II	22-07-1986
The Anchor Inn and Building attached to right, Essex Way	II*	22-07-1986
South Benfleet War Memorial, Essex Way	II	28-02-2008
Former Pumping Station, High Road	II	22-07-1986
Church of St Mary the Virgin, High Street	I	07-08-1952
Group of headstones between 18-22m south east of south porch of Church of St Mary the Virgin, High Street	II	22-07-1986
Table tomb approximately 14m south of south porch of Church of St Mary the Virgin, High Street	II	22-07-1986
The Hoy and Helmet Inn, High Street	II	07-08-1952
Street Lamp to west of 23 High Street	II	22-07-1986
The Half Crown Inn, 25, 27, 29 High Street	II	22-07-1986
Benfleet Conservative Club, 67 and 69 High Street	II	22-07-1986
Jarvis Hall, Thundersley Park Road	II	22-07-1986
Barn immediately to north of Jarvis Hall, Thundersley Park Road	II	22-07-1986
Cartlodge immediately north east of barn at Jarvis Hall, Thundersley Park Road	II	22-07-1986
Old Vicarage, Vicarage Hill	II	14-02-1994

Tombstone of Sir Charles Nicholson and family, High Street	II	09-11-2021
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Canvey Island

There are five Listed Buildings on Canvey Island.

Table 5.2 Canvey Island Listed Buildings

Address / Building Name	Grade	Date First Listed
Dutch Cottage, Canvey Road	II	05-02-1952
Dutch Cottage, 6 Haven Road	II	05-02-1952
The Lobster Smack Public House, Haven Road	II	03-11-1972
1 - 9 Coastguard Cottages, Haven Road (consecutive)	II	13-09-1973
Labworth Café, Western Esplanade	II	16-04-1996

Hadleigh

There are six Listed Buildings in Hadleigh.

Table 5.3 Hadleigh Listed Buildings

Address / Building Name	Grade	Date First Listed
Hadleigh Castle, Castle Lane	I	07-08-1952
96 and 98 Daws Heath Road	II	22-07-1986
Tylerset Farmhouse, 325 Daws Heath Road	II	22-07-1986
Church of St James the Less, High Street	I	07-08-1952
Junction of London Road and Meadow Road Milestone	II	06-06-1990
Hadleigh War Memorial, Memorial Recreation Ground, London Road	II	15-06-2020

Thundersley

There are five Listed Buildings in Thundersley.

Table 5.4 Thundersley Listed Buildings

Address / Building Name	Grade	Date First Listed
Great Burches Farmhouse, Burches Road	II	22-07-1986
Church of St Peter, Church Road	II*	07-08-1952
Thundersley Hall, 192 Church Road	II	05-02-1981
8 and 10 Hart Road	II	22-07-1986

Thundersley Lodge, Runnymede Chase	II	22-07-1986
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Scheduled Monuments

Benfleet

There are no Scheduled Monuments in Benfleet.

Canvey Island

There are three Scheduled Monuments on Canvey Island.

Table 5.5 Canvey Island Scheduled Monuments

Address / Monument Name	Date First Scheduled
Heavy Anti-aircraft gun site 170m south west of the junction of Cedar Road and West Crescent	22-01-2001
Roman Saltern 260m south east of Great Russell Head Farm	15-03-1972
Heavy Anti-aircraft gun site 380m east of Northwick Farm	07-07-2000

Hadleigh

There are four Scheduled Monuments in Hadleigh.

Table 5.6 Hadleigh Scheduled Monuments

Address / Monument Name	Date First Scheduled
Hadleigh Castle: An enclosure castle and an associated dam and mill	13-01-1915
Roman-British site N of Pound Wood	13-09-1974
Roman Fort (near Hadleigh)	14-01-1955
Heavy Anti-aircraft gun site on Sandpit Hill	09-03-2001

Thundersley

There are no Scheduled Monuments in Thundersley.

Conservation Areas

Benfleet

There is one Conservation Area in Benfleet.

South Benfleet Conservation Area - Designated 18th November 1988

An Article 4 (2) Direction was made on 29th October 1997 which removed permitted development rights for the following:

- *'The erection, alteration or removal of a chimney on a dwellinghouse or on a building within the curtilage of a dwellinghouse*
- *Any of the following development which would front a highway, waterway or open space:*
 - *The enlargement, improvement or any other alteration of a dwellinghouse*
 - *The alteration of a dwellinghouse roof*
 - *The erection or construction of a porch outside any external door of a dwellinghouse*
 - *The provision within the curtilage of a dwellinghouse of a building, or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwellinghouse as such, or the maintenance, improvement or other alteration of such a building or enclosure*
 - *The provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such*
 - *The installation, alteration or replacement of a satellite antenna on a dwellinghouse, or within its curtilage*
 - *The erection, construction, maintenance, improvement, alteration or demolition of any gate, fence, wall or other means of enclosure within the curtilage of a dwellinghouse*
 - *The painting of the exterior of any part of a dwellinghouse or a building or enclosure within the curtilage of a dwellinghouse'*

Canvey Island

There are no Conservation Areas on Canvey Island.

Hadleigh

There is one Conservation Area in Hadleigh.

Florence Gardens Conservation Area - Designated 18th November 1997

An Article 4 (2) Direction was made on 29th October 1997 which removed permitted development rights for the following:

- *'The erection, alteration or removal of a chimney on a dwellinghouse or on a building within the curtilage of a dwellinghouse*
- *The enlargement, improvement or any other alteration of a dwellinghouse where any part would front a highway, waterway or open space*
- *The alteration of a dwellinghouse roof where any part would front a highway, waterway or open space*
- *The erection or construction of a porch outside any external door of a dwellinghouse where that would front a highway, waterway or open space*

- *The provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such where it would front a highway, waterway or open space*
- *The installation, alteration or replacement of a satellite antenna on a dwellinghouse, or within its curtilage, where the part of the building or structure on which is to be installed would front a highway, waterway or open space*
- *The erection, construction, maintenance, improvement, alteration or demolition of any gate, fence, wall or other means of enclosure within the curtilage of a dwellinghouse where it would front a highway, waterway or open space*
- *The painting of the exterior of any part of a dwellinghouse or a building or enclosure within the curtilage of a dwellinghouse where it would front a highway, waterway or open space'*

Thundersley

There are no Conservation Areas in Thundersley.

Register of Non-designated Buildings of Local Historic or architectural Importance

The list below is the list as set out in the 1998 Register. Assets that have either been formally listed or removed by reason of their demolition are removed. The Council reviewed the list in 2013 and identified potential new assets. A further review of these will be undertaken and consulted on, prior to a formal decision to add them to the register.

Benfleet

The Close

74 Essex Way 'The Moorings'

84 Essex Way 'Forge Cottage'

86-92 Essex Way

43-51 High Street, South Benfleet

Canvey Island

2 and 3 Beechcroft Road

St Katherine's Church, Canvey Road

7 Ferndale Crescent

1, 3, 7 and 7 Haven Road

2 Haven Road and 1 Canvey Road

9 Haven Road

Former Council Offices, Long Road

Bus Depot, Point Road

Hadleigh

Sayers Farmhouse, Chapel Lane

137 Daws Heath Road

185 Daws Heath Road

1 to 4 Florence Gardens

The Castle Public House, High Street

12 and 14 High Street

Gas Lamp, St James Church

War Memorial, London Road

Junction of St Michaels Road and Bramble Road street sign

Park Farm House, Park Chase

31 to 33 Rectory Road

3 to 16 Seaview Terrace

Thundersley

17 Chancel Close

15 Common Approach

523 and 529 Rayleigh Road

Appendix Six: Glossary

Table 6.1 Glossary of terms

Relevant Abbreviation	Term	Definition (if required)
-	Active and Sustainable Travel Infrastructure	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.
-	Affordable Housing	Social rented, affordable rented and intermediate housing and Starter Homes, provided to eligible households whose needs are not met by the market. Eligibility is determined with regards to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
AQMA	Air Quality Management Area	An area where the level of NO ₂ emissions exceed 40 µgm-3 and special provisions must be made to reduce the level below 40 and this can include restrictions on new development that is likely to exacerbate the pollution levels or not support its reduction.
-	Allocation	An allocation is a proposal for land for housing, industry or other uses within a Local Plan that identifies a specific area of land to be developed within the time period of the plan.
-	Ancient woodland	Ancient woodland is an area that has been wooded continuously since at least 1600 AD. Ancient woodlands are of prime ecological and landscape importance. Many rare and threatened species are associated with this habitat. Furthermore relatively undisturbed woodland often contains features of historical, archaeological and landscape importance.
AMR	Annual Monitoring Report	An Annual Monitoring Report (AMR) is a legal requirement to monitor various indicators of the Local Planning Authority in relation to preparing the Local Plan and planning decisions in the Borough. Section 35 of the <i>Planning and Compulsory Purchase Act 2004 (as amended)</i> requires every Local Planning Authority to prepare an annual report on the implementation of the Local Development Scheme and the extent to which local planning policies are being achieved.
ASELA	Association of South Essex Local Authorities	A partnership between Basildon, Brentwood, Castle Point, Rochford, Southend-on-Sea, Thurrock and Essex Council's to delivery sustainable growth across the sub-region, improved productivity, high-quality places and strategic infrastructure and a new joint strategic plan.
-	Biodiversity	The variety of life on earth embracing all species, communities, habitats and ecosystems associated with the terrestrial, aquatic and marine environments. Usually the term refers to the variety of species within a specified area.
BAP	Biodiversity Action Plan	A strategy prepared for the local area aimed at conserving biological diversity.
-	Brownfield Land	Land that has been developed previously.
BLR	Brownfield Land Register	Brownfield Land Registers (BLR) are a statutory requirement and are designed to provide up-to-date and consistent

Relevant Abbreviation	Term	Definition (if required)
		information on sites that local authorities consider to be appropriate for residential development having regard to the criteria set out in <i>Regulation 4 of the Town and Country Planning (Brownfield Land Register) Regulations 2017</i> .
-	Building Regulations	Building Regulations define what qualifies as 'building work' and therefore what falls under the control of the regulations. It covers what types of buildings are exempt and the notification procedures that must be followed when starting, carrying out, and completing building work as well as the requirements for specific aspects of building design and construction.
BREEAM	Building Research Establishment Environmental Assessment Method	An assessment for the sustainability and environmental quality of non-residential buildings.
CQC	Care Quality Commission	The independent regulator of all health and social care services in England.
-	Climate Change	Long term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption.
CCG	Clinical Commissioning Group	Clinical Commissioning Groups (CCGs) were created following the Health and Social Care Act in 2012, and replaced Primary Care Trusts on 1 April 2013. They are clinically-led statutory NHS bodies responsible for the planning and commissioning of health care services for their local area.
CIL	Community Infrastructure Levy	The Community Infrastructure Levy (CIL) is a charge that is levied on new development floor space which is intended to contribute towards the provision of infrastructure to support growth.
COMAH	Control of Major Accident Hazards Regulations	The Control of Major Accident Hazards (COMAH) Regulations ensuring that businesses: 'Take all necessary measures to prevent major accidents involving dangerous substances. Limit the consequences to people and the environment of any major accidents which do occur'.
-	Conservation Area	An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, designated under section 69 of the <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> .
-	Contaminated Land	Contaminated Land is defined legally as land where substances could cause significant harm to people or protected species and significant pollution of surface waters or groundwater. This definition refers to contamination caused by past uses of sites such as former factories, mines, steelworks, refineries and landfills.
CDA	Critical Drainage Area	A Critical Drainage Area (CDA) is an area that has critical drainage problems and which has been notified to the local planning authority as such by the Environment Agency.
-	Density	The density of development within a given area, usually measured for housing in terms of the number of dwellings per hectare.
-	Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden,

Relevant Abbreviation	Term	Definition (if required)
		Registered Battlefield or Conservation Area designated under the relevant legislation.
-	Development	Defined in section 55 of the Town and Country Planning Act 1990 as 'The carrying out of a building, engineering, mining or other operations in, on, over or under land; or the making of any material change in the use of any building or land.'
-	Development Brief	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.
DM	Development Management	Development management is the process through which the local planning authority determines whether applications for consent should be granted (often subject to conditions or a legal agreement) or refused, also involves the planning enforcement function and giving of advice on planning matters. Consideration of these matters must be done by taking into account the Local Plan and any other material considerations.
DPD	Development Plan Document	Documents prepared by the local planning authority (including the Local Plan) setting out the main spatial strategy, policies and proposals for the area. These documents will be statutory documents and subject to an independent examination by an Inspector. They will undergo rigorous procedures of community involvement and consultation. DPDs must be consistent with and have regard to national planning policy.
DtC	Duty to Cooperate	The duty to cooperate places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an on-going basis to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters.
EDNA	Economic Development Needs Assessment	Assesses the supply of, and demand for, employment land in an area.
-	Ecology	Ecology is the study of the distribution and abundance of organisms, the interaction between organisms, the interaction between organisms and their environment, and structure and function of ecosystems.
EA	Environment Agency	The public organisation with responsibility for protecting and improving the environment in England and Wales.
ECC	Essex County Council	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.
-	Flood Risk Zones	Zones of flood risk includes Zone 1 'Low Probability of flood', Zone 2 'Medium Probability', Zone 3a 'High Probability', and Zone 3b 'The Functional Floodplain'.
-	Fluvial Flooding	Fluvial flooding relates to river flooding.

Relevant Abbreviation	Term	Definition (if required)
GPDO	General Permitted Development Order	Permitted Development rights are a national grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. Permitted development rights are subject to conditions and limitations to control impact and to protect local amenity.
-	Green Belt	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped.
-	Green Corridor	Green Corridors can link housing areas to the national cycle network, town and city centres, places of employment, and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal between wetlands and the countryside.
-	Greenfield Land	A general term to describe all sites that have not previously been developed.
-	Green Infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
-	Gypsy and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling show people or circus people travelling together as such.
HRA	Habitats Regulations Assessment	<i>European Directive 92/43/EEC</i> (the Habitats Directive) requires that any plan or project, not directly connected with or necessary to the management of a designated habitats site but likely to have significant effect thereon, should be subject to an assessment of its implications for the site.
HSE	Health and Safety Executive	The national independent watchdog for work-related health, safety and illness.
Ha	Hectare	A hectare is a unit of measurement.
-	Heritage Asset	Buildings, monuments, sites, places, areas or landscapes identified as having a degree of significant meriting consideration in planning decisions, because of a heritage interest. A heritage asset includes designated heritage assets, such as Listed Buildings, Conservation Areas and Scheduled Monuments, and assets identified by the local planning authority, including those on a local list.
-	Highway Authority	A highway authority (Essex County Council for this borough) has the responsibility of planning and maintaining the highways network (excepting trunk roads and motorways) and transportation within their area.
-	Infrastructure	Any facility, service or physical structure which supports or enables proposed development.
IDP	Infrastructure Delivery Plan	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.
JSP	Joint Strategic Plan	A plan for South Essex produced by the Association of South Essex Local Authorities.

Relevant Abbreviation	Term	Definition (if required)
-	Listed Building	Buildings designated to be of 'special architectural or historic interest' by the Secretary of State under the <i>Listed Buildings and Conservation Areas Act 1991</i> .
LTP	Local Transport Plan	Essex wide transport plan.
LPA	Local Planning Authority	The local authority responsible for planning matters in its area, Essex County Council and Castle Point Borough Council are both Local Planning Authorities (LPAs) for different planning matters in Castle Point Borough Council.
LoWS	Local Wildlife Site	Areas of land with significant wildlife value. Local Wildlife Sites support both locally and nationally threatened wildlife, and many sites will 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.
LSOA	Lower Super Output Area	The smallest areas by which the Office of National Statistics produces data.
-	Master Plan	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.
m	Metre	A unit of measurement.
-	Material Consideration	Any consideration that relates to the use and development of land is capable of being a material planning consideration.
MSA	Mineral Safeguarding Area	An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
MHCLG	Ministry for Housing, Communities and Local Government	Responsible for planning and housing within central government.
-	Mixed Use	A site that is developed for more than one use, e.g. retail, residential, business, leisure etc.
MOU	Memorandum of Understanding	A document that describes the general principles of an agreement between parties, but does not amount to a substantive contract.
NPPF	National Planning Policy Framework	A document setting out the Government's national planning requirements, policies and objectives. It replaces much of the national advice previously contained within Planning Policy Statements, Planning Policy Guidance, and Circulars. The National Planning Policy Framework (NPPF) is a material consideration in the preparation of development plans and when considering planning applications.
-	Natura 2000 Sites	Natura 2000 is a network of nature protection areas in the territory of the European Union. It is made up of SPAs and SACs designated respectively under the Habitats Directive and Birds Directive.

Relevant Abbreviation	Term	Definition (if required)
NIA	Nature Improvement Area	Nature Improvement Areas (NIA) were established to create joined up and resilient ecological networks at a landscape scale. They are run by partnerships of local authorities, local communities and landowners, the private sector and conservation organisations with funding provided by the Department for the Environment, Food and Rural Affairs (Defra) and Natural England.
-	Non-designated heritage assets	Buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets.
OAN	Objectively Assessed Need	The NPPF requires local planning authorities to meet the full objectively assessed need for housing based on up-to-date evidence.
-	Open Space	All open space of public value, including not just land, but also areas such as water (e.g. rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
OSE	Opportunity South Essex	A partnership of South Essex authorities and businesses that provides input into the South East Local Enterprise Partnership.
PPG	Planning Policy Guidance	Provides details to support the effective implementation of the NPPF.
-	Pluvial Flooding	Pluvial flooding occurs when an extremely heavy downpour of rain saturates the urban drainage system and the excess water cannot be absorbed.
-	Policies Map	A map illustrating the spatial extent of all the policies in Development Plan Documents.
PLoWS	Potential Local Wildlife Site	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.
-	Primary Shopping Area	Defined area where retail development is concentrated.
-	Primary and Secondary Frontages	Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
-	Priority Habitats and Species	Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
PRoW	Public Rights of Way	Public rights of way include footpaths, byways, bridleways and are provided over public and private land by Essex County Council.
-	Ramsar	Ramsar sites are wetlands of international importance designated under the Ramsar site Convention. The Ramsar

Relevant Abbreviation	Term	Definition (if required)
		Convention is an international agreement, which provides for the conservation and good use of wetlands.
RAMS	Recreational disturbance Avoidance Mitigation Strategy	A strategy for the improvement and protection of birds and habitats Special Protection Areas in the Essex Coastal Area to mitigate against the impact of growth within 11 local council areas, including Castle Point caused by increase visitor numbers to those areas.
-	Scheduled Monument	'Scheduling' is shorthand for the process through which nationally important sites and monuments - Scheduled Monument are given legal protection by being placed on a list, or 'schedule'. A schedule has been kept since 1882 of monuments whose preservation is given priority over other land uses.
S106	Section 106 Agreement	An agreement entered into between a landowner and the Local Planning Authority, whereby the landowner undertakes to do specific actions in Section 106 (<i>of the Town and Country Planning Act</i>). This could cover, for example, providing public open space or agreeing the detailed use of the land.
SSSI	Site of Special Scientific Interest	A Site of Special Scientific Interest (SSSI) is a formal conservation designation for an area which is of particular interest because of its fauna, flora or geological physiological features, these areas have extremely high conservation value.
SELEP	South East Local Enterprise Partnership	The South East Local Enterprise Partnership is the business led, public/private body established to drive economic growth across East Sussex, Essex, Kent, Medway, Southend and Thurrock.
SAC	Special Area of Conservation	Special Areas of Conservation (SACs) are areas which have been given special protection under the European Union Habitats Directive. They provide increased protection to a variety of animals, plants and habitats and are a vital part of global efforts to conserve world's biodiversity.
SPA	Special Protection Areas	Special Protection Areas (SPAs) are areas which have been identified as being of national and international importance for the breeding, feeding wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the ' <i>Birds Directive 1979</i> '.
SFRA	Strategic Flood Risk Assessment	An assessment of the flood defences and consequent risk of flooding for development within the borough.
SHMA	Strategic Housing Market Assessment	A cross boundary study of how housing markets are working together and the specific housing needs required within the borough including size, type and affordability.
SPD	Supplementary Planning Document	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary Planning Documents (SPDs) are capable of being a material consideration in planning decisions but are not part of the development plan.
-	Surface Water Flooding	Surface water flooding happens when rainwater does not drain away through the normal drainage systems or soak into the ground but lies on or flows over ground instead.

Relevant Abbreviation	Term	Definition (if required)
-	Sustainable Development	Development which meets the need of the present without comprising the ability of future generations to meet their own need.
SUDS	Sustainable Drainage System	Designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.
-	Town Centre	A defined area, including the primary shopping area where retail development is concentrated, and areas predominately occupied by main town centre uses adjacent to the primary shopping area.
-	Travelling Showpeople	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as identified above.
-	Use Classes Order	The <i>Town and Country Planning (Use Classes) Order 1987</i> puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class. The B use classes consist of: 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 E use classes consist of: E(a) Display or retail sale of goods, other than hot food E(b) Sale of food and drink for consumption (mostly) on the premises E(c) Provision of: E(c)(i) Financial services, E(c)(ii) Professional services (other than health or medical services), or E(c)(iii) Other appropriate services in a commercial, business or service locality E(d) Indoor sport, recreation or fitness (not involving motorised vehicles or firearms or use as a swimming pool or skating rink,) E(e) Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner) E(f) Creche, day nursery or day centre (not including a residential use) E(g) Uses which can be carried out in a residential area without detriment to its amenity: E(g)(i) Offices to carry out any operational or administrative functions,

Relevant Abbreviation	Term	Definition (if required)
		• E(g)(ii) Research and development of products or processes • E(g)(iii) Industrial processes The F use classes consist of: F1 Learning and non-residential institutions – Use (not including residential use) defined in 7 parts: • F1(a) Provision of education • F1(b) Display of works of art (otherwise than for sale or hire) • F1(c) Museums • F1(d) Public libraries or public reading rooms • F1(e) Public halls or exhibition halls • F1(f) Public worship or religious instruction (or in connection with such use) • F1(g) Law courts F2 Local community – Use as defined in 4 parts: • F2(a) Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres • F2(b) Halls or meeting places for the principal use of the local community • F2(c) Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms) • F2(d) Indoor or outdoor swimming pools or skating rinks Sui Generis Certain uses do not fall within any use class and are considered 'sui generis'.
-	Viability	An economic measure of health.
WCS	Water Cycle Study	A water cycle study is a voluntary study that helps organisations work together to plan for sustainable growth. It uses water and planning evidence and the expertise of partners to understand environmental and infrastructure capacity.
-	Windfall Site	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously developed sites that have unexpectedly become available.

Appendix Seven: Superseded Policies

Policies in this plan will replace in their entirety the 2007 saved policies from the Castle Point Borough Local Plan adopted in 1998.

Table 7.1 Policy changes from 1998 Adopted Local Plan

Saved policies 2007	Relevant policies in the new Local Plan
Green Belt	
GB2 – Re-use of buildings in the Green Belt	GB2
GB4 – Rebuilding of existing dwellings in the Green Belt	GB2
GB5 – Extensions to dwellings	GB2
GB6 – Garden extensions	Not included
GB7 – Agricultural dwellings	GB2
Environment and conservation	
EC2 - Design	DS1
EC3 – Residential amenity	NE7
EC4 - Pollution	NE1, NE7
EC5 – Crime prevention	DS1
EC7 – Natural and semi-natural features in urban areas	HS1, HS7, NE1, NE2, NE6
EC8 – The green lung	NE3
EC9 – Development affecting commercial farmland	Not included
EC10 – Protection of high quality agricultural land	Not included
EC13 – Protection of wildlife and their habitats	NE1, NE3, NE4, NE5
EC14 – Creation of new wildlife habitats	NE1, NE3, NE5
EC15 – Control of permitted development in sensitive areas	NE5
EC16 – Protection of landscape	NE2, NE6
EC17 – Special landscape area	NE2
EC18 – Permitted development in the special landscape area	NE2, NE6
EC19 – Ancient landscapes	NE2, NE6
EC20 – Landscape improvement area	Not included
EC21 – Woodland management and tree preservation orders	HS7, HS3, NE6
EC22 – Retention of trees, woodland and hedgerows	NE6
EC23 – Tree and shrub planting	DS2
EC25 – Principles of control	HE1, HS7, NE5
EC26 – Design and development	HE1
EC27 – Planning applications	Not included

Saved policies 2007	Relevant policies in the new Local Plan
EC28 – Restrictions on permitted development	HE1
EC29 – Control of demolition	HE1
EC30 – Shopfront design	DS4
EC31 - Advertisements	DS3
EC32 – Protection from demolition	HE1
EC33 – Alterations to listed buildings	HE1
EC34 – Setting of listed buildings	Appendix 5
EC35 – Re-use of listed buildings	HE1
EC36 – Grant aid	Not included
EC37 – Local list of buildings	Appendix 6
EC38 – Archaeological sites and monuments	HE1, Appendix 5
EC39 – Seafront entertainment area	EC3
Housing	
H2 – Residential land	HO1
H3 – New development sites	HO30 (Remaining sites no longer relevant)
H4 – Safeguarding of land for long term housing needs	Sites no longer relevant
H5 – Safeguarding of land for long term housing needs	Sites no longer relevant
H6 – Safeguarding of land for long term housing needs	Sites no longer relevant
H7 – Affordable housing	HO4
H9 – New housing densities	HO1, DS1
H10 – Mix of development	HO3
H11 – Accessible and wheelchair housing	DS1
H12 – Piecemeal development	Not included
H13 – Location of development	HO1, HO9-HO32
H14 – Living over the shop	HO1, TC2
H16 – Winter gardens	Not included
H17 – Housing development – design and layout	DS1, chapter 10
Employment	
ED1 – Provision of land to the south of Northwick Road	EC2
ED2 – Long term employment needs	EC2
ED3 – Protection of employment areas	EC1
ED5 – Piecemeal development	Not included
ED6 – Parking and servicing	TP8, TP9
ED7 – Environmental improvements	DS1, CC1, NE5
ED9 – Hazardous installations	NE9
Shopping	
S1 – Location of retail development	TC1, TC3, TC5, TC6, TC7

Saved policies 2007	Relevant policies in the new Local Plan
S2 – Shopping facilities at Rayleigh Weir	TC4
S3 – Primary shopping frontages	TC1
S4 – Non-retail development	TC1, TC2
S5 – Parking and servicing	TP8, TP9
S7 – Environmental improvements	DS1, TC2
S9 – Local shopping parades	TC3
S10 – Supermarket and retail warehouse development	TC4
S12 – Design, siting and illumination of advertisements	DS3
S13 – Proliferation of advertisements	DS3
S14 – Advertisements and public safety	DS3
S15 – Hoardings and poster panels	DS3
Transport	
T1 – Strategic highway network	TP1, TP2
T2 – Intensification of access use	TP4
T5 – New link road access to employment land	Not included
T6 – Access to employment land	EC2
T7 – Unmade roads	Not included
T8 – Car parking standards	TP8
T10 - Cycleways	TP1, TP4, TP5, TP7
T11 – Cycleway construction	TP1, TP4, TP5, TP7
T12 – Bus services	TP1, TP5
T15 – Water-borne freight	Not included
Recreation	
RE2 – Golf courses	HS3
RE4 – Provision of children’s play space and parks	HS3
RE5 – Public open space	HS7
RE6 - Allotments	HS7
RE7 – Romsey Road allotments	HS7
RE8 – Hadleigh Castle Country Park	Not included
RE9 – Informal recreation in the countryside	Not included
RE10 – Water recreation	Not included
RE12 – Public rights of way	HS3, TP4
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

Saved policies 2007	Relevant policies in the new Local Plan
CF6 – Places of worship and community centres	HS6
CF7 – Health facilities	HS5
CF8 – Non-residential health care	HS5
CF9 – Access and non-domestic development	Not included
CF12 – Powerlines and cables	CM1
CF13 – Phasing of development	Chapter 9 and 10
CF14 – Surface water disposal	CC3
CF15 – Water supply	CC4
CF16 - Telecommunications	CM1
CF17 – Waste recycling	CC4, TP9

Appendix Eight: Community Facilities

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

Table 8.1: List of Community Facilities

Community facility	Address	Type of community facility
Glenwood School	Rushbottom Lane, Thundersley	Education
Montgomerie Primary School	Rushbottom Lane, Thundersley	Education
Woodham Ley Primary School	Rushbottom Lane, Thundersley	Education
St George's Church	Rushbottom Lane, Thundersley	Religious establishment
St George's Medical Practice	Rushbottom Lane, Thundersley	Healthcare
Hesten Day Centre	Off Church Road, Thunderlsey	Community centre
The Robert Drake Primary School	Off Church Road, Thunderlsey	Education
Great Tarpots Library	London Road, Thundersley	Library
Thundersley Methodist Church	Kennington Avenue, Thudnderlsey	Religious establishment
Kingdom Hall of Jevoah's Witnesses	Selbourne Road, Thundersley	Religious establishment
St Peter's Church	Off Church Road, Thunderlsey	Religious establishment
St Peter's Pre-School	Off Church Road, Thunderlsey	Education
Kingston Primary School	Off Church Road, Thunderlsey	Education
Thundersley Primary School	Dark Lane, Thundersley	Education
Little Footprints Nursery	Dark Lane, Thundersley	Education
Hart Road Surgery	Off Hart Road, Thundersley	Healthcare
Cedar Hall School	Off Hart Road, Thundersley	Education
Thundersley Congregational Church	Kenneth Road/ London Road, Thundersley	Religious establishment
SEEVIC (USP) College	Kiln Road, Thundersley	Education
Castle Point Borough Concil	Kiln Road, Thundersley	Community centre
Runnymede Leisure Centre	Off Kiln Road, Thundersley	Sport and recreation
Runnymede Pre School	Off Kiln Road, Thundersley	Education
Runnymede Hall	Off Kiln Road, Thundersley	Community Hall
The Deanes School	Off Daws Heath Road, Thundersley	Education
The Enchanted Wood Pre School	Off Daws Heath Road, Thundersley	Education
The Deanes Sports Centre	Off Daws Heath Road, Thundersley	Sport and recreation
Rayleigh Weir Fire Station	Rayleigh Road / Stadium Way, Thundersley	Emergency Services
Rayleigh Ambulance Station	Claydons Lane, Thundersley	Emergency Services
Daws Heath Social Hall	Off Daws Heath Road, Daws Heath	Community Hall
Daws Heath Evangelical Church	Off Daws Heath Road, Daws Heath	Religious establishment

Community facility	Address	Type of community facility
St Michael and All Angels Church	St Michael's Road, Daws Heath	Religious establishment
St Michael's Church Hall	St Michael's Road, Daws Heath	Community Hall
Virgin Active	Rayleigh Road, Thundersley	Sport and recreation
Westwood Academy	Beresford Close, Hadleigh	Education
The Hollies Surgery	Rectory Road / Softwater Lane, Hadleigh	Healthcare
Hadleigh URC Church	Off Church Road, Hadleigh	Religious establishment
Hadleigh Infants and Nursery School	Off Bilton Road, Hadleigh	Education
St Barnabas Church	Woodfield Road, Hadleigh	Religious establishment
St James the Less	London Road / High Street, Hadleigh	Religious establishment
The Salvation Army	London Road, Hadleigh	Religious establishment
St Thomas More Church Hall	High Street, 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

Community facility	Address	Type of community facility
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
Our Lady of Canvey and The English Martyrs R C Church	Long Road, Canvey Island	Religious establishment
St Nicholas Anglican Church	Long Road, Canvey Island	Religious establishment
William Read Primary School and Nursery	Long Road, Canvey Island	Education
Canvey Island Police Station	Long Road, Canvey Island	Emergency Services
Canvey Island Fire Station	Long Road, Canvey Island	Emergency Services
Little Tewkes Pre-School	Dovervelt Road, Canvey Island	Education
Methodist Church	Waarden Road, Canvey Island	Religious establishment
Little Nippers Pre School	Waarden Road, Canvey Island	Education
St Joseph's Catholic Primary School	Vaagen Road, Canvey Island	Education
The Paddocks Community Centre	Off Long Road, Canvey Island	Community Hall
Central Canvey Primary Care Centre	Off Long Road, Canvey Island	Healthcare
Castle View School	Furtherwick Road, Canvey Island	Education
Willow Pre School Playgroup	Blackthorne Road, Canvey Island	Education
Canvey Island Youth Project	Poplar Road, Canvey Island	Community centre
Canvey Island Library	Elder Tree Road, Canvey Island	Library
Canvey Island War Memorial Hall	High Street, Canvey Island	Community Hall
Canvey Island Baptist Church	High Street, Canvey Island	Religious establishment

Community facility	Address	Type of community facility
The Salvation Army	Mitchells Avenue, Canvey Island	Religious establishment
Smallgains Hall	Off Creek Road, Canvey Island	Community Hall
Lubbins Park Primary School and Nursery	Off May Avenue, Canvey Island	Education
Saint Annes Church	Off St Annes Road, Canvey Island	Religious establishment
Leigh Beck Junior School	Off Point Road, Canvey Island	Education
Leigh Beck Infant and Nursery Academy	Off Point Road, Canvey Island	Education
Thundersley Clinic	Kenneth Road, Thundersley	Healthcare
Benfleet Clinic	High Road, South Benfleet	Healthcare
Hadleigh Junior School	Church Road / The Avenue, Hadleigh	Education
Hadleigh Clinic	London Road, Hadleigh	Healthcare
Sandscastles Nursery	London Road, Hadleigh	Education
Georgie Porgie Ltd	London Road, Hadleigh	Education
Queen Bee's Day Nursery and Pre School	London Road, Thundersley	Education
Thundersley Christian Spiritualist Church	London Road, Thundersley	Religious establishment
Canvey Island Transport Museum	Point Road, Canvey Island	Sport and recreation
Canvey Island Rugby Union Football Club	Dovervelt Road, Canvey Island	Sport and community