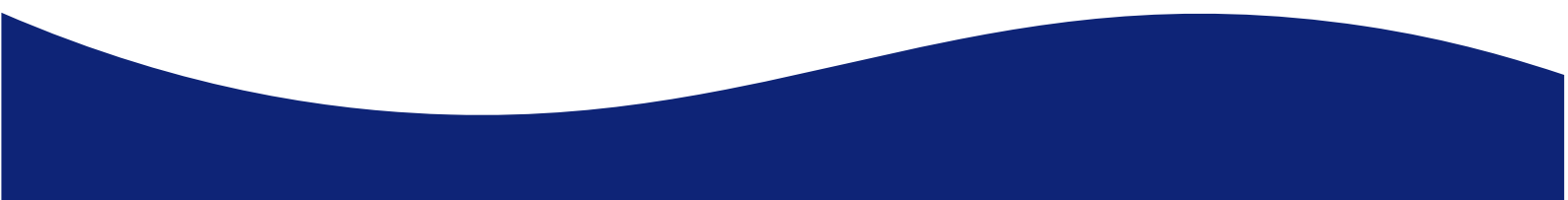


DAC Planning


Green Belt Assessment for Castle Point Borough Council


Appendices


July 2025






Appendix A: Green Belt Boundary Review: proforma for each potential major anomaly


ID	MAGB1
Potential anomaly	Glenwood School and Montgomerie Primary School, Benfleet
Potential anomaly location	51°34'32"N 0°32'43"E
Green Belt Review Part 1 (2018) Parcel	10A
Description of potential anomaly	<p>Potential anomaly is adjacent to the built-up area of South Benfleet and framed by residential uses to the South and East. To the North there is some utility infrastructure and largely green open land with mature trees and shrubs. To the West are school playing fields with the A130 situated beyond.</p> <p>Potential anomaly contains Glenwood School and Montgomerie Primary School including numerous buildings, car parking, hard-standing play areas as well as a playing field to the South East and an area of open space and trees in the North.</p>
Identified boundary for review	 <p>1:2,500</p> <p> --- GB Boundary --- GB Boundary for Review </p>
Relevant planning history	Proposed as a Green Belt alteration and to be re-designated as a community facility and playing fields associated with educational facilities in the Borough's previous and withdrawn Local Plan.
Description of current Green Belt boundary	The Green Belt boundary tracks along the rear curtilage of residential properties on the northern side of Glebelands and Rushbottom Lane forms the entire length of its eastern boundary.


<p>Recommendation</p>	 <p>1:2,500</p> <p>GB Boundary GB Removal and Revised Boundary</p>
<p>Size of potential alteration</p>	<p>3.2 Ha</p>
<p>Justification in support of recommendation</p>	<p>The majority of the potential anomaly is developed for educational use. It is no longer considered to contribute to the Purposes of the Green Belt.</p> <p>It is noted that an alteration was sought to the Green Belt boundary in this location within the Borough's previous and withdrawn Local Plan. The Inspector's final report (03.03.22) concluded in paragraph 43 that exceptional circumstances exist for the removal of this school site from the Green Belt.</p> <p>The proposed revised Green Belt boundary as outlined is the tree line to the North of the school, then tightly drawn around existing built form of the school and where the built form meets the playing field in the West.</p>


ID	MAGB2
Potential anomaly	Cedar Hall School and land to rear of 248 Hart Road Thundersley
Potential anomaly location	51°34'05"N 0°35'25"E
Green Belt Review Part 1 (2018) Parcel	6
Description of potential anomaly	<p>Potential anomaly is surrounded by a combination of green fields and residential and education uses.</p> <p>The western part of the potential anomaly comprises the rear of Cedar Hall School, including some buildings, car parking, hardstanding sports and playing areas plus some grassed areas. The main school building and associated parking are outside of the Green Belt boundary to the North fronting onto Hart Road. The eastern part of the potential anomaly is currently being developed for residential use.</p>
Identified boundary for review	
Relevant planning history	Rear of 248 Hart Road has approval (21/1137/FUL) for 44 dwellings and construction underway as of December 2024.
Description of current Green Belt boundary	The Green Belt boundary runs along the rear of residential properties on Main Road in the West parallel to a watercourse. To the North the boundary cuts across Cedar Hall School before stretching further North to follow the rear of residential properties fronting onto Hart Road. It then tracks to the side and rear of properties fronting onto Greenleas.


<p>Recommended alteration</p>	 <p>1:2,500</p> <p> □ GB Boundary □ GB Removal and Revised Boundary </p>
<p>Size of potential alteration</p>	<p>2.6 Ha</p>
<p>Justification in support of potential alteration</p>	<p>Considering the existing development of part of Cedar Hall School and the development of 44 dwellings on the land adjacent, the potential anomaly as a whole is substantially developed and is considered to make little contribution to the Purposes of the Green Belt.</p> <p>The proposed new defensible boundary stretches East from the rear of residential properties on Main Road following a minor watercourse and a mature tree line. It will then follow the residential curtilage (no.29) and play area at the southern end of the Rear of 248 Hart Road development. Finally, the boundary will cut North to join the current Green Belt boundary to the rear of residential properties on the South side of Greenleas.</p> <p>Refer to section 4 of the Green Belt Assessment which considers the cumulative effect of potential boundary changes within Parcel 6.</p>

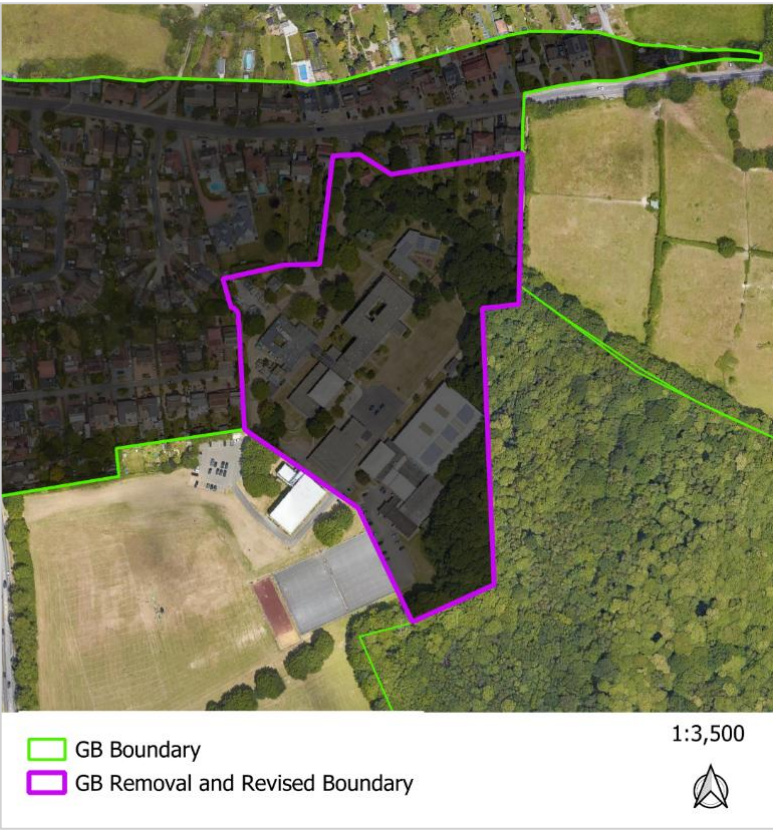
ID	MAGB3
Potential anomaly	287-291 The Chase and Chase Mews
Potential anomaly location	51°33'55"N 0°35'25"E
Green Belt Review Part 1 (2018) Parcel	6
Description of potential anomaly	Potential anomaly is developed and occupied by a road (Chase Mews), residential properties and associated gardens. The potential anomaly is surrounded by green fields to the East and West, as well as Cedar Hall School to the North. There are residential uses to the South, across The Chase and a substantial sized dwelling and associated curtilage to the West.
Identified boundary for review	 <p>Legend: — GB Boundary - - - GB Boundary for Review</p> <p>Scale: 1:3,500 </p>
Relevant planning history	<p>This area has notable recent planning history including:</p> <ul style="list-style-type: none"> - Implementation of planning permission 18/0382/OUT at Chase Nurseries (Demolition of existing buildings and erection of 11 houses). - Implementation of planning permission 20/0570/FUL (Demolition of existing dwelling and construction of 3no. detached houses).
Description of current Green Belt boundary	To the South of the potential anomaly the Green Belt Boundary runs along Wensley Road and then tracks along the South side of The Chase. It then continues North tracing the rear of the residential uses located on the northern side of The Chase.

<p>Recommendation</p>	 <p>1:3,500</p> <p> GB Boundary GB Removal and Revised Boundary </p>
<p>Size of potential alteration</p>	<p>1.6 Ha</p>
<p>Justification in support of recommendation</p>	<p>287-291 The Chase and Chase Mews are fully developed and considered to no longer contribute to the Purposes of the Green Belt, including 'openness' as a key characteristic of the Green Belt.</p> <p>It is challenging to consider an alteration to the boundary in this location, particularly around Chase Mews given its incursion into the Green Belt rather than development being more closely contained around the boundary. As a consequence, such an alteration would leave a small wedge of Green Belt to the East of the potential anomaly. The recommended new boundary to the South of The Chase extends further South than 287- 291 The Chase in order to follow the dense tree line which is considered to be a robust revised boundary. To the North of The Chase the boundary follows the rear curtilage of properties and the tree line on Chase Mews to the North and West. The tree line is less defined in the East where it would simply follow the residential curtilage.</p> <p>Refer to section 4 of the Green Belt Assessment which considers the cumulative effect of potential boundary changes within Parcel 6.</p>


ID	MAGB4
Potential anomaly	259 – 275 Rayleigh Road
Potential anomaly location	51°33'58"N 0°35'47"E
Green Belt Review Part 1 (2018) parcel	6
Description of potential anomaly	<p>Potential anomaly lies adjacent to the A129/Rayleigh Road to the East. It adjoins residential uses to the South and a less dense pattern of residential uses to the North. Its western boundary is tree covered and at least in part is likely to include substantial gardens of properties on The Chase.</p> <p>Potential anomaly comprises a line of residential dwellings fronting onto Rayleigh Road. The density of residential uses in this area has increased in recent years with the replacement of a single storey unit with a 2 storey block of six self-contained flats and the redevelopment of outbuildings for 2 homes.</p>
Identified boundary for review	 <p>1:1,200</p> <p> □ GB Boundary - - - GB Boundary for Review </p>
Description of current Green Belt boundary	<p>The South of this potential anomaly forms part of the Green Belt boundary to the rear of residential properties 346-350 The Chase. The Green Belt boundary then continues South along the western side of Rayleigh Road. None of the other edges of the potential anomaly form any of the Borough's Green Belt boundary. If this potential anomaly were to be removed from the Green Belt it is noted that there would be reduced connectivity between the Green Belt on the East and West of Rayleigh Road.</p>
Relevant planning history	This area has notable recent planning history including:


	<ul style="list-style-type: none"> - Implementation of planning permission 16/0418/FUL at 271 Rayleigh Road (Demolition of existing single storey building and construction of 2 storey block of six self-contained flats with associated parking and roof garden). - Implementation of planning permission 19/0792/FUL at 263 Rayleigh Road (Demolition of 2 No. outbuildings and construction of 2 No. dwellings).
Recommendation	 <p>1:1,200</p> <p> □ GB Boundary □ GB Removal and Revised Boundary </p>
Size of potential alteration	0.5ha
Justification in support of recommendation	<p>Reflecting development in recent years, it is considered that the potential anomaly is now comparable in density to surrounding areas that are outside of the Green Belt and that as a result the contribution made to the Green Belt Purposes is diminished. It should be noted, however, that any alteration in this location would reduce remaining Green Belt connectivity East-West across Rayleigh Road to little more than the width of a tree and create an irregular shaped boundary. Refer to section 4 of the Green Belt Assessment which considers the cumulative effect of potential boundary changes within Parcel 6.</p>


ID	MAGB5
Potential anomaly	The Deanes School, Thundersley
Potential anomaly location	51°34'05"N 0°35'58"E
Green Belt Review Part 1 (2018) Parcel	6
Description of potential anomaly	<p>The North and West of the potential anomaly abut residential uses, with land to the South West comprising playing fields. West Wood Ancient Woodland stretches out from the East of the School.</p> <p>The Deanes School is a secondary school made up of multiple two-story blocks with associated car parking. There are large school playing fields including hard courts to the South.</p>
Identified boundary for review	 <p>Legend: — GB Boundary - - - GB Boundary for Review</p> <p>Scale: 1:3,500</p> <p>North Arrow</p>
Relevant planning history	<p>Most recent notable recent planning history includes:</p> <ul style="list-style-type: none"> - Planning permission 23/0227/FUL for Artificial grass pitch, cricket facility, floodlighting and ancillary works. This relates to the current playing fields to the South West of the school. <p>Wider area (including playing fields and Virgin Active Health Club to the South/South West) proposed as an alteration to the Green Belt in the Borough's previous and withdrawn Local Plan (PGB-9 in GB-006). The Inspector's final report (03.03.22) concluded in paragraph 43 that exceptional circumstances exist for the removal of The Deanes School and Virgin Active from the Green Belt, although it was</p>

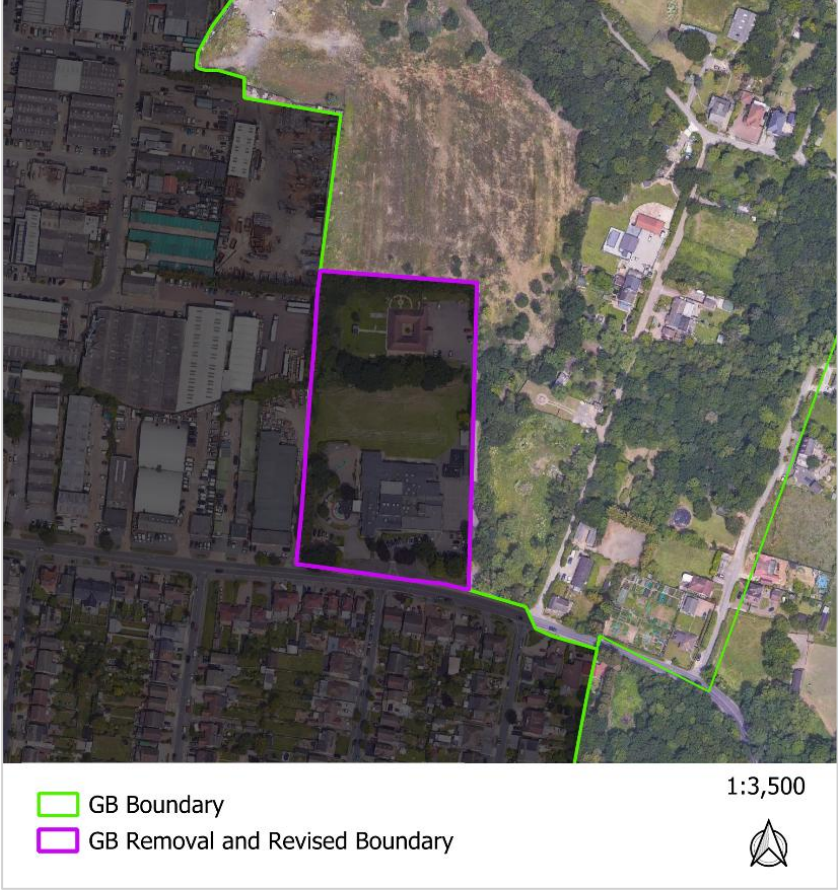
	concluded that there were no exceptional circumstances to remove the playing fields associated with the school.
Description of current Green Belt boundary	Residential uses form the Green Belt boundary to the North and West with these residential properties fronting onto Daws Heath Road and Balmerino Avenue. The current Green Belt boundary is curious in places in terms of how it cuts across the rear curtilage of properties.
Recommendation	 <p>Legend: ■ GB Boundary ■ GB Removal and Revised Boundary</p> <p>Scale: 1:3,500</p> <p>North Arrow</p>
Size of potential alteration	4.0 Ha
Justification in support of recommendation	<p>Potential anomaly is developed for educational use. It is no longer considered to contribute to the Purposes of the Green Belt. It is noted that a wider alteration (including playing fields and Virgin Active Health Club to the South West) was sought to the Green Belt boundary in this location within the Borough's previous and withdrawn Local Plan.</p> <p>The Inspector's final report (03.03.22) concluded in paragraph 43 that exceptional circumstances exist for the removal of the school from the Green Belt and Virgin Active Health Club, although it was concluded that there were no exceptional circumstances to remove the playing fields from the Green Belt. More recently, planning consent has been granted for an artificial grass pitch, cricket facility, floodlighting and ancillary works on the current playing fields to the West of the school. In considering the application, the Officer's Report concluded that 'the proposed lighting columns and flood lights would have a very minimal impact</p>

	<p>on the openness of the Green Belt' and that 'the proposal is considered to constitute appropriate development within the Green Belt'. It is not considered therefore that this change gives further grounds for appraising a wider alteration to the Green Belt boundary in this location.</p> <p>The proposed revised Green Belt boundary is therefore consistent with the Inspector's conclusions on the Borough's previously withdrawn Local Plan. A revised boundary is proposed from the residential curtilages at the eastern end of Balmerino Avenue across the school to adjoin with West Wood Ancient Woodland. Drawing of the revised boundary across the school represents a challenge in the absence of strong boundary features, although what is proposed represents a logical solution.</p>
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ID	MAGB6
Potential anomaly	Virgin Active Health Club, Thundersley
Potential anomaly location	51°33'52"N 0°35'50"E
Green Belt Review Part 1 (2018) Parcel	6
Description of potential anomaly	<p>Land to the North and East of the potential anomaly comprises playing fields. Whilst land to the West and South is in residential use.</p> <p>Potential anomaly is developed and comprises a Virgin Active Health Club and surface car parking.</p>
Identified boundary for review	 <p>Legend: — GB Boundary --- GB Boundary for Review</p> <p>Scale: 1:2,500</p> <p>North Arrow</p>
Relevant planning history	<p>Most recent notable recent planning history includes:</p> <ul style="list-style-type: none"> - Planning permission 23/0227/FUL for Artificial grass pitch, cricket facility, floodlighting and ancillary works. This relates to the current playing fields to the North of the Health Club. <p>Wider area (including playing fields and The Deanes School) proposed as an alteration to the Green Belt in the Borough's previous and withdrawn Local Plan (PGB-9 in GB-006). The Inspector's final report (03.03.22) concluded in paragraph 43 that exceptional circumstances exist for the removal the Virgin Active Health Club from the Green Belt.</p>
Description of current Green Belt boundary	The Green Belt boundary follows the western carriageway of the A129 Rayleigh Road. To the South, the boundary


	comprises an access road to residential properties (also known as Rayleigh Road) and the curtilage of a residential property to the rear of this access road.
Recommendation	 <p>1:2,500</p> <p> □ GB Boundary □ GB Removal and Revised Boundary </p>
Size of potential alteration	1.6 Ha
Justification in support of recommendation	Potential anomaly is fully developed and considered to no longer make any contribution to the Purposes of the Green Belt. The proposed new robust boundary as outlined, is along the tree line running to the North and East of the potential anomaly.



ID	MAGB7
Potential anomaly	The Robert Drake Primary School and ECL Benfleet Learning Disabilities Day Centre, South Benfleet
Potential anomaly location	51°34'20"N 0°34'00"E
Green Belt Review Part 1 (2018) Parcel	1
Description of potential anomaly	<p>Potential anomaly is located to the East of Manor Trading Estate.</p> <p>Potential anomaly comprises The Robert Drake Primary School and associated playing fields and ECL Benfleet Learning Disabilities Day Centre.</p>
Identified boundary for review	 <p>1:3,500</p> <p> □ GB Boundary --- GB Boundary for Review </p>
Relevant planning history	
Description of current Green Belt boundary	The Green Belt boundary follows the eastern edge of Manor Trading Estate and Church Road to the South.


<p>Recommendation</p>	 <p>1:3,500</p>
<p>Size of potential alteration</p>	<p>2 Ha</p>
<p>Justification in support of recommendation</p>	<p>Much of the potential anomaly is developed for educational and community use. The potential anomaly is no longer considered to contribute to the Purposes of the Green Belt.</p> <p>The Inspector's final report on the previous and withdrawn Local Plan (03.03.22) concluded in paragraph 43 that exceptional circumstances exist for the removal of a number of schools from the Green Belt, although concluded in the majority of cases that there were no exceptional circumstances to remove playing fields associated with schools from the Green Belt. This paragraph did not explicitly address The Robert Drake Primary School and ECL Benfleet Learning Disabilities Day Centre. Whilst we are in general agreement with the logic of retaining the Borough's school playing fields within the Green Belt, we consider that the circumstance of this potential anomaly warrants a different approach reflecting that the playing fields are sandwiched between the school and the day centre. Our recommendation therefore for a strong and logical boundary would be to remove the school and its associated playing fields as well as the day centre from the Green Belt.</p> <p>The proposed revised Green Belt boundary as outlined is the tree line to the North of the day centre and the access road to the day centre to the East.</p>


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ID	MAGB8
Potential anomaly	396-408 London Road, South Benfleet
Potential anomaly location	51°33'51"N 0°34'03"E
Green Belt Review Part 1 (2018) Parcel	3B
Description of potential anomaly	Potential anomaly is adjacent to the built-up area of South Benfleet and sits to the South of the A13 London Road. Potential anomaly is developed with a series of apartment blocks.
Identified boundary for review	 <p>1:2,500</p> <p> □ GB Boundary - - - GB Boundary for Review </p>
Relevant planning history	<p>Notable planning history includes:</p> <ul style="list-style-type: none"> - Planning permission 14/0668/FUL (ss CPT/25/13/FUL) and 18/1016/FUL 396-408 London Road part two/part three storey block of 24 No. self contained flats with associated parking and landscaping. - Planning permission 15/0696/FUL 408 London Road for erection of 5 No. three storey buildings containing a total of 37 self-contained flats with refuse and cycle storage, parking, landscaping and vehicular access to Catherine Road.


Description of current Green Belt boundary	The Green Belt boundary to the West of the potential anomaly follows the residential curtilage of properties on the eastern side of Downer Road.
Recommendation	 <p>1:2,500</p> <p>  GB Boundary  GB Removal and Revised Boundary </p> <p></p>
Size of potential alteration	1.5 Ha
Justification in support of recommendation	<p>This area of London Road is fully developed and considered to no longer contribute to the Purposes of the Green Belt or 'openness' as a key characteristic of the Green Belt. Density of residential uses in this location has increased significantly since the Green Belt boundary was last amended in 1998. It is acknowledged that an alteration, given its incursion into the Green Belt, would create an irregular shaped boundary to the Green Belt which may be considered to be undesirable and inappropriate, particularly considering the presence of further development adjacent to the proposed revised boundary.</p> <p>The proposed new boundary is formed by the A13 to the North of the potential anomaly, Catherine Road to the East and residential curtilage to the South.</p>


ID	MAGB9
Potential anomaly	Kents Hill Junior School & Holy Family Catholic Primary School, South Benfleet
Potential anomaly location	51°33'44"N 0°33'38"E
Green Belt Review Part 1 (2018) Parcel	3b
Description of potential anomaly	<p>Potential anomaly is bound by residential uses to the North, West and South.</p> <p>It comprises two primary schools, Holy Family Catholic Primary School to the North and Kents Hill Junior School to the South. School playing fields are within the centre of the potential anomaly and connect the two schools. Both schools have hardstanding playgrounds and car parking immediately adjacent to the buildings.</p>
Identified boundary for review	 <p>Legend: — GB Boundary - - - GB Boundary for Review</p> <p>Scale: 1:4,000 </p>
Relevant planning history	
Description of current Green Belt boundary	<p>The Green Belt boundary follows Kents Hill Road to the West of the potential anomaly and runs along Bowers Road to the North. The Southern boundary abuts housing and garages accessed from a combination of Kents Hill Road, Clifton Avenue and Felstead Road. With the latter also forming part of the Green Belt boundary.</p>


<p>Recommendation</p>	 <p>Legend: □ GB Boundary □ GB Removal and Revised Boundary</p> <p>Scale: 1:4,000</p> <p>North Arrow</p>
<p>Size of potential alteration</p>	<p>4.2 Ha</p>
<p>Justification in support of recommendation</p>	<p>Potential anomaly is substantially developed and considered to make little contribution to the Purposes of the Green Belt.</p> <p>The Inspector's final report (03.03.22) concluded in paragraph 43 that exceptional circumstances exist for the removal of a number of the Borough's schools from the Green Belt, although no direct reference was made to these particular schools. We recommend consistency in approach to schools as per the Plan Inspector's conclusions. That said, and whilst we are in general agreement with the logic of retaining the Borough's school playing fields within the Green Belt, we consider that the circumstance of this potential anomaly warrants a different approach. Reflecting that playing fields associated with the schools are sandwiched between the two schools our recommendation for a strong and logical boundary would be to remove both Holy Family Catholic Primary School and Kents Hill Junior School plus associated playing fields from the Green Belt.</p> <p>The proposed new defensible boundary is Felstead Road which runs from North to South connecting Bowers Road and Clifton Avenue. It is noted that at least part of Felstead Road is a private road, which although not ideal in respect of what constitutes a strong Green Belt boundary is likely the most robust option.</p>


ID	MAGB10
Potential anomaly	The King John School, Hadleigh
Potential anomaly location	51°33'21"N 0°35'36"E
Green Belt Review Part 1 (2018) Parcel	13
Description of potential anomaly	Potential anomaly adjoins the built-up area of Hadleigh. It comprises The King John Secondary School and associated playing fields. The school buildings are located towards the North and go up to three storeys in height. The playing fields and sports areas are to the South and along the South-eastern edge of the potential anomaly. There are also two dwellings towards the East of the potential anomaly that front onto Benfleet Road.
Identified boundary for review	 <p>Legend: — GB Boundary - - - GB Boundary for Review</p> <p>Scale: 1:4,500</p> <p>North Arrow</p>
Relevant planning history	Proposed as an alteration to the Green Belt in the Borough's previous and withdrawn Local Plan (PGB-11 in GB-006). The Inspector's final report (03.03.22) concluded in paragraph 43 that exceptional circumstances exist for the removal of The King John School from the Green Belt, although it was concluded that there were no exceptional circumstances to remove the playing fields associated with the school.
Description of current Green Belt boundary	The Green Belt Boundary to the North follows the curtilage of residential dwellings on the southern side of Nicholson Road and to the East it is formed by the curtilage of residential


	<p>dwelling on the western side of Alderwood Way. Whilst the southern boundary is Benfleet Road (B1014).</p>
Recommendation	 <p>1:4,500</p> <p> GB Boundary GB Removal and Revised Boundary </p>
Size of potential alteration	<p>7.9 Ha</p>
Justification in support of recommendation	<p>Much of the potential anomaly is developed for educational use. The potential anomaly is no longer considered to contribute to the Purposes of the Green Belt.</p> <p>The Inspector's final report (03.03.22) concluded in paragraph 43 that exceptional circumstances exist for the removal of the school from the Green Belt, although it was concluded that there were no exceptional circumstances to remove the playing field from the Green Belt. Whilst we are in general agreement with the logic of retaining the Borough's school playing fields within the Green Belt, we consider that the circumstance of this potential anomaly warrants a different approach. To the South West of the school and playing fields is a small area of housing inset from the Green Belt. Removing the built form of the school would create only a very minor band of Green Belt (i.e. the playing fields) before reaching this inset area. Our recommendation therefore for a strong and logical boundary would be to remove both The King John School and its associated playing fields from the Green Belt.</p> <p>The proposed revised Green Belt boundary as outlined is Shipwrights Drive to the West until it joins the current boundary and Benfleet Road to the South East.</p>

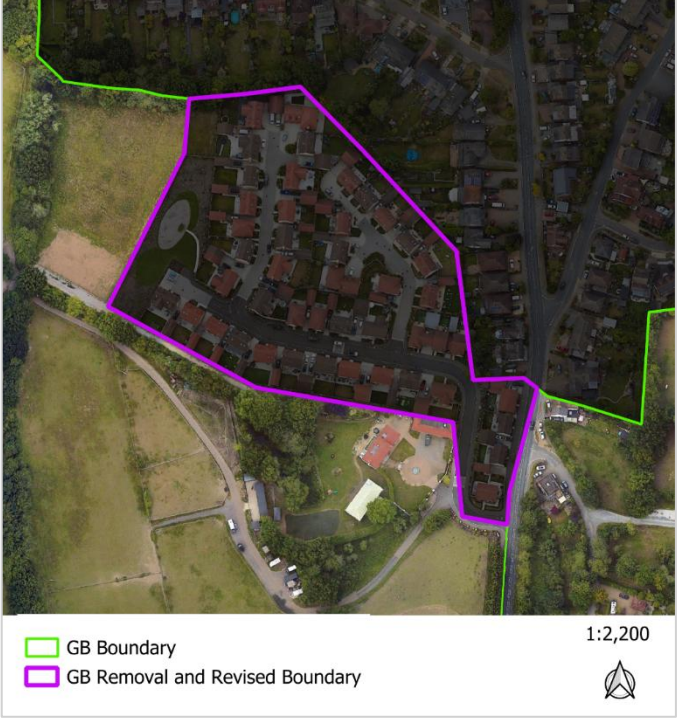
ID	MAGB11
Potential anomaly	Land at Crescent Road, South Benfleet
Potential anomaly location	51°33'10"N 0°33'49"E
Green Belt Review Part 1 (2018) Parcel	12
Description of potential anomaly	<p>Potential anomaly is surrounded by residential uses on Crescent Road to all sides and to the South by Boyce Hill Golf Course.</p> <p>Potential anomaly was developed several years ago and comprises three detached residential dwellings with associated front and rear gardens.</p>
Identified boundary for review	
Relevant planning history	Proposed as a Green Belt alteration in the Borough's previous and withdrawn Local Plan reflecting that the site has been developed and there is an opportunity to create a more sensible and regular boundary in this location.
Description of current Green Belt boundary	The current Green Belt boundary runs along the rear of residential properties along Crescent Road except in the location of this site where it protrudes to meet with Crescent Road thus creating an irregular edge to the Green Belt.


<p>Recommendation</p>	 <p>1:750</p> <p> □ GB Boundary □ GB Removal and Revised Boundary </p>
<p>Size of potential alteration</p>	<p>0.2 Ha</p>
<p>Justification in support of recommendation</p>	<p>Potential anomaly is developed with three residential dwellings which form part of a coherent and continuous frontage to Crescent Road. As such it is considered to no longer contribute to the Purposes of the Green Belt or 'openness' as a key characteristic of the Green Belt.</p> <p>The proposed revised boundary improves consistency in the Green Belt boundary in this location. The boundary is proposed to run along the rear of the curtilage of the three dwellings in question. This is considered a robust and more logical boundary.</p>


ID	MAGB12
Potential anomaly	Rayleigh Weir Fire Station and Car Dealership, Thundersley
Potential anomaly location	51°34'31"N 0°35'51"E
Green Belt Review Part 1 (2018) Parcel	4
Description of potential anomaly	<p>Potential anomaly is adjacent to the existing built-up area with the A129/Rayleigh Road running along its western boundary.</p> <p>Potential anomaly is developed and occupied by a fire station and car dealership.</p>
Identified boundary for review	 <p>Legend:</p> <ul style="list-style-type: none"> GB Boundary (solid green line) GB Boundary for Review (dashed red line) <p>Scale: 1:3,000</p> <p>North Arrow</p>
Relevant planning history	
Description of current Green Belt boundary	The Green Belt boundary currently tracks the A129 to the West of the potential anomaly and runs along Stadium Way to the North of the potential anomaly.

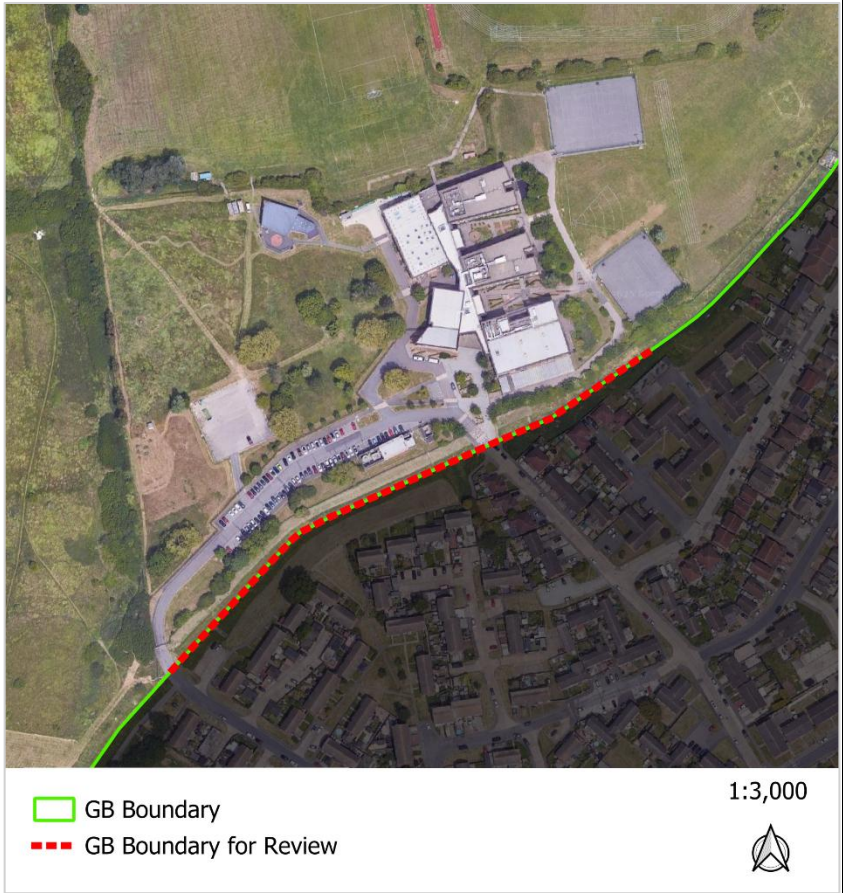
Recommendation	 <p>1:3,000</p> <p>GB Boundary GB Removal and Revised Boundary</p>
Size of potential alteration	<p>1.8 Ha</p>
Justification in support of recommendation	<p>Potential anomaly is almost fully developed and considered to no longer make any contribution to the Purposes of the Green Belt.</p> <p>The logical proposed new boundary as outlined is along the tree line running to the South and East of the potential anomaly. This is noted to be more dense and thus robust as a boundary to the East side as opposed to the South of the potential anomaly where it is weaker in places. The far South West of the potential anomaly is not developed, although it has been included within the proposed alteration reflecting the absence of an alternative defensible boundary.</p>

ID	MAGB13
Potential anomaly	Solby Wood, Daws Heath
Potential anomaly location	51°33'57"N 0°36'40"E
Green Belt Review Part 1 (2018) Parcel	4
Description of potential anomaly	<p>To the North and East of the potential anomaly are residential areas of Daws Heath. Land to the South and West predominantly comprises open green fields.</p> <p>Potential anomaly has been developed in recent years and comprises 46 homes and open space.</p>
Identified boundary for review	
Relevant planning history	Proposed as a Green Belt alteration (PGB-14) in the Borough's previous and withdrawn Local Plan reflecting that the site has been developed.
Description of current Green Belt boundary	The Green Belt boundary follows the rear boundaries of residential properties facing onto Wyburn Road, Western Road and Daws Heath Road.


<p>Recommendation</p>	
<p>Size of potential alteration</p>	<p>2.1 Ha</p>
<p>Justification in support of recommendation</p>	<p>The potential anomaly is developed for residential use with similar form and density to the existing settlement. It is no longer considered to contribute to the Purposes of the Green Belt.</p> <p>It is noted that an alteration was sought to the Green Belt boundary in this location within the Borough's previous and withdrawn Local Plan.</p> <p>The proposed revised boundary extends from Daws Heath Road in the East around the curtilage of the dwellings in Solby Wood and the play area to the West to link with the current boundary at the western end of Wyburn Road.</p>


ID	MAGB14
Potential anomaly	USP College XTEND Digital Campus and Jewish Community and School, Canvey Island
Potential anomaly location	51°31'48"N 0°35'14"E
Green Belt Review Part 1 (2018) Parcel	24
Description of potential anomaly	<p>Potential anomaly adjoins the built-up area of Canvey Island to the West and South, abutting residential uses as well as Central Wall Road (B1014). To the North and North East it is bound by a golf course and to the East it sits adjacent to Tewkes Creek and rugby sports pitches.</p> <p>The southern part of the potential anomaly is developed and operational for education purposes, including the USP College XTEND Digital Campus and a Jewish Community and School run by the Jewish Community of Canvey Island Educational Foundation. It was formerly Castle View School. The northern part of the site is a sports playing field. There is a playground in the South East and a small area of green land.</p>
Identified boundary for review	 <p>1:3,500</p> <p>GB Boundary GB Boundary for Review</p>
Relevant planning history	<p>Most recent notable recent planning history includes:</p> <ul style="list-style-type: none"> - Planning permission 24/0670/FUL (Demolish existing fire damaged building and construct two storey educational building) - Planning permission 23/0289/FUL (Single storey extension to form Mikvah (revised application of approval 19/0831/FUL) <p>Proposed as an alteration to the Green Belt in the Borough's previous and withdrawn Local Plan (PGB-8 in</p>

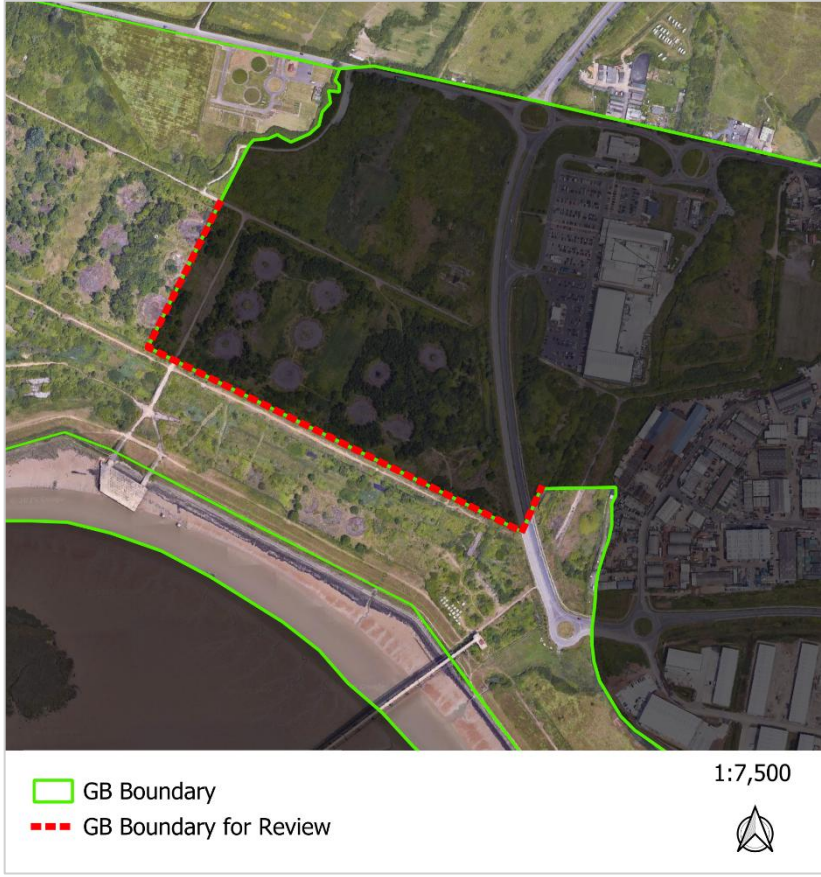
	GB-006). The Inspector's final report concluded in paragraph 43 (03.03.22) that exceptional circumstances exist for the removal of this area from the Green Belt, although it was concluded that there were no exceptional circumstances to remove the playing fields to the North from the Green Belt.
Description of current Green Belt boundary	The Green Belt boundary runs along the rear of properties and a parking area on Meppel Avenue to the East of the potential anomaly. The Green Belt's southern boundary then tracks along Central Wall Road (B1014) before deviating at Tewkes Creek to follow the curtilage of residential properties on Venlo Road and Buyl Avenue.
Recommendation	 <p>1:3,500</p> <p>GB Boundary GB Removal and Revised Boundary</p>
Size of potential alteration	2.8 Ha
Justification in support of recommendation	The majority of the potential anomaly is developed for educational use. The potential anomaly is no longer considered to contribute to the Purposes of the Green Belt. It is noted that an alteration was sought to the Green Belt boundary in this location within the Borough's previous and withdrawn Local Plan. The Inspector's final report (03.03.22) concluded in paragraph 43 that exceptional circumstances exist for the removal of this area from the Green Belt, although it was concluded that there were no exceptional circumstances to remove the playing fields to the North from the Green Belt. The proposed revised boundary is consistent with this conclusion and proposes a revised boundary to the North where the built form meets the playing field and to the East following the hedgerow and reinforced by with Tewkes Creek.

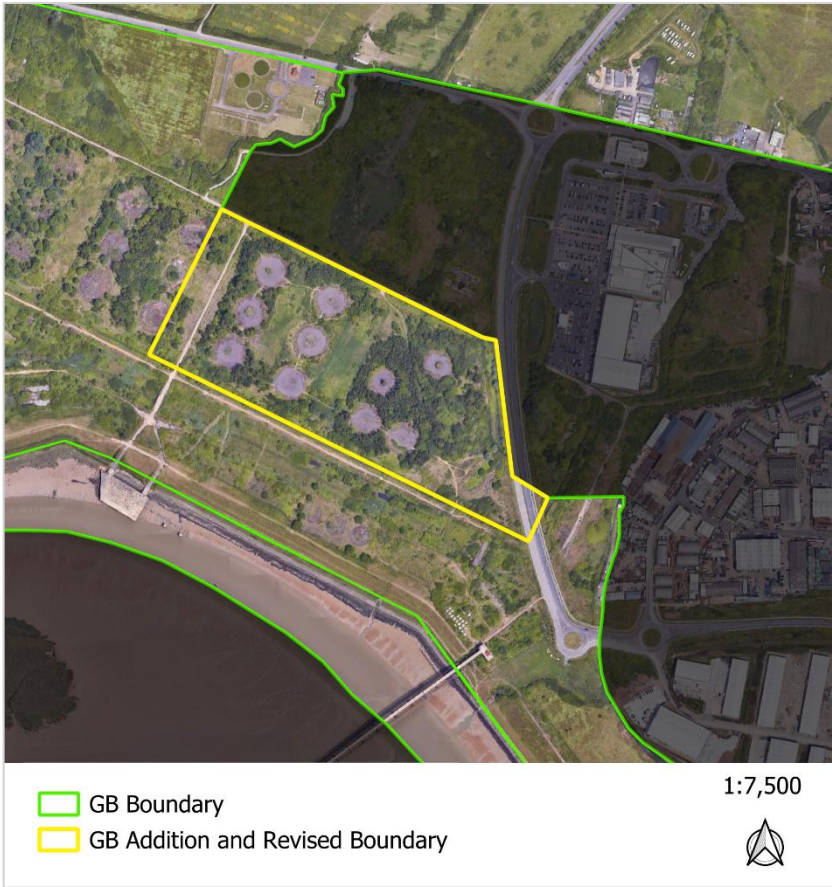
ID	MAGB15
Potential anomaly	Cornelius Vermuyden School, Canvey Island
Potential anomaly location	51°31'40"N 0°34'03"E
Green Belt Review Part 1 (2018) Parcel	26
Description of potential anomaly	<p>Residential uses lie to the South of the potential anomaly beyond a ditch. School playing fields surround the potential anomaly to the North and East and to the West is greenfield land. A Roman Saltern, Scheduled Monument is located to the North West of the potential anomaly.</p> <p>Potential anomaly comprises Cornelius Vermuyden School. The school buildings are up to three storeys in height and are located to the East of the potential anomaly. There is also a car park and green landscaping to the West and mature shrubs follow the western boundary of the potential anomaly.</p>
Identified boundary for review	 <p>1:3,000</p> <p> — GB Boundary --- GB Boundary for Review </p>
Relevant planning history	Proposed as a Green Belt alteration and to be re-designated as a community facility and playing fields associated with educational facilities in the Borough's previous and withdrawn Local Plan.

	The Inspector's final report (03.03.22) concluded in paragraph 43 that exceptional circumstances exist for the removal of the school (including playing fields) from the Green Belt.
Description of current Green Belt boundary	The Green Belt boundary follows a clearly defined ditch between the school and residential uses to the South.
Recommendation	No alteration is recommended.
Size of potential alteration	N/A
Justification in support of recommendation	<p>N/A. No alteration is recommended as per justification below.</p> <p>Although it is reflected that much of the potential anomaly is developed for educational use and no longer considered to contribute to the Purposes of the Green Belt, an alteration in this location is not recommended because it would not lead to a strong and logical revised Green Belt boundary.</p> <p>It is noted that an alteration was sought to the Green Belt boundary in this location within the Borough's previous and withdrawn Local Plan and was accepted by the Plan Inspector. It is reflected however that this conclusion was reached in combination with a proposed housing allocation to the West of the School and proposed further amendment to the Green Belt thereby forming a revised strong and logical Green Belt boundary.</p>

ID	MAGB16
Potential anomaly	Land North of Northwick Road, Canvey Island
Potential anomaly location	51°31'24"N 0°33'21"E
Green Belt Review Part 1 (2018) Parcel	23
Description of potential anomaly	<p>Potential anomaly fronts onto Canvey Road in the East and Northwick Road to the South and beyond these routes adjoins the settlement of Canvey Island and retail, employment and residential uses. On its remaining sides, the potential anomaly is bound by a residential property and greenfield land.</p> <p>Potential anomaly is currently being developed for a residential care home and was formerly a garden centre.</p>
Identified boundary for review	
Relevant planning history	<p>This area has notable recent planning history including:</p> <ul style="list-style-type: none"> - Part implementation of planning permission 22/0665/FUL (Demolition of existing buildings and construction of residential care home comprising 55No. units).
Description of current Green Belt boundary	The Green Belt boundary is formed by Canvey Road to the East and Northwick Road to the South.

<p>Recommendation</p>	 <p>1:1,500</p> <p>GB Boundary</p> <p>GB Removal and Revised Boundary</p>
<p>Size of potential alteration</p>	<p>0.5 Ha</p>
<p>Justification in support of recommendation</p>	<p>A three storey residential care home development is currently being built out on the potential anomaly. This will impact upon openness in both spatial and visual terms and it is considered the potential anomaly will no longer contribute to the Purposes of the Green result.</p> <p>Any boundary alteration would also be required to include an access road running parallel to the East of the site and a grass verge beyond which is adjacent to Canvey Road. An amended northern boundary is proposed to largely follow the curtilage of the neighbouring residential dwelling. The North West and West boundaries are notably weaker at present, although it is assumed likely that they will be strengthened upon the residential care home's completion with a planning requirement for a 1.8m close boarded fence and conceivably a planting buffer to the fence within the development. There are no alternative features to form an appropriate boundary.</p>

ID	MAGB17
Potential anomaly	Land South of Northwick Road and West of Roscommon Way, Canvey Island
Potential anomaly location	51°31'18"N 0°32'42"E
Green Belt Review Part 1 (2018) Parcel	28
Description of potential anomaly	<p>Potential anomaly is located on the West of Canvey Island, it falls within Canvey Wick Nature Reserve which is a designated Site of Special Scientific Interest (SSSI). The SSSI designation extends into the adjacent fields to the West, South and East of the site (excluding Roscommon Way). A new employment site is under construction to the North of the site, beyond the footpath.</p> <p>Potential anomaly is a public open space and is currently owned by the Land Trust and managed by the RSPB and Buglife. It is made up of a unique ex-industrial habitat, rich in rare plant and insect species, and comprising of scrub and small wooded areas.</p>
Identified boundary for review	 <p>Legend:</p> <ul style="list-style-type: none"> GB Boundary GB Boundary for Review <p>Scale: 1:7,500</p> <p>North Arrow</p>
Relevant planning history	<p>Proposed as an addition to the Green Belt in the Borough's previous and withdrawn Local Plan (PGB-15). The Inspector's final report (03.03.22) accepted exceptional circumstances for including this land in the Green Belt as follows: <i>'The alteration of the inner edge of the Green Belt boundary would reinforce the</i></p>

	<p><i>strategic gap between Canvey Island and Stanford-le-Hope, whilst providing a more robust boundary to the Green Belt at Canvey Island. Although the land is part of a SSSI, given its former use, I am not convinced that normal planning policies and development management would be adequate to keep it open. There are therefore exceptional circumstances for including this land within the Green Belt.'</i></p>
Description of current Green Belt boundary	<p>The Green Belt boundary extends South from Willow Cemetery into the site, although does not appear to follow any logical boundary. The southern boundary tracks along a clearly defined linear path until reaching Roscommon Way in the South East of the site.</p>
Recommendation	 <p>1:7,500</p> <p> □ GB Boundary □ GB Addition and Revised Boundary </p>
Size of potential alteration	<p>11 Ha</p>
Justification in support of recommendation	<p>Proposed addition to the Green Belt.</p> <p>The proposed new Green Belt boundary would create a more robust edge along physical features such as the footpath to the North and Roscommon Way to the East. By including this site within the Green Belt, the compensatory measures and improvement to environmental quality of the rich and diverse habitat would act as a compensatory factor to the loss of Green Belt elsewhere in the Borough.</p>

Green Belt Assessment Sub-area: Sub-area reference and name

Location: Nearest settlement

Sub-area size: Size in hectares

Aerial & OS maps with sub-area plotted, showing surrounding context and identifying location of images below.	

4 images from visiting the sub-area with captions denoting where images are taken from and the direction in which taken.	

1: Caption

2: Caption

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3: Caption

4: Caption

Sub-area description

What is contained in the sub-area at the present time

Relationship to surrounding area and boundaries

Describes the current boundary treatment around the perimeter of the sub-area and what land uses are adjacent to the site. This section also notes whether the land adjoining the sub-area is within the Green Belt.

Assessment of performance of Sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: None/ Weak/ Moderate/ Strong Observations:
Purpose b): To prevent neighbouring towns merging into one another	Assessment: None/ Weak/ Moderate/ Strong Observations:
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: None/ Weak/ Moderate/ Strong Observations:
Overall Sub-area performance against Purposes: None/ Weak/ Moderate / Strong	

Green Belt boundaries and potential options for mitigation of harm

Within this section we will note (for reference) whether the potential release of the sub-area would impact upon the strength of the Green Belt boundary in respect of Paragraph 148 of the NPPF which outlines that when defining Green Belt boundaries plans should: '*define boundaries clearly, using physical features that are readily recognisable and likely to be permanent*'. This will include where it might be necessary to secure mitigation to strengthen weak boundaries or to create new boundaries.

In instances where it is considered that Green Belt harm may be reduced in considering a lesser area within an identified sub-area, we will specify this within our assessment conclusion and include commentary and mapping to this effect. Cross reference is also made to the review of major anomalies in the Green Belt evidence base work where this is relevant to the sub-area.

Sub-area reference and name

Assessment conclusion: Recommend sub-area for further consideration /
Sub-area not recommended for further consideration/
Entire sub-area not recommended for further consideration. Reduced area recommended for further consideration as outlined:

Wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)	Summarises the results of the Green Belt Review Part 1 (2018) which pertain to the wider parcel within which the sub-area lies. Includes specifying Parcel number and assessment score and summary observations per Purpose a), b) and c). It should be noted that the Green Belt Review Part 1 (2018) referred to purposes numerically as 1, 2 and 3 rather than alphabetically consistent with the NPPF. It also
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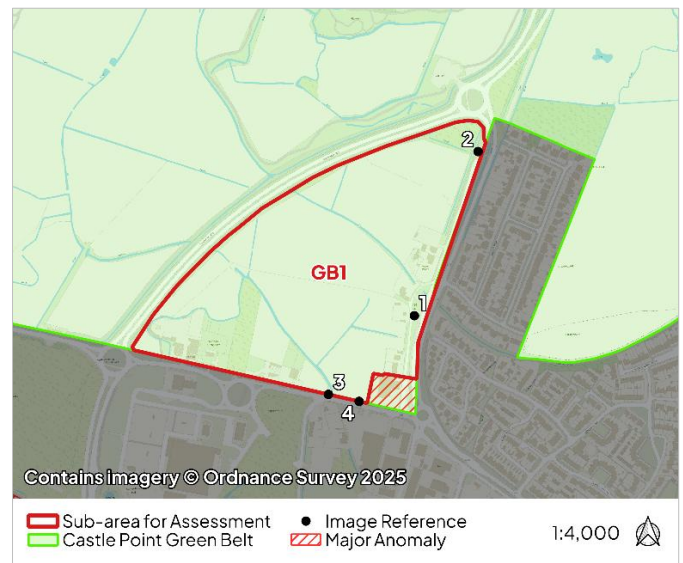
	used a different scale of scoring: None/ Minor/ Moderate/ Strong/ Very Strong.
Observations in respect of wider Green Belt	<p>This field does not inform the sub-area assessment conclusion above but is provided to assist the Council with the application of paragraph 146 of the NPPF and the review of Green Belt boundaries which outlines that <i>'authorities should review Green Belt boundaries in accordance with policies in this Framework and propose alterations to meet these needs in full, unless the review provides clear evidence that doing so would fundamentally undermine the purposes (taken together) of the remaining Green Belt, when considered across the area of the plan'</i>. It is considered that this assessment of the potential to <i>'fundamentally undermine'</i> is a test that should be applied most appropriately at a plan level rather than within the assessment of individual sub-areas as it requires a consideration of the cumulative implications of decisions taken <i>'across the area of the plan'</i>. It is intended that our observations within this section on a sub-area level will be helpful for the Council to factor into this higher-level exercise when it is conducted.</p>

Appendix C: Green Belt Assessment proforma for each sub-area

Green Belt Assessment sub-area: GB 1 Land West of Canvey Road

Location: Canvey Island

Sub-area size: 17.30 Ha



1: Eastern edge of sub-area looking west towards Canvey Island Dutch Cottage Museum.



2: North-east boundary of sub-area looking south-west.



3: Looking west from the southern boundary of the sub-area, including employment uses.



4: Looking north-east from the southern boundary of the sub-area to the eastern boundary.

Sub-area description

The sub-area is broadly triangular in shape and primarily comprises open land bound entirely by Canvey Road, Northwick Road and Roscommon Way. There is some limited development in the south and east of the sub-area. This includes several residential dwellings, a small collection of cultural buildings associated with the Dutch Village Museum and a small number of industrial/ employment uses.

Relationship to surrounding area and boundaries

The western boundary of the sub-area adjoins further Green Belt in the Borough. The eastern boundary is formed by Canvey Road beyond which is residential development. The southern boundary is formed by Northwick Road across from which is commercial / industrial development and unmanaged grass land. The western boundary follows Roscommon Way, beyond which are open fields.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Moderate Observations: The sub-area is adjacent to Canvey Island as a large built-up area. The sub-area contains limited development on its southern and eastern boundaries and is bound by three main roads. If the sub-area were to be released from the Green Belt, Roscommon Way could potentially form a clearly defined outer boundary. In respect of fit with the settlement pattern, it is helpful to consider development to the immediate south (beyond Northwick Road) and residential development to the east (beyond Canvey Road) and that potential development of the sub-area would effectively create a rounding-off of the settlement pattern.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak Observations: The sub-area is largely free of development. It lies within the Locally Important Strategic Green Belt area of Canvey Island, although its emphasis is on preventing the urban settlement from expanding to the extent of the coastal wall or urban encroachment disrupting the ecological value and landscape character of the west of the island as opposed to maintaining separation between settlements. The Green Belt Review Part 1 (2018) identified that Parcel 23 forms the strategic gap between South Benfleet and Canvey Island in conjunction with Parcel 22. The sub-area forms only a very small part of the gap between these towns. The sub-area would be able to be developed without any material loss of visual separation between Canvey Island and South Benfleet.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Moderate Observations: The sub-area is largely free of development and bound by the western built edge of Canvey Island in the south and east, and Roscommon Way in the west and north. The containment of the sub-area by three main roads and the presence of development beyond to the south and east creates a semi-urban character. However, despite the elevated nature of Roscommon Way, the expansive flat land of the wider landscape to the west and the distant rising land to the north results in the sub-area being visually open to the wider Green Belt.
Overall sub-area performance against Purposes: Moderate	

Green Belt boundaries and potential options for mitigation of harm

It is helpful to make a connection with the review of major anomalies in the Green Belt evidence base work (see section 3 in the report). This considers an area (reference: MAGB16) to the immediate south-east of this sub-area bordering Northwick Road and Canvey Road (which is currently being developed for a residential care home) and recommends that the Council considers the removal of this area from the Green Belt through the Local Plan.

Any potential release of the sub-area for development could enable re-alignment of the Green Belt boundary to Roscommon Way which would meet the NPPF definition for readily recognisable and likely to be permanent boundaries.

GB1 West of Canvey Road

Assessment conclusion: **Recommend for further consideration**

Considerations in respect of wider Green Belt

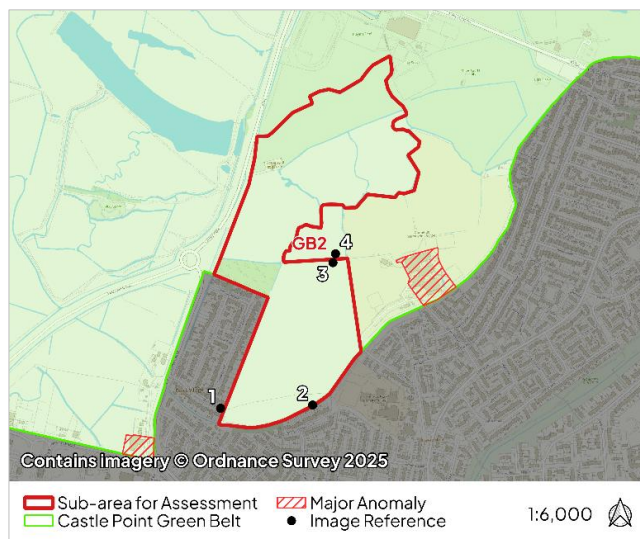
Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)	<p>Parcel 23</p> <p>Purpose a) Assessment: Strong Observations: A small proportion of the Green Belt parcel borders the west of Canvey Island. The border takes the form of the A130 and is therefore considered to be robust. However, there has been limited residential and commercial development over the A130 although this is relatively well connected to the settlement outside of the Green Belt. Development in this area is contained more effectively by Roscommon Way. There is limited sprawl along Northwick Road which makes up the southern boundary amounting to a sewage works and commercial development. This sprawl is however extremely limited in the context of the whole parcel and as such a very strong contribution against this purpose is assessed.</p> <p>Purpose b) Assessment: Moderate Observations: The parcel forms the strategic gap between South Benfleet and Canvey Island in conjunction with Parcel 22, and forms the majority of that gap. At the shortest point between the two settlements, Parcel 23 accounts for approximately 1300m of the approximate 1800m total gap. However, Parcel 22 also constitutes a strong boundary between the two settlements meaning that this parcel makes a moderate contribution to this purpose.</p> <p>Purpose c) Assessment: Very Strong Observations: The parcel is generally very flat, open, rough grassland. It is generally without hedges and is therefore an expansive landscape. The area is generally all within a local wildlife site and most is managed as an RSPB reserve. There is a visitors' carpark, linked to footpaths across the site. The flat, open character means that higher features beyond the area are noticeable, although they are generally fairly distant, such as higher land to the north, traffic on Canvey Way, Pitsea landfill and the former oil refinery. Whilst there is also some built development around the margins of the parcel, this does not impact significantly on the parcel, with the overwhelming character being of open countryside.</p>
Observations in respect of wider Green Belt	If the sub-area were released it would regularise the settlement edge of Canvey Island. Despite the long views to and from the sub-area if it were

	<p>released it would be unlikely to significantly harm the performance of the wider Green Belt owing to its limited size relative to the wider Green Belt and its moderate contribution to the relevant Green Belt purposes.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB2. Also, the review of major anomalies MAGB16.</p>
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Green Belt Assessment sub-area: GB 2 East of Canvey Road

Location: Canvey Island

Sub-area size:28.85Ha



1: Taken from the south-western edge of the sub-area looking south-east.



2: Southern edge of the sub-area looking east towards Northwick Park Primary School.



3: Within the centre of the sub-area (to the south of the Scheduled Monument) looking west along the dense hedgerow which extends to the band of trees in the west.



4: To the north of the dense hedgerow looking north, including single residential dwelling within the sub-area.

Sub-area description

The sub-area comprises open grassland and scrub with a dense band of trees in the west located to the north of adjacent residential uses. A dense hedgerow extends from this band of trees right across to the eastern boundary of the sub-area. One residential dwelling is located in the north-west of the sub-area.

Relationship to surrounding area and boundaries

The northern, eastern and part of the western boundary adjoin further Green Belt in the Borough.

The southern part of the sub-area is more enclosed and bound by a drainage ditch, residential and educational uses. The western boundary abuts Canvey Road. With the exception of bordering a leisure centre in the north, the rest of the sub-area is bound by hedged field boundaries.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

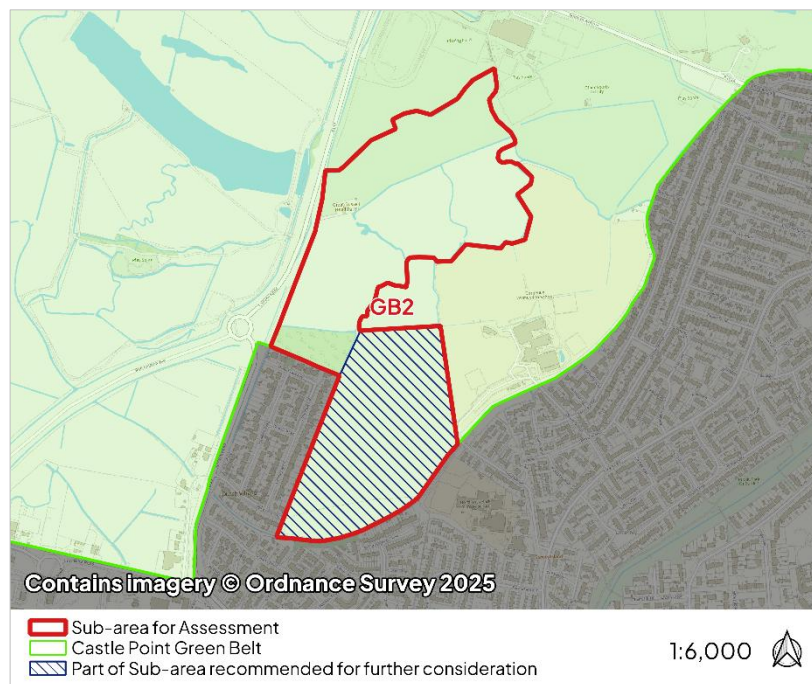
Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: The sub-area is adjacent to Canvey Island as a large built-up area. The sub-area is free of built development other than one residential dwelling. Any potential development of the southern portion of the sub-area would primarily amount to an infilling of open land following the wider Canvey Island settlement pattern reflecting the built footprint of the Dutch Village to the west and Cornelius Vermuyden School to the east. However, any development in the northern portion would relate poorly to the existing settlement pattern resulting in an incongruous pattern of development and would lack strong physical and visual containment.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak Observations: The sub-area is free of development other than one residential dwelling. It lies within the Locally Important Strategic Green Belt area of Canvey Island, although its emphasis is on preventing the urban settlement from expanding to the extent of the coastal wall or urban encroachment disrupting the ecological value and landscape character of the west of the island as opposed to maintaining separation between settlements. The Green Belt Review Part 1 (2018) identified that Parcel 26 forms part of the strategic gap between South Benfleet and Canvey Island and that its development would reduce this strategic gap, reflecting however, that there would still remain a further two parcels between these settlements. The sub-area forms a very small part of the gap between these towns.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Strong Observations: The large sub-area is free of development other than one residential dwelling. A strong natural boundary (dense hedgerow) extends from the wooded area to the north of the Dutch Village (Holland Avenue) to the school in the east. The northern portion of the sub-area which lies beyond the hedgerow provides an open expanse of countryside with wider-reaching views. In contrast, the southern portion of the sub-area is enclosed by residential uses and a school bringing an urbanising influence to this part of the sub-area.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm

GB2 East of Canvey Road

Assessment conclusion: Entire sub-area not recommended for further consideration. Reduced area recommended

As per the map below, our recommendation is that the southern element of sub-area which is not judged to score strongly against any of the Green Belt Purposes, is taken forward for consideration in order to reduce potential harm to the Green Belt and a revised potential Green Belt boundary is outlined. This reduced area, as outlined, is situated between residential uses to the west and the School to the east, and relates more strongly, to Canvey Island as a large built-up area and the existing settlement pattern. It would likely therefore substantially reduce the potential harm to the rural character of the Green Belt further to the north. A strong potential new defensible Green Belt boundary meeting the NPPF definition could be the dense hedgerow extending from the band of trees in the west of the sub-area across to the eastern boundary of the sub-area.



Considerations in respect of wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 26

Purpose a)

Assessment: Very Strong

Observations: The eastern, southern and part of the western boundary either follow residential curtilages or a drain in very close proximity to the western urban edge of Canvey Island. These boundaries are not considered to be robust but there is nonetheless no residential sprawl into the parcel. The only development within the parcel which is not considered to be appropriate development in the Green Belt is a single school. As such the parcel does not display significant urban characteristics.

Purpose b)

Assessment: Minor

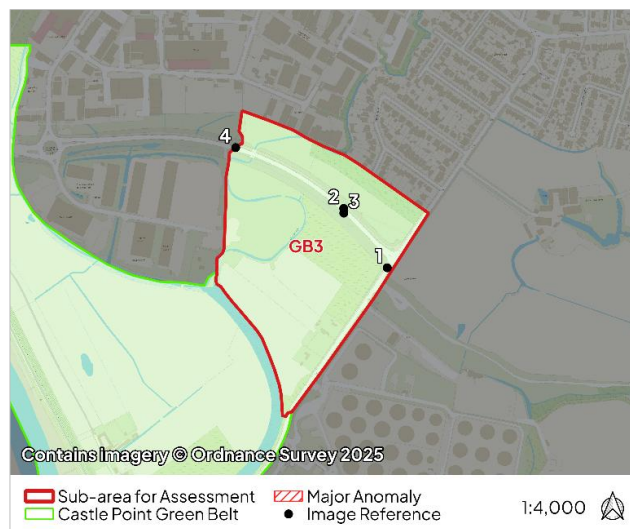
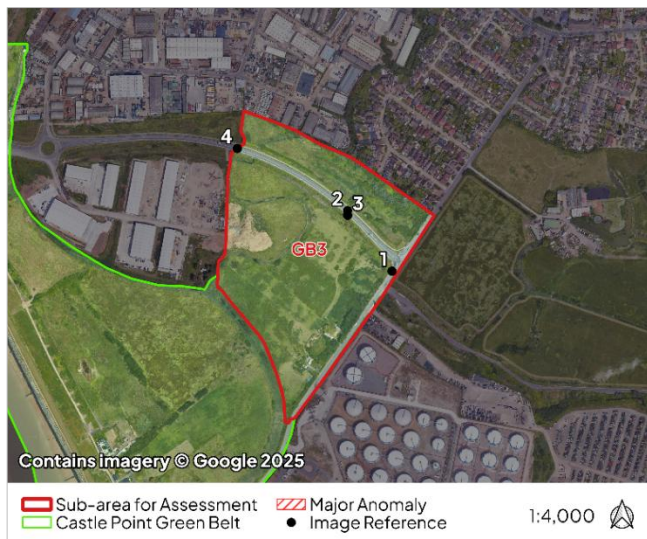
Observations: The parcel is between Canvey Island and South Benfleet. At its closest point, the current strategic gap between these two

	<p>settlements is approximately 1200m. Development of this parcel would cause a different part of Canvey Island to come within approximately 1100m of South Benfleet, although there would still be another two parcels between them. One of these parcels contains Benfleet Creek which would be a strong boundary between the two settlements.</p> <p>Purpose c) Assessment: Moderate Observations: The landform is generally flat. The land cover is grass, most of which is left long, with some areas cut relatively short. There are ditches with reeds on some field edges and a concrete-lined ditch along one of the area's edges. The area includes the grounds of a school and is bounded by metal fencing. The housing bordering the site to the east, south and part of the west is partially screened. The northern portion is of a different quality to the rest, and is used for formal recreation. The overall character is of a relatively extensive rural area close to large areas of housing, and one also influenced to some degree by the presence of the school in the east of the parcel. The parcel contains linkages to further countryside to the north and west, but these are intervened by a leisure centre and Canvey Road respectively.</p>
Observations in respect of wider Green Belt	<p>If the sub-area (as recommended for further consideration) were released it would be unlikely to significantly harm the performance of the wider Green Belt owing to its limited size relative to the wider Green Belt.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of sub-areas which are in close proximity, for example, GB1 as referred above. Also, the review of major anomalies MAGB16.</p>

Green Belt Assessment sub-area: GB 3 Land south of Charfleets, Site 39926

Location: Canvey Island

Sub-area size: 12.32 Ha



1: Taken from the south-eastern boundary of the sub-area looking west.



2: Taken from the northern part of the sub-area looking north-west.



3: Taken from the northern part of the sub-area looking south.



4: Taken from the northwestern part of the sub-area looking north.

Sub-area description

A small proportion of the sub-area lies to the north of Roscommon Way, whilst the majority of the sub-area lies to the south of this route. Roscommon Way transverses the sub-area and provides the dominant built landform feature. The sub-area comprises open grassland and shrub with some low key equestrian/ grazing use. There is some evidence of earth movement to the western boundary which may be associated with recent business park development immediately to the west of the sub-area. There is a creek and a number of ditches across the sub-area.

Relationship to surrounding area and boundaries

Only the southern boundary adjoins further Green Belt in the Borough. The southern part of the sub-area is bound by employment uses to the west and roads to the north and east. The northern part of the sub-area is bound by a road to the east and residential uses to the north. The minor western boundary is notably weak and may intend to follow a fence line.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Weak/Moderate Observations: The sub-area is adjacent to Canvey Island as a large built-up area. The sub-area comprises minimal development with evidence of some low key equestrian uses along the eastern boundary and earth movement within the west. Any potential development of the sub-area would relate well to the existing built-up area to the north, east and west, which partially encloses the sub-area on three sides. Any potential development of the sub-area would enable re-alignment of the Green Belt boundary running east to west along the creek between Haven Road and the recently completed employment area to the west which is considered robust and less convoluted than currently.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak Observations: The sub-area is predominantly free of development. It lies within the Locally Important Strategic Green Belt area of Canvey Island, although its emphasis is on preventing the urban settlement from expanding to the extent of the coastal wall or urban encroachment disrupting the ecological value and landscape character of the west of the island as opposed to maintaining separation between settlements. The Green Belt Review Part 1 (2018) identified that Parcel 28 forms part of the strategic gap between Canvey Island and Stanford-le-Hope. There is, however, a further Castle Point Green Belt Parcel (including Holehaven Creek) and land in Thurrock also between these settlements. The sub-area is also at the eastern extreme of the Parcel. The sub-area is considered to make only a weak contribution to the visual separation between towns.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Moderate Observations: The sub-area is relatively large and predominantly free of development with the exception of some buildings likely associated with equestrian use in the east and Roscommon Way in the north. The sub-area is however, considered to be largely visually contained and semi-urban in character with its environment influenced by neighbouring industrial and residential uses, as well as Roscommon Way which dissects the sub-area.
Overall sub-area performance against Purposes: Moderate	

Green Belt boundaries and potential options for mitigation of harm

Subject to any potential release of the sub-area for development, the new Green Belt boundary would meet the NPPF definition for readily recognisable and likely to be permanent boundaries.

GB3 Land south of Charfleets, Site 39926

Assessment conclusion: **Recommend for further consideration**

Considerations in respect of wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 28

Purpose a)

Assessment: **Very Strong**

Observations: The parcel is adjacent to industrial areas in the south associated with Canvey Island as well as a small amount of residential development. Although existing boundaries are not robust, there has only been limited urban sprawl into the parcel comprising an abandoned storage facility in the south-east in close proximity to the industrial area in Canvey Island.

Purpose b)

Assessment: **Moderate**

Observations: The parcel is between the neighbouring settlements of Canvey Island and Stanford-le-Hope and forms an important part of the strategic gap. However, there is another parcel within the strategic gap as well as land in Thurrock, and the parcel in Castle Point contains Holehaven Creek which is a strong barrier to any merge.

Purpose c)

Assessment: **Very Strong**

Observations: On most of the parcel work was started to develop it as an industrial storage facility but this was subsequently abandoned. This part of the parcel now supports scrub, long grass and other self-seeded vegetation. The scrub varies in density but is generally scattered. A few belts of trees have also developed. Parts of the parcel contain debris from the abandoned facilities. Part of the western area was previously used as landfill, containing visibly raised and uneven land. There are isolated storage units in the south which are not considered to be agricultural and therefore are inappropriate in the Green Belt.

The north western portion of Parcel 28 is also influenced to some extent by the proximity of Pitsea landfill but more significantly by the industrial land to the south-east. Industrial land to the south-west is also prominent but separated by the creek. The smaller east part of the area consists of fields used for grazing cattle and horses, with some fencing, a creek and some ditches. The quality of this part is degraded by adjacent industrial features on two sides and by a few sheds and clutter.

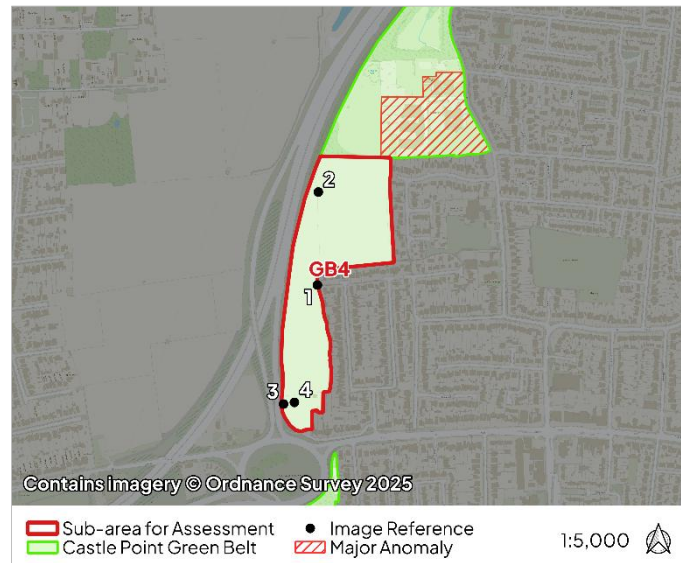
It is considered that the abandoned storage facility has been reclaimed by nature and due to the near absence of other development that is inappropriate to the Green Belt other than the landfill to the north west and industrial land to the south-east and south-west, a very strong contribution is assessed against this purpose. Whilst degraded, the quality of the countryside is not a factor in this assessment, and the inter-tidal habitat acts as a clear buffer between the industrial land such that there is a clear demarcation. The parcel also connects to the wider countryside system

	along its northern boundary and is assessed as primarily functioning as part of the wider landscape to the west of Canvey Island.
Observations in respect of wider Green Belt	<p>If the sub-area were released it would contribute towards regularising the settlement edge of Canvey Island in this location and would be unlikely to significantly harm the performance of the wider Green Belt owing to its limited size relative to the wider Green Belt and its somewhat contained nature.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of sub-areas which are in close proximity. For example, GB33.</p>

Green Belt Assessment sub-area: GB 4 Land off Glebelands, Site 40168

Location: South Benfleet

Sub-area size: 7.76Ha



1: Taken from the midpoint of the eastern boundary of the sub-area looking south-west.



2: Taken near the northern edge of the western boundary of the sub-area looking south.



3: Taken near the southern edge of the western boundary of the sub-area looking south-west.



4: Taken near the southern edge of the western boundary of the sub-area looking south.

Sub-area description

The sub-area comprises open fields divided by dense shrubs. The area is wider in the north but gradually narrows towards the south. There are two containers located in the south of the sub-area.

Relationship to surrounding area and boundaries

The north, south and western boundaries of the sub-area adjoin further Green Belt either in the Borough or within neighbouring Basildon. The northern boundary is adjacent to a school and playing fields. Residential curtilages define the eastern boundary. To the south, the sub-area connects to London Road and Sadlers Hall Farm roundabout. To the west, the A130 runs along the sub-area boundary, with Sadlers Hall Farm located towards the south-west corner. The A130 and Sadlers Hall Farm roundabout mark the boundary between the administrative areas of Castle Point and Basildon.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Moderate Observations: The sub-area is adjacent to South Benfleet as a large built-up area. The sub-area includes no built development and is bound in the main by the A130 which could act to restrict and contain any future development. Development within the sub-area would amount to a westerly extension of South Benfleet broadly in keeping with the general settlement pattern.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak Observations: The sub-area is not within any of the Borough's defined Locally Important Strategic Green Belt Areas. It does however, represent a very small part of the gap between South Benfleet and North Benfleet, although the removal of the sub-area would not result in any physical or perceptual merging given the scale of the remaining gap. The presence of the A130 would preserve the visual separation between towns.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Weak Observations: The moderately sized sub-area is free of development. The sub-area has limited visual connectivity with the wider Green Belt and countryside given the A13 and A130 at its boundaries, the latter containing an elevated highway further diminishing visual openness of the sub-area. These major routes, as well as containment by residential uses, create more of a semi-urban environment with limited visual exposure to the wider Green Belt.
Overall sub-area performance against Purposes: Moderate	

Green Belt boundaries and potential options for mitigation of harm

Subject to any potential release of the sub-area for development, the new Green Belt boundary along the A130 would meet the NPPF definition for readily recognisable and likely to be permanent boundaries. It is helpful to make a connection with the review of major anomalies in the Green Belt evidence base work (see section 3 in the report). This considers Glenwood School and Montgomerie Primary School to the north-east of this sub-area (MAGB1) and recommends that the Council considers the removal of this area from the Green Belt through the Local Plan. If this sub-area were to be released this would present the Council with the consideration as to how to deal with the northern part of the Parcel excluding the schools and one route may be to consider the removal of the entire Parcel 10A rather than the retention of a small pocket of Green Belt which would make a minimal contribution to the purposes of the Green Belt.

GB4 Land off Glebelands, Site 40168

Assessment conclusion: **Recommend for further consideration**

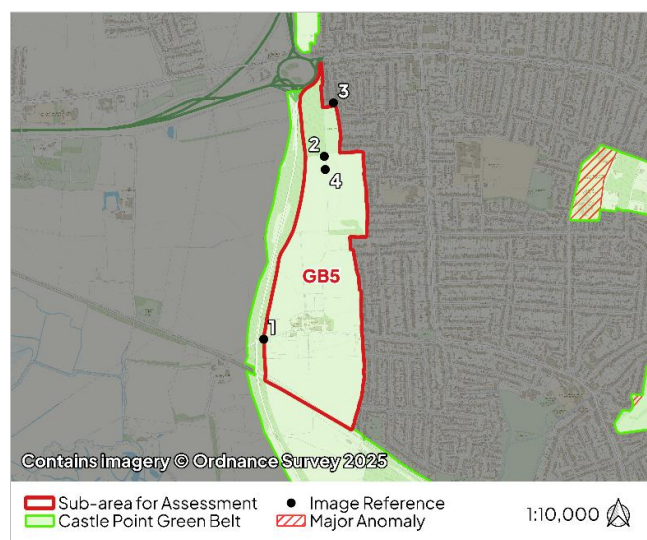
Considerations in respect of wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)	<p>Parcel 10A</p> <p>Purpose a) Assessment: Very Strong Observations: The entirety of the eastern boundary follows the western edge of South Benfleet. In the north west it follows the path of Rushbottom Lane which is considered to be a permanent boundary but a significant proportion of the parcel boundary takes the form of residential curtilages. Nonetheless, there is very little built development within the parcel, with the sum of the development taking the form of a school and associated buildings in the north of the parcel, and a small collection of dwellings at the pinch point by the A130. This amount of sprawl is assessed as minor in the context of the level of urban development across the eastern boundary.</p> <p>Purpose b) Assessment: Minor Observations: The parcel represents approximately 100m of the total strategic gap of 500m between South Benfleet and North Benfleet. It is considered that there is no inter-visibility between South Benfleet and North Benfleet, with the A130 forming a strong permanent boundary.</p> <p>Purpose c) Assessment: Minor Observations: The area generally provides an edge to the housing areas and a landscape corridor beside the A130. The parcel is a relatively narrow strip of land and is considered to be strongly influenced by residential development to the east and the A130 to the west. The parcel is cut off from the wider countryside by these features and also contains a school in the north which is uncharacteristic of the countryside and relatively prominent given the size and configuration of the parcel.</p>
Observations in respect of wider Green Belt	<p>If the sub-area were released, it is considered that it would be unlikely to significantly harm the performance of the wider Green Belt owing to its relatively limited size compared to the wider Green Belt and the contained nature of the sub-area and wider Parcel towards the very west of the plan area.</p> <p>It is understood that there are currently proposals for a residential-led mixed use development (including up to 1,800 dwellings) to the west of the A130 nearby within the Green Belt in Basildon. The site concerned is Land at North Benfleet Hall, North Benfleet within Basildon. Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity (e.g. GB5) as well as appreciating potential development across the boundary within Basildon Borough when considering the wider impact of reviewing Green Belt boundaries. Also, the review of major anomalies MAGB1.</p>

Green Belt Assessment sub-area: GB 5 West of Benfleet

Location: South Benfleet

Sub-area size: 49.60Ha



1: Taken near the southern edge of the western boundary of the sub-area looking south-east.



2: Taken from the northern part of the sub-area looking east.



3: Taken from the north-east boundary of the sub-area looking north.



4: Taken from the northern part of the sub-area looking south-east.

Sub-area description

The sub-area is elongated and vertically aligned with the A130 Canvey Way to the West. The northern extreme of the sub-area comprises trees and shrubs, as well as allotments. The remainder of the sub-area is predominantly open fields separated by hedgerows. There is a farmstead towards the south of the sub-area on Jotmans Lane with apparent agricultural, equestrian and other employment uses. There is a reservoir as well as a recreational ground (Arthur Steven's Fields) to the north-east of the sub-area.

Relationship to surrounding area and boundaries

The western and southern boundaries of the sub-area adjoin further Green Belt in the Borough and connect beyond with Green Belt in the Borough of Basildon. The northern boundary follows Sadlers Farm Roundabout. To the west is dense vegetation and the A130 Canvey Way. The A130 is the administrative boundary between Castle Point and Basildon. Beyond the A130 in Basildon are open fields. The railway line runs along the southern boundary. The eastern boundary follows the residential curtilage of properties and allotments in South Benfleet.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Moderate Observations: The sub-area is adjacent to South Benfleet as a large built-up area. The sub-area includes minimal built development and is bound in the main by the A130 and the western built edge of South Benfleet which could act to restrict and contain any future development. Development within the sub-area would amount to a westerly extension of South Benfleet broadly in keeping with the general settlement pattern.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak Observations: The sub-area is almost wholly free of development. It is not within any of the Borough's defined Locally Important Strategic Green Belt Areas. The sub-area does however, represent a very small part of the gap between South Benfleet and North Benfleet, although the removal of the sub-area would not result in any physical or perceptual merging given scale of the remaining gap, including the A130.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Moderate Observations: The sub-area is very large and almost wholly free of development. The sub-area has poor visual connectivity with the wider Green Belt and countryside to the west given the A13 and elevated A130 at its boundaries. These major routes, as well as containment by residential uses, create more of a semi-urban environment. It does however occupy an elevated and visually open position with views over Green Belt land to the east and south.
Overall sub-area performance against Purposes: Moderate	

Green Belt boundaries and potential options for mitigation of harm

Subject to any potential release of the sub-area for development, the new Green Belt boundary along the A130 to the west and the railway line to the south would meet the NPPF definition for readily recognisable and likely to be permanent boundaries.

GB5 West of Benfleet

Assessment conclusion: **Recommend for further consideration**

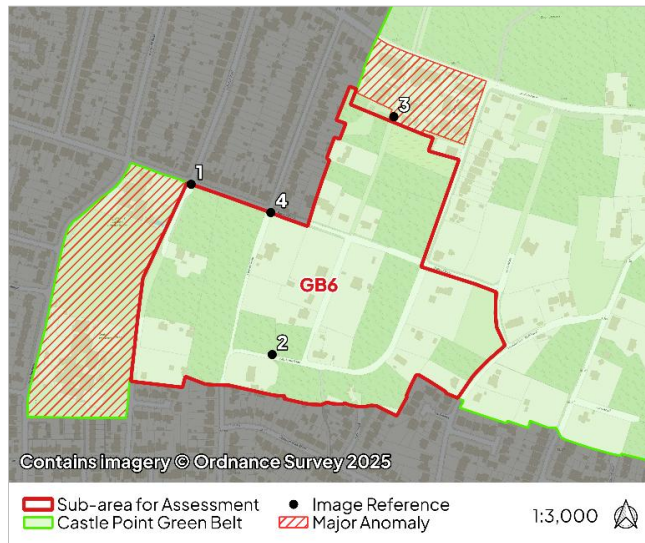
Considerations in respect of wider Green Belt

<p>Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)</p>	<p>Parcel 10B</p> <p>Purpose a) Assessment: Very Strong Observations: The parcel is adjacent to curtilages associated with South Benfleet along the entirety of the eastern boundary. Although this boundary is not considered to be strong and robust, there has been no urban sprawl into the area.</p> <p>Purpose b) Assessment: Minor Observations: The parcel represents a small proportion of the total strategic gap of approximately 550m between South Benfleet and North Benfleet. It is considered that there is no inter-visibility between South Benfleet and North Benfleet, with multiple lanes and slip roads of the A130 providing a robust barrier between the two urban areas.</p> <p>Purpose c) Assessment: Moderate Observations: The area generally provides an edge to the housing areas and a landscape corridor beside the A130. The topography is undulating with a long slope down toward the estuary and primarily takes the form of pasture used as fields for horses. The only built development within the parcel is a collection of buildings primarily in agricultural use towards the south, although some of these incorporate commercial uses, as well as a reservoir in the central portion. However, the parcel is a relatively narrow strip of land and is considered to be influenced by residential development to the east and the A130 to the west, although not to the same degree as Parcel 10a to the north which is narrower still. The parcel is assessed as being cut off from the wider countryside by this peripheral development.</p>
<p>Observations in respect of wider Green Belt</p>	<p>If the sub-area were released, it is considered that it would be unlikely to significantly harm the performance of the wider Green Belt owing to its limited size relative to the wider Green Belt and its position to the very west of the plan area.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity (e.g. GB4) as well as appreciating potential development across the boundary within Basildon Borough when considering the wider impact of reviewing Green Belt boundaries.</p>

Green Belt Assessment sub-area: GB 6 Land between Felstead Road and Catherine Road

Location: South Benfleet

Sub-area size: 13.37Ha



1: Taken from the northern boundary of the sub-area looking south.



2: Taken from the southern part of the sub-area looking south.



3: Taken from the north-eastern boundary of the sub-area looking north.



4: Taken from the midpoint of the northern boundary of the sub-area looking south.

Sub-area description

The sub-area comprises a mix of residential uses on local roads coming off from London Road (which lies to the north) and wooded areas. With woodland particularly prevalent towards the north, east and centre of the sub-area.

Relationship to surrounding area and boundaries

The north and east of the sub-area adjoin further Green Belt in the Borough. The northern boundary is formed by the curtilage of residential uses to the south of London Road. The eastern boundary follows Catherine Road, Bowers Road, Jarvis Road and Thundersley Park Road. To the south, the boundary is defined by the curtilages of residential dwellings. The western boundary follows Kents Hill Road and is bound by residential uses before continuing along Bowers Road and the curtilages of dwellings on Downer Road.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Weak/ Moderate Observations: The sub-area is adjacent to South Benfleet as a large built-up area. The sub-area includes a fairly substantial amount of built development, although this is considerably lower in density than the surrounding built-up area. South Benfleet surrounds the sub-area to its north, south and west such that development of the sub-area would be not result in an incongruous pattern of development. The sub-area lacks a strongly defined edge with the existing built-up area such that further development would not be of a significant detriment to the character of this area.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Moderate Observations: The sub-area includes a fairly substantial amount of development. It lies within the Central Corridor Locally Important Strategic Green Belt Area which exists in part to restrict the settlements of South Benfleet and Thundersley from merging. The sub-area is considered to form a less essential part of the gap between South Benfleet and Thundersley relative to the Parcel it sits within. The loss of physical and visual openness would be limited by the existing development through the sub-area and between it and Thundersley.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Weak Observations: The relatively large sub-area includes a fairly substantial amount of development and is surrounded on a majority of sides by the built-up area of South Benfleet, which acts to visually contain the sub-area. Overall, the sub-area and its immediate surrounds have an urban character.
Overall sub-area performance against Purposes: Moderate	

Green Belt boundaries and potential options for mitigation of harm

It is helpful to make a connection with the review of major anomalies in the Green Belt evidence base work (see section 3 in the report). This considers Kents Hill Junior School and Holy Family Catholic Primary School to the west of the sub-area (MAGB9) and recommends that the Council considers the removal of the Schools from the Green Belt through the Local Plan. It also considers London Road (between Downer Road and Catherine Road) (MAGB8) immediately to the north of the sub-area and recommends that the Council considers the removal of this area from the Green Belt through the Local Plan.

Subject to any potential release of the sub-area for development, the new Green Belt boundary could follow a number of local roads and would be deemed to satisfy the NPPF definition for readily recognisable and likely to be permanent boundaries.

GB6 Land between Felstead Road and Catherine Road
Assessment conclusion: Recommend for further consideration

Considerations in respect of wider Green Belt

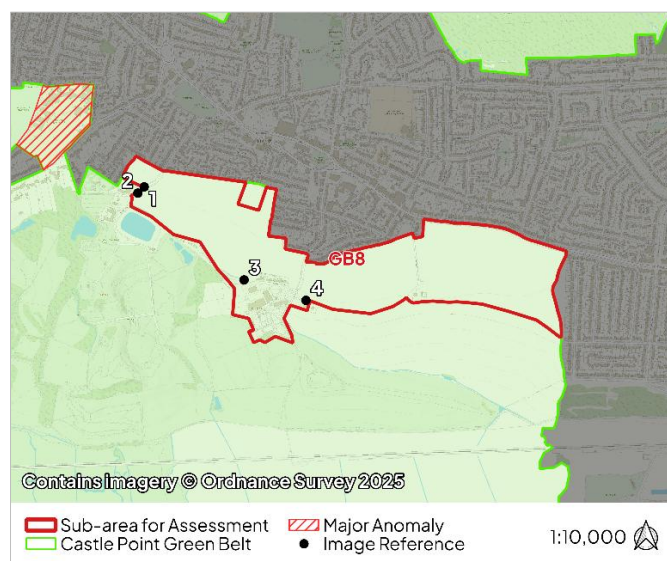
<p>Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)</p>	<p>Parcel 3b</p> <p>Purpose a) Assessment: Moderate Observations: The parcel contains urban sprawl from both Thundersley and South Benfleet. Sprawl is present along most of the northern boundary, with sporadic housing contained within much of the east and south of the parcel, and housing at greater densities associated with roads cutting through the northern and southern boundaries, particularly in the northeastern portion. As such the parcel lacks a strongly defined edge between the built-up area and the parcel. Although there are a number of roads that could act as an alternative and more robust Green Belt boundary, due to the fact that development is located throughout the parcel, none of these boundaries would result in a more natural fit for the Green Belt.</p> <p>Purpose b) Assessment: Very Strong Observations: The parcel comprises of the entire gap between South Benfleet and Thundersley. The wooded areas mean that there is limited visibility within the parcel and its development would lead to actual coalescence between these two urban areas. The parcel already contains low density residential development across the entire parcel, with the density increasing in the north east. Removing this parcel from the Green Belt could potentially result in a continuation of the densities of development in the north east, whilst also threatening the wooded areas which act to screen the development which already exists.</p> <p>Purpose c) Assessment: Minor Observations: The parcel contains a significant degree of residential development which, although sporadic, is present across the entirety of the parcel and is considered to be inappropriate development in the Green Belt. Although areas are wooded, the overriding character of this parcel is assessed as being semi-urban as there is no clear demarcation between the urban settlement and the parcel. It is noted that parts of the parcel are nonetheless undeveloped and help to form a corridor of countryside linking that to the north to the countryside to the south. This linkage is however fractured within this parcel which also has an impact on the degree of contribution this parcel makes to this Purpose.</p>
<p>Observations in respect of wider Green Belt</p>	<p>The width of the strategic gap is already narrower at other points within the Central Corridor. In part the sub-area may be considered as infilling reflecting the extent to which the west of the sub-area is surrounded by the South Benfleet built-up area. If the sub-area were released it would be unlikely to significantly harm the performance of the wider Green Belt owing to its limited size relative to the wider Green Belt and its contained nature surrounded by development.</p>

	Consideration should be given to any potential cumulative impacts arising in respect of the the review of major anomalies MAGB8 and MAGB9.
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Green Belt Assessment sub-area: GB 8 South of Hadleigh

Location: Hadleigh

Sub-area size: 64.42Ha



1: Taken from the north-western boundary of the sub-area looking north.



2: Taken from the western boundary of the sub-area looking south.



3: Taken from the central part of the sub-area looking east.



4: Taken from the central part of the sub-area looking north.

Sub-area description

The sub-area predominantly comprises several large open fields in agricultural use. To the far west of the sub-area beyond Chapel Lane there is one residential dwelling and curtilage, as well as an area of greenspace partly enclosed by adjacent residential uses. In approximately the centre of the sub-area, accessed via Castle Lane, is a cluster of uses including a terrace of residential dwellings, a training centre, farm and employment uses. Further towards the East there is a former farmstead in use as a training centre and accessed via Park Chase.

Relationship to surrounding area and boundaries

The northern boundary of the sub-area is formed by residential curtilage and the A13 London Road. The eastern boundary is formed by the curtilage of residential dwellings in Leigh-on-Sea within Southend-on-Sea administrative area. To the south, the sub-area is bound by a combination of hedgerow field boundaries, Park Chase and a track. In the centre around the farm the boundary follows a range of tracks and tree lined field boundaries.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Moderate Observations: The sub-area is adjacent to Hadleigh as a large built-up area. The sub-area is predominantly free of existing development (although does contain two farmsteads with some non-agricultural uses and a terrace of residential dwellings). The sub-area is bound predominantly by residential curtilage and the A13 in the north and east. Its boundary features to the south comprise hedgerow field boundaries, Park Chase and a track which would poorly physically and visually contain development reflecting local topography. Development within the sub-area would amount to a southerly extension of Hadleigh into open farmland and countryside and would adjoin with the settlement of Leigh-On-Sea in the east.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Strong Observations: Development of the sub-area would lead to the coalescence between Hadleigh and Leigh-On-Sea in this location. Although it is reflected that these built-up areas already merge directly to the north of the sub-area and the A13, the sub-area forms a substantial part of the remaining gap between Hadleigh and Leigh-On-Sea, the development of which would result in the loss of visual separation between towns.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Strong Observations: The sub-area is very large and predominantly free of built development. Whilst residential development to the north has some influence on the sub-area, its primarily agricultural use, sloping landscape to the south and far reaching views to the Castle and estuary mean that the visually exposed sub-area has an open and strong rural character.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm

GB8 South of Hadleigh

Assessment conclusion: **Not recommended for further consideration**

Considerations in respect of wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 15 (Majority of the sub-area is located in Parcel 15, while a small portion lies within Parcel 14)

Purpose a)

Assessment: **Very Strong**

Observations: The northern boundary is adjacent to residential curtilages in Hadleigh and further residential curtilages in Leigh-on-Sea to the east. These boundaries are not considered to be robust. However, although there are a small number of residential dwellings in the centre of the parcel along Seaview Terrace, as well as a training centre, these have not sprawled directly across from an adjacent urban area and in any event do not define the parcel.

Purpose b)

Assessment: **Minor**

Observations: The parcel forms the entirety of a gap between Hadleigh and Leigh-on-Sea in Southend-on-Sea, but these two urban areas are already significantly merged to the north of the parcel boundary.

This parcel is also part of a large landscape seen from the high ground in Hadleigh and Leigh-on-Sea and from the low land around Benfleet Creek and Canvey Island. There is a significant gap between these settlements made up by a number of other parcels as well as the railway line and Benfleet Creek which would be physical barriers to the urban areas merging. Nonetheless, due to inter-visibility between the urban settlements, this parcel represents a small part of the total contribution to this purpose in conjunction with the other parcels in the strategic gap.

Purpose c)

Assessment: **Very Strong**

Observations:

The landscape is generally open, slopes from north to south and comprises mainly arable farmland with panoramic views down over Hadleigh Castle to the estuary. Fields are large, with some hedgerows and a few hedgerow trees. There are only isolated examples of built development in the parcel and much of that consists of buildings in rural or agricultural use. There is a small cluster of residential properties associated with Seaview Terrace towards the centre of the parcel as well as a training centre, which are considered to be inappropriate development in the Green Belt, but these do not act to define the parcel. Although the residential development to the north exerts some influence on the parcel, the parcel is assessed as being far more closely associated as being part of a large rural landscape seen from the high ground in Hadleigh and Leigh-on-Sea and from the low land around Benfleet Creek and Canvey Island.

Parcel 14

Purpose a)

Assessment: **Very Strong**

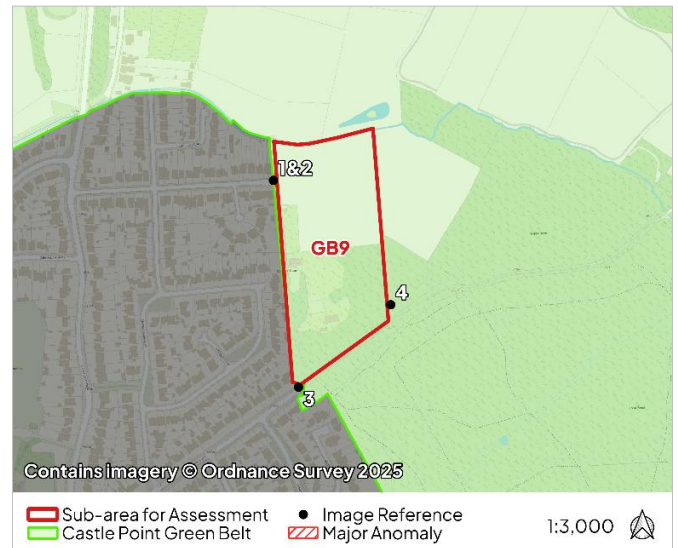
Observations: The parcel is adjacent to Hadleigh at its northern most point but is otherwise detached from the urban area. Where adjacent to the settlement, the boundary is not robust but there is nonetheless very limited development such that sprawl has been checked.

	<p>Purpose b) Assessment: Minor Observations: This parcel is part of a large landscape seen from the high ground in Hadleigh and Leigh-on-Sea and from the low land around Benfleet Creek and Canvey Island. There is a significant gap between these settlements made up by a number of other parcels as well as the railway line and Benfleet Creek which would be physical barriers to the urban areas merging. Nonetheless, due to inter-visibility between the urban settlements, this parcel represents a small part of the total contribution to this purpose in conjunction with the other parcels in the strategic gap.</p> <p>Purpose c) Assessment: Very Strong Observations: Whilst the commercial development supporting the Country Park is considered to be inappropriate development in the Green Belt, this is concentrated entirely to the northern most part of the parcel, with the remainder of the parcel being entirely devoid of any built development other than for a small cluster of agricultural buildings. The area largely comprises of woodland, pasture, and a strip of arable farmland beside the railway. The parcel is adjacent to further countryside along the vast majority of its entire border, with the railway line not considered to significantly impact on any perception of countryside.</p>
<p>Observations in respect of wider Green Belt</p>	<p>The sub-area is well connected to wider Green Belt Parcels in the north, via the corridor of Green Belt between South Benfleet and Thundersley, and the Green Belt Parcels to the south. Consequently, despite the sub-area's limited size relative to the wider plan area Green Belt, if the sub-area were released it could significantly harm the performance of the wider Green Belt owing to its visually exposed nature with strong connections to the wider Green Belt.</p>

Green Belt Assessment sub-area: GB 9 Oak Tree Farm, Site 40107

Location: Hadleigh

Sub-area size: 3.95 Ha



1: Taken from the north-western boundary of the sub-area looking east.



2: Taken from the north-western boundary of the sub-area looking east.



3: Taken from the south-western edge of the sub-area looking east.



4: Taken from the south-eastern boundary of the sub-area looking north.

Sub-area description

The sub-area was not accessible, although from our visual inspection and desk based assessment appears to comprise an open field in the north and a couple of residential dwellings with Oak Tree Farm within the south.

Relationship to surrounding area and boundaries

The north, east and south of the sub-area adjoin further Green Belt in the Borough. The northern and eastern boundary is defined by a tree line, beyond which is further field. The south is bound by Poors Lane and by Ancient Woodland. The west of the sub-area is bound by residential uses beyond the tree line boundary.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: The sub-area is adjacent to Hadleigh as a large built-up area. The sub-area is almost wholly free of existing development and is bound by a tree line in the north and east and Poors Lane to the south, with Ancient Woodland beyond. The sub-area forms a clear check to the sprawl of Hadleigh. Development within the sub-area would amount to an outward easterly extension of Hadleigh into the open countryside which would result in an incongruous pattern of development.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Moderate Observations: The sub-area is almost wholly free of development. It lies between Hadleigh and Leigh-on-Sea, although it is reflected that these built-up areas already merge to the north and south of the sub-area and that the sub-area forms a small part of the gap between these towns.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Moderate Observations: The relatively moderately sized sub-area is almost wholly free of development. The sub-area is considered to be well contained visually by the strong woodland and tree-lined boundaries to the south and east and the existing built edge of Hadleigh to the west. However, its woodland setting dominates and results in a rural character.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm

GB9 Oak Tree Farm, Site 40107

Assessment conclusion: **Not recommended for further consideration**

Considerations in respect of wider Green Belt

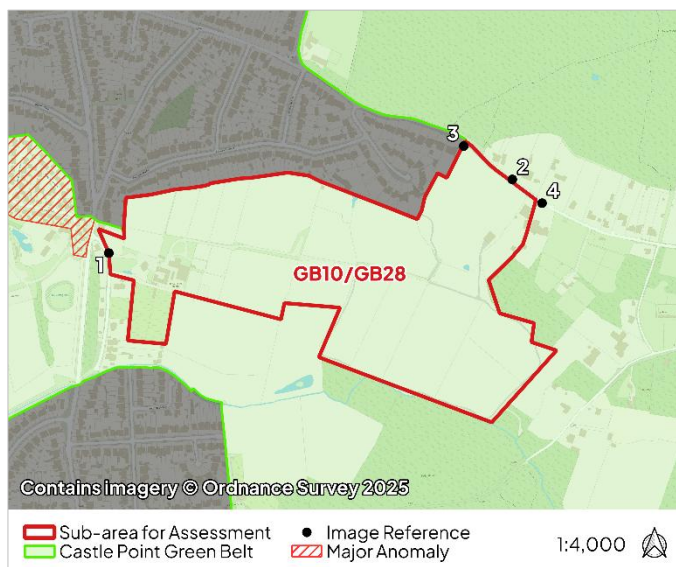
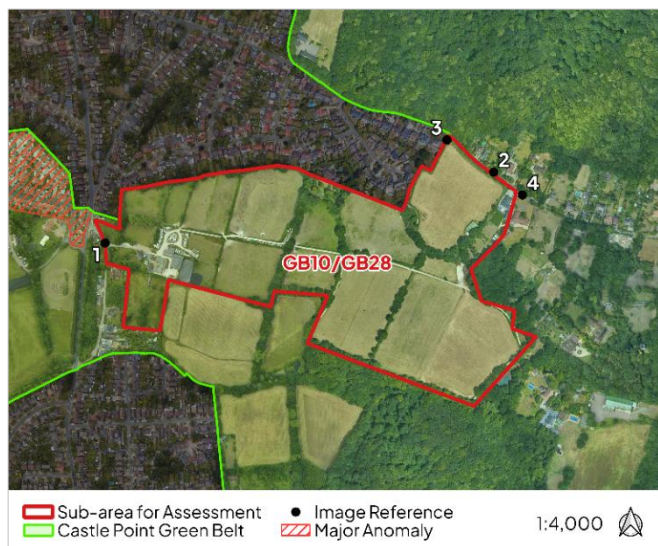
Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)	Parcel 8 Purpose a) Assessment: Strong Observations: The parcel is adjacent to Daws Heath at the northern boundary, Eastwood, Leigh-on-Sea to the east and Hadleigh to the south-west. Other than for a small proportion of the western boundary, these boundaries take the form of the curtilages of residential properties and are
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	<p>therefore not considered to be strongly robust. However, along the extent of most of these boundaries there has not been sprawl meaning that these boundaries are well defined.</p> <p>Nonetheless, there is evidence of sprawl into the parcel taking the form of ribbon development originating from Daws Heath and following the route of Bramble Road in the eastern portion of the parcel. Daws Heath Road, located in close proximity to the western boundary and which runs between Hadleigh and Daws Heath also contains a small amount of ribbon development. There are further, localised examples of sprawl in the northeast whilst in general, the western portion is open field.</p> <p>Although sprawl has therefore occurred within the parcel, the degree of sprawl compared to the size of the parcel, and its proximity to three separate urban settlements means that it is assessed as strongly contributing to this purpose.</p> <p>Purpose b) Assessment: Very Strong Observations: The parcel is adjacent to Daws Heath, Eastwood, Leigh-on-Sea, which is primarily in Southend-on-Sea, and Hadleigh and as such its development would lead to the physical merging of these three settlements. Leigh-on-Sea is some distance from the other two settlements, being approximately 1.2km away, and is already merged with Hadleigh further south across Bellfairs Park. However, the strategic gap between Daws Heath and Hadleigh is approximately 250m and comprised solely of this parcel, meaning that this parcel make a very strong contribution to this purpose.</p> <p>Purpose c) Assessment: Moderate Observations: Other than the ribbon developments already highlighted, the remainder of the parcel comprises of a number of farms and associated dwellings along with agricultural fields. The landscape is compartmentalised with hedges and fences separating areas, and it is also well screened by trees and hedges. Roads are few and narrow.</p> <p>The parcel adjoins significant expanses of countryside to the north and south but there is however residential development located along much of the boundaries in the eastern and western portion of the site which influence the perception of the parcel being in open countryside at these locations, which is further compounded by the ribbon developments in the centre.</p>
<p>Observations in respect of wider Green Belt</p>	<p>If the sub-area were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its very limited size and contained nature relative to the wider Green Belt, and to a degree reflecting that the Green Belt around Daws Heath lies separately to the Borough's wider Green Belt network.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB10/GB28 and GB11.</p>

Green Belt Assessment sub-area: GB10/GB29 South East of Daws Heath/ 170 Bramble Road

Location: Daws Heath

Sub-area size: 20.58 Ha



1: Taken from the western boundary of the sub-area looking east.



2: Taken from the north-eastern boundary of the sub-area looking west.



3: Taken from the north-eastern boundary of the sub-area looking south.



4: Taken from the north-eastern boundary edge of the sub-area looking west.

Sub-area description

The sub-area comprises a series of open fields (with agricultural and equestrian uses) subdivided by hedgerows and trees to varying extents, and a residential property with a curtilage on the north-eastern side. Brook Farm in the west of the sub-area appears in use for equestrian and caravan/ motorhome storage uses. An unsurfaced road runs predominantly east to west across the centre of the sub-area.

Relationship to surrounding area and boundaries

The east, south and the majority of the west of the sub-area adjoin further Green Belt in the Borough. The northern boundary of the sub-area follows the curtilage of residential uses in Daws Heath (Fairmead Avenue in the main), whilst the boundary in the east is formed by a combination of Bramble Road, low density residential uses and trees. The south-east of the sub-area is bound by a dense wooded area with the remainder of the southern boundary denoted by field boundaries. In the west the boundary is formed by the curtilage of residential uses and an access road off of Daws Heath Road.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: Part of the sub-area is adjacent to Hadleigh as a large built-up area (reflecting that the gap between the sub-area and the Green Belt boundary already contains built development). Considered as a whole, the sub-area is weakly linked to Hadleigh and more strongly adjoins the southern and eastern extents of Daws Heath (although Daws Heath constitutes a village rather than a large built-up area). The sub-area contains minimal built development related to agricultural and equestrian uses and a residential dwelling. The sub-area is partially enclosed by the built development at Daws Heath directly adjacent to the northern boundary and to a lesser extent Hadleigh to the south. Development of the sub-area in its entirety would represent an incongruous pattern of development as it would facilitate the northwards sprawl of Hadleigh and extend further east puncturing the wider Green Belt with almost no resemblance to the existing settlement edge of Hadleigh. As a result the sub-area is assessed as contributing strongly to purpose a).
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Moderate Observations: The sub-area lies between Hadleigh and Leigh-on-Sea, although it is reflected that these built-up areas already merge to the north and south of the sub-area. It also lies between Thundersley and Leigh-on-Sea. The sub-area does not form a substantial part of the gap between towns. The development of the sub-area would result in some loss of spatial and visual separation between towns, but the presence of natural landscape features, including woodland to the east, south and west of the sub-area would help to preserve the wider visual separation.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Strong Observations: The relatively large sub-area is predominantly free of development with the exception of some equestrian and caravan/ motorhome storage uses in the west and a dwelling in the north-east. Whilst bound in part by development in the north and west, the sub-area has a predominantly rural character owing to the dominant woodland setting within which it sits. The northern reaches of the sub-area occupy an elevated position within the landscape, sloping down towards the south.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm

GB10/GB28 South East of Daws Heath/ 170 Bramble Road

Assessment conclusion: **Not recommended for further consideration**

This sub-area comprises land that relates to an appeal ([Land at Brook Farm adjoining 451-469 Daws Heath Road](#)) that was allowed partially on the basis that it was not considered to perform strongly against any of Green Belt purposes a), b), or d) and thus was not inappropriate development in the Green Belt. The sub-area is larger than the appeal site and of a different form. These differences materially affect the conclusions that can reasonably be reached when assessing the contribution the sub-area makes to the relevant Green Belt purposes.

Considerations in respect of wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 8

Purpose a)

Assessment: **Strong**

Observations: The parcel is adjacent to Daws Heath at the northern boundary, Eastwood, Leigh-on-Sea to the east and Hadleigh to the south-west. Other than for a small proportion of the western boundary, these boundaries take the form of the curtilages of residential properties and are therefore not considered to be strongly robust. However, along the extent of most of these boundaries there has not been sprawl meaning that these boundaries are well defined.

Nonetheless, there is evidence of sprawl into the parcel taking the form of ribbon development originating from Daws Heath and following the route of Bramble Road in the eastern portion of the parcel. Daws Heath Road, located in close proximity to the western boundary and which runs between Hadleigh and Daws Heath also contains a small amount of ribbon development. There are further, localised examples of sprawl in the north east whilst in general, the western portion is open field.

Although sprawl has therefore occurred within the parcel, the degree of sprawl compared to the size of the parcel, and its proximity to three separate urban settlements means that it is assessed as strongly contributing to this purpose.

Purpose b)

Assessment: **Very Strong**

Observations: The parcel is adjacent to Daws Heath, Eastwood, Leigh-on-Sea, which is primarily in Southend-on-Sea, and Hadleigh and as such its development would lead to the physical merging of these three settlements. Leigh-on-Sea is some distance from the other two settlements, being approximately 1.2km away, and is already merged with Hadleigh further south across Belfairs Park. However, the strategic gap between Daws Heath and Hadleigh is approximately 250m and comprised solely of this parcel, meaning that this parcel make a very strong contribution to this purpose.

Purpose c)

Assessment: **Moderate**

Observations: Other than the ribbon developments already highlighted, the remainder of the parcel comprises of a number of farms and associated dwellings along with agricultural fields. The landscape is compartmentalised with hedges and fences separating areas, and it is also well screened by trees and hedges. Roads are few and narrow.

	<p>The parcel adjoins significant expanses of countryside to the north and south but there is however residential development located along much of the boundaries in the eastern and western portion of the site which influence the perception of the parcel being in open countryside at these locations, which is further compounded by the ribbon developments in the centre.</p>
Observations in respect of wider Green Belt	<p>Despite the sub-area's strong contribution to the relevant Green Belt purposes, if it were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its limited size relative to the wider Green Belt, and to a degree reflecting that the Green Belt around Daws Heath lies separately to the Borough's wider Green Belt network.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB9 and GB11.</p>

Green Belt Assessment sub-area: GB 11 South West of Daws Heath

Location: Daws Heath

Sub-area size: 17.00 Ha



1: Taken from the southern boundary of the sub-area looking north.



2: Taken from the south-western boundary of the sub-area looking north.



3: Taken from the southern boundary of the sub-area looking north-east.



4: Taken from the western boundary of the sub-area looking west.

Sub-area description

The sub-area comprises one residential dwelling in the north-east and several open fields subdivided by hedgerows and trees with evidence of some equestrian activity.

Relationship to surrounding area and boundaries

The north-west and the west of the sub-area adjoins further Green Belt in the Borough and comprises Ancient Woodland. The north-east boundary adjoins Daws Heath whilst the south-east boundary abuts Hadleigh.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: The sub-area contains minimal built development, none of which emanates from Hadleigh. It is bound by Ancient Woodland to the west and north-west and Daws Heath Road to the east. The sub-area is directly adjacent to Hadleigh, which constitutes a large built up area and is partially enclosed by existing development (Hadleigh to the south and Daws Heath to the north). Development of the sub-area in its entirety would represent an incongruous pattern of development as it would facilitate the northwards sprawl of Hadleigh and extend further west puncturing the wider Green Belt beyond the trajectory of Hadleigh's settlement edge. As a result the sub-area is assessed as contributing strongly to purpose a).
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Moderate Observations: The sub-area is almost wholly free of development. It lies between Hadleigh and Thundersley, although it is reflected that Hadleigh and Thundersley already merge further to the south-west of the sub-area. The sub-area does not form a substantial part of the gap between towns. The development of the sub-area would result in some loss of spatial and visual separation between towns, although the Ancient Woodland which wraps around the west and north-west of the sub-area would help to preserve the wider visual separation.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Strong Observations: The relatively large sub-area is almost wholly free of development and in the main comprises open fields subdivided by hedgerows and trees. Whilst bound in part by development in the north and south, the sub-area has a predominantly rural character owing to the dominant woodland setting within which it sits. Views are largely contained to the sub-area, albeit with a topography sloping down towards the south.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm

It is helpful to make a connection with the review of major anomalies in the Green Belt evidence base work (see section 3 in the report). This considers the Solby Wood residential development to the north-east of this sub-area and recommends that the Council considers the removal of the development from the Green Belt through the Local Plan.

GB11 South West of Daws Heath

Assessment conclusion: **Not recommended for further consideration**

Considerations in respect of wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 4 (Majority of the sub-area is located in Parcel 4)

Purpose a)

Assessment: **Very Strong**

Observations: The Green Belt parcel is adjacent to New Thundersley, Daws Heath and Hadleigh. There is limited sprawl across the northern border where commercial development acts to continue the trading estate across Stadium Way into the parcel. There is also ribbon development along the short stretch of Daws Heath Road which is in the Green Belt. However, outside of these examples, and despite the absence of permanent robust boundaries along much of the extent of the parcel, the parcel itself is free of built up development. As such the Green Belt is considered to make a very strong contribution to this purpose.

Purpose b)

Assessment: **Very Strong**

Observations: The parcel represents the full extent of the strategic gap between Thundersley to the west and Daws Heath to the east, as well as Daws Heath and Hadleigh, located to the south. These strategic gaps at their shortest extent are approximately 350m and 300m respectively, meaning that significant development would act to notably decrease the remaining gap between these urban areas.

Purpose c)

Assessment: **Very Strong**

Observations: The topography is rolling with small valleys. It contains areas of pasture, woodland and hedgerows with field boundary trees. The main land use in the parcel is agriculture with farms being present in the north and south of the parcel. There are also stables and a timber yard which are not considered to be inappropriate development in the Green Belt. The industrial estate on the northern edge is reasonably well screened and set below the high ground in views from the south. Whilst there is a small amount of localised ribbon development, the overall perception of this parcel is of agricultural land and woods.

The parcel has residential development at its north western, eastern and southern boundaries but is considered large enough that it is not specifically influenced by these boundary features. The parcel also links to wider countryside to the north and south-west.

Parcel 8

Purpose a)

Assessment: **Strong**

Observations: The parcel is adjacent to Daws Heath at the northern boundary, Eastwood, Leigh-on-Sea to the east and Hadleigh to the south-west. Other than for a small proportion of the western boundary, these boundaries take the form of the curtilages of residential properties and are therefore not considered to be strongly robust. However, along the extent of most of these boundaries there has not been sprawl meaning that these boundaries are well defined.

Nonetheless, there is evidence of sprawl into the parcel taking the form of ribbon development originating from Daws Heath and following the route of Bramble Road in the eastern portion of the parcel. Daws Heath Road,

	<p>located in close proximity to the western boundary and which runs between Hadleigh and Daws Heath also contains a small amount of ribbon development. There are further, localised examples of sprawl in the north east whilst in general, the western portion is open field.</p> <p>Although sprawl has therefore occurred within the parcel, the degree of sprawl compared to the size of the parcel, and its proximity to three separate urban settlements means that it is assessed as strongly contributing to this purpose.</p> <p>Purpose b) Assessment: Very Strong Observations: The parcel is adjacent to Daws Heath, Eastwood, Leigh-on-Sea, which is primarily in Southend-on-Sea, and Hadleigh and as such its development would lead to the physical merging of these three settlements. Leigh-on-Sea is some distance from the other two settlements, being approximately 1.2km away, and is already merged with Hadleigh further south across Belfairs Park. However, the strategic gap between Daws Heath and Hadleigh is approximately 250m and comprised solely of this parcel, meaning that this parcel make a very strong contribution to this purpose.</p> <p>Purpose c) Assessment: Moderate Observations: Other than the ribbon developments already highlighted, the remainder of the parcel comprises of a number of farms and associated dwellings along with agricultural fields. The landscape is compartmentalised with hedges and fences separating areas, and it is also well screened by trees and hedges. Roads are few and narrow.</p> <p>The parcel adjoins significant expanses of countryside to the north and south but there is however residential development located along much of the boundaries in the eastern and western portion of the site which influence the perception of the parcel being in open countryside at these locations, which is further compounded by the ribbon developments in the centre.</p>
<p>Observations in respect of wider Green Belt</p>	<p>If the sub-area were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its relatively limited size and contained nature relative to the wider Green Belt, as well as to a degree reflecting that the Green Belt around Daws Heath lies separately to the Borough's wider Green Belt network.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of sub-areas which are in close proximity. For example, GB9, GB13, GB10/GB28 and GB14/GB29. Also, the review of major anomalies MAGB5 and MAGB13 (the latter of which, forms a southerly incursion from Daws Heath into the Green Belt and the sub-area).</p>

Green Belt Assessment sub-area: GB12 The Chase

Location: Thundersley

Sub-area size: 34.76 Ha



1: Taken from the south-eastern boundary of the sub-area looking north.



2: Taken from the southern part of the sub-area looking south.



3: Taken from the north-western part of the sub-area looking east.



4: Taken from the eastern boundary of the sub-area looking north.

Sub-area description

The sub-area includes areas of open fields with field boundaries comprising mature vegetation. There are a number of densely wooded areas in the southern portion of the sub-area. The sub-area includes residential dwellings along The Chase and roads leading off it, including the recently developed 11 dwellings at Chase Mews. Land to the rear of 248 Hart Road in the North of the sub-area is currently being built out and will include 44 dwellings. The sub-area also has residential properties and paddock land along Rayleigh Road in the east and comprises several playing fields and playground areas, including those connected with two schools in the north (Cedar Hall School and Thundersley Primary School).

Note: The review of major anomalies within the Green Belt evidence base work considers a number of potential anomalies within the sub-area which collectively would effectively split sub-area into two parts (as shown within the mapping above). The east and west parts have been appraised both separately and as one complete sub-area with the same conclusion on overall performance against Purposes in each case. In this proforma the assessment is therefore shown for the GB12 sub-area as a whole.

Relationship to surrounding area and boundaries

A very small portion of the eastern boundary of the sub-area, along Rayleigh Road/A129, adjoins further Green Belt in the Borough. A vast majority of the sub-area is bound by the curtilage of dense residential development. The sub-area is bound by two schools (Thundersley Primary School, Cedar Hall School) to the northern boundary abutting from Dark Lane. To the south and south-west boundary of the sub-area are education, sports and civic land uses.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Weak Observations: The sub-area is enclosed by Thundersley as a large built-up area. The central belt of the sub-area contains a concentration of built development including Chase Mews and residential dwellings under construction to the rear of 248 Hart Road. These developments effectively divide the sub-area into two parts. Other residential development stretches along The Chase and fronts onto Rayleigh Road. The sub-area lacks a strongly defined edge with the existing built-up area. Its development would constitute an infill of land within Thundersley and would therefore be in keeping with the existing settlement pattern.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: None Observations: The sub-area does not form part of a gap between towns.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Weak Observations: The large sub-area is largely free of development although includes a concentration of development through its centre and north eastern reaches alongside fields subdivided by tree-lined field boundaries. The sub-area is enclosed by the built-up area of Thundersley. Although a high proportion of the sub-area is undeveloped, the area does not exhibit a strong rural character reflecting the encroachment and development around the sub-area's boundaries. These boundaries also act to visually contain it.
Overall sub-area performance against Purposes: Weak	

Green Belt boundaries and potential options for mitigation of harm

It is helpful to make a connection with the review of major anomalies in the Green Belt evidence base work. This considers a number of potential anomalies within the sub-area and within the wider Parcel 6 which are relevant to the sub-area. The Review recommends that the Council considers the removal of a number of these areas from the Green Belt through the Local Plan (see section 3 in the report).

GB12 The Chase

Assessment conclusion: Recommend for further consideration

Considerations in respect of wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 6

Purpose a)

Assessment: Moderate

Observations: The northern, western and southern boundaries are adjacent to Thundersley whilst the south-eastern boundary is adjacent to Hadleigh. Much of these boundaries are formed by residential curtilages and are therefore not considered to be particularly robust. Nonetheless, high density residential development has been resisted across all of the parcel. There is however a small ribbon development along the A129 which cuts through the parcel on the eastern side, and further ribbon development taking the form of residential dwellings along The Chase and other roads that come off The Chase in the centre of the parcel.

Much of the parcel is comprised of residential dwellings and their curtilages, a school and associated uses as well as a leisure centre and therefore there is a lack of a strongly defined edge between the built-up area and the parcel.

Purpose b)

Assessment: None

Observations: The parcel is almost entirely encircled by Thundersley, such that its development would represent infilling of land within Thundersley, apart from the south-eastern boundary which is adjacent to Hadleigh. However, it is assessed that the parcel does not contribute to this purpose as the strategic gap between Thundersley and Hadleigh is comprised of a school, playing fields and a leisure centre and as such is already largely developed. Further, there has already been a significant degree of merge between Thundersley and Hadleigh in proximity to the parcel, with all of the undeveloped land within the parcel being within Thundersley.

Purpose c)

Assessment: Minor

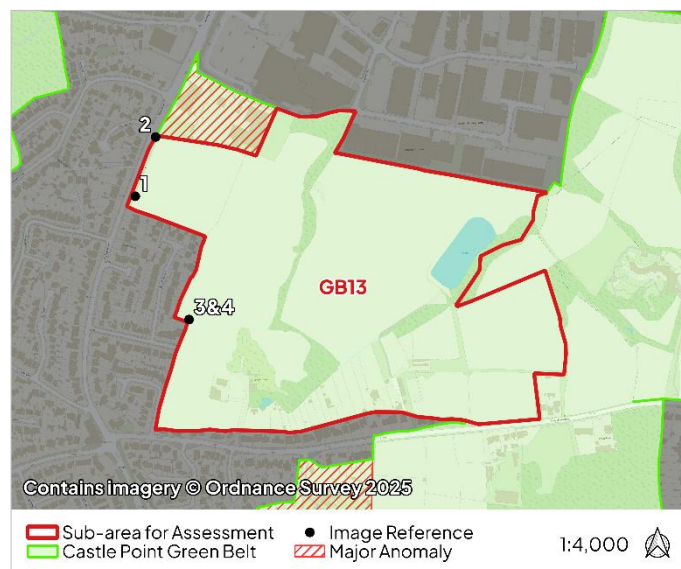
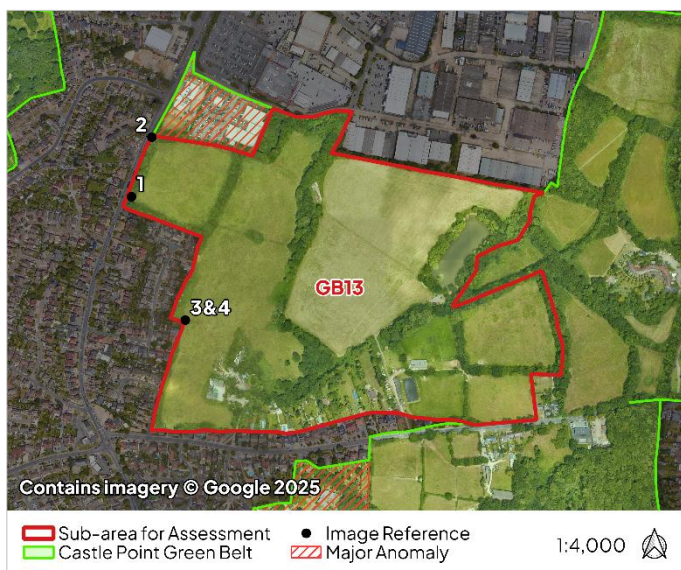
Observations: The topography is gently sloping and the landscape is enclosed and compartmentalised with a variety of land uses. The landscape includes woodland, pasture, with hedgerows and grassed areas for formal and informal recreation. However, there are plotland developments across much of the centre of the parcel which amount to inappropriate development and a semi-rural perception through the main routes across the parcel, whilst the eastern portion contains a school and a leisure facility and displays no countryside character. The parcel is surrounded by residential or other built development uncharacteristic to a rural location across the entire length of its boundary which normally would create a perception of

	<p>this parcel being in the countryside. The parcel is also poorly related to the wider countryside system.</p>
<p>Observations in respect of wider Green Belt</p>	<p>If the sub-area were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its self-contained nature within the built-up area of Thundersley and reflecting its isolation from the wider Green Belt.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB13. Also, the review of major anomalies MAGB5, MAGB6 and MAGB12.</p>

Green Belt Assessment sub-area: GB 13 East of Rayleigh Road

Location: Thundersley

Sub-area size: 49.60Ha



1: Taken from the western boundary of the sub-area looking east.



2: Taken from the north-western boundary edge of the sub-area looking south-east.



3: Taken from the western boundary edge of the sub-area looking south-east.



4: Taken from the western boundary edge of the sub-area looking north.

Sub-area description

The sub-area is primarily comprised of open fields subdivided by hedgerows and trees. The sub-area also includes a reservoir in the east and small-holding/ employment and equestrian uses in the south. The south of the sub-area also includes some rear gardens of residential dwellings situated to the north of Daws Heath Road.

Relationship to surrounding area and boundaries

The east and south-east of the sub-area adjoins further Green Belt in the Borough. The north of the sub-area is bound by employment and retail uses and the west is bound by Rayleigh Road (A129) and residential uses. The south is similarly bound by residential uses and Daws Heath Road and the east is formed of tree lined field boundaries.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: The sub-area is adjacent to Thundersley as a large built-up area, with Rayleigh sitting to the north beyond the A127. The sub-area includes minimal built development in the south. Development within the west of the sub-area would relate more strongly to the built-up area (reflecting its enclosure by development on the majority of sides) and constitute a lateral extension to Thundersley, whilst development in the south-east would constitute an incongruous pattern of development further contributing to the existing ribbon development along Daws Heath Road and relating poorly to the existing settlement pattern.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Strong Observations: The sub-area is almost wholly free of development. It lies between Thundersley and Leigh-on-Sea. The sub-area forms a substantial part of the gap between these towns and development of the sub-area would result in loss of physical and visual separation.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Strong Observations: The large sub-area is almost wholly free of development and is primarily comprised of open fields. Tree-lined field boundaries bound the site to the east with urban land uses adjoining the sub-area to the north, south, and west. The neighbouring urban land uses confer a semi-urban character across much of the sub-area, albeit the eastern most parts of the sub-area retain a rural character. The sub-area's elevated topography in the west which slopes down towards the countryside in the east results in the sub-area having strong perceptual links to the wider countryside to the east.
Overall sub-area performance against Purposes: Strong	

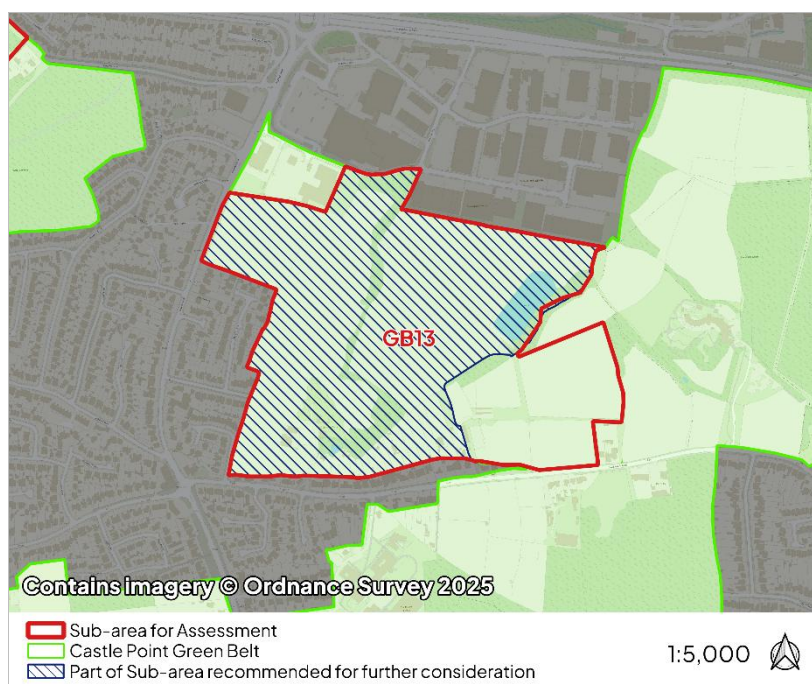
Green Belt boundaries and potential options for mitigation of harm

GB13 East of Rayleigh Road

Assessment conclusion: **Entire sub-area not recommended for further consideration. Reduced area recommended**

As per the map below, our recommendation is that the western part of the sub-area which is not judged to score strongly against any of the Green Belt Purposes, is taken forward for consideration in order to reduce potential harm to the Green Belt. The reduced area, as outlined, is adjacent, and relates more strongly, to

Thundersley as a large built-up area and the existing settlement pattern. It would likely therefore substantially reduce the potential harm to the rural character of the Green Belt further to the east and retain greater separation between Thundersley and Leigh-on-Sea compared to the original sub-area boundary.



Considerations in respect of wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 4 (Majority of the sub-area is located in Parcel 4, while a small portion lies within Parcel 5)

Parcel 4

Purpose a)

Assessment: **Very Strong**

Observations: The Green Belt parcel is adjacent to New Thundersley, Daws Heath and Hadleigh. There is limited sprawl across the northern border where commercial development acts to continue the trading estate across Stadium Way into the parcel. There is also ribbon development along the short stretch of Daws Heath Road which is in the Green Belt. However, outside of these examples, and despite the absence of permanent robust boundaries along much of the extent of the parcel, the parcel itself is free of built up development. As such the Green Belt is considered to make a very strong contribution to this purpose.

Purpose b)

Assessment: **Very Strong**

Observations: The parcel represents the full extent of the strategic gap between Thundersley to the west and Daws Heath to the east, as well as Daws Heath and Hadleigh, located to the south. These strategic gaps at their shortest extent are approximately 350m and 300m respectively, meaning that significant development would act to notably decrease the remaining gap between these urban areas.

Purpose c)

Assessment: **Very Strong**

Observations: The topography is rolling with small valleys. It contains areas of pasture, woodland and hedgerows with field boundary trees. The main land use in the parcel is agriculture with farms being present in the north and south of the parcel. There are also stables and a timber yard which are not considered to be inappropriate development in the Green Belt. The industrial estate on the northern edge is reasonably well screened and set below the high ground in views from the south. Whilst there is a small amount of localised ribbon development, the overall perception of this parcel is of agricultural land and woods.

The parcel has residential development at its north western, eastern and southern boundaries but is considered large enough that it is not specifically influenced by these boundary features. The parcel also links to wider countryside to the north and south-west.

Parcel 5

Purpose a)

Assessment: **Very Strong**

Observations: The parcel is adjacent to a trading estate to the north east and Daws Heath to the south. It is also adjacent to development within Rayleigh across the A127, which forms a robust permanent boundary although to the north of the A127 is further Green Belt land within Rochford District.

There has been no development in the parcel itself which could be said to be sprawl from an existing large built up area as defined in the methodology.

Purpose b)

Assessment: **Very Strong**

Observations: The topography is gently rolling with a substantial area of woodland cover. There are views into the area from adjacent residential properties and farmsteads. A network of minor roads, tracks, footpaths and public rights of way cross the site. Views into the area from the A127 in the north are screened by mature trees.

Parcel 5 forms the entirety of the strategic gap between Thundersley and Daws Heath, and Rayleigh and Daws Heath. It also forms approximately 600m of the total 750m gap between Daws Heath and the urban settlement of Eastwood, Leigh-on-Sea. At its closest point, Eastwood, Leigh-on-Sea falls within the district of Castle Point although the settlement is largely located in Southend-on-Sea.

The fact that this parcel represents the sole strategic gap between two settlements, the majority of another strategic gap and there are no features which would block inter-visibility outside of the parcel, its contribution to this purpose is assessed as very strong.

Purpose c)

Assessment: **Very Strong**

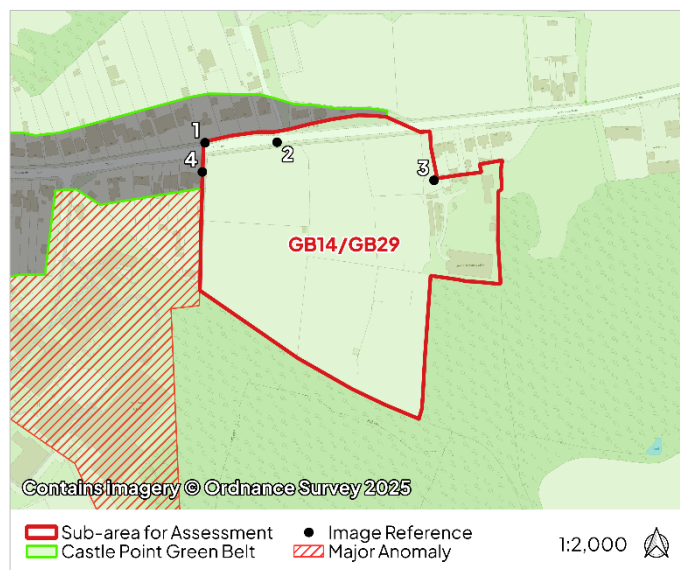
Observations: There is extremely minimal built development within this parcel. Other than for a children's hospice in the south-west of the parcel and a place of worship, all other built development in the parcel is associated with the farms that are located in the north and south. The topography is gently rolling with a substantial area of woodland cover and more open fields. The parcel is bound by the A127 to the north and contains residential development along a portion of its southern boundary. However, the parcel is of such a size as to not be influenced by these periphery developments.

<p>Observations in respect of wider Green Belt</p>	<p>If the sub-area (as recommended for further consideration) were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its relatively limited size relative to the wider Green Belt, and to a degree reflecting that the Green Belt around Daws Heath lies separately to the Borough's wider Green Belt network.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB12 and GB14/29. Also, the review of major anomalies MAGB5 and MAGB12.</p>
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Green Belt Assessment sub-area:GB14/GB29 South of Daws Heath Road/ Ragwood Riding Centre

Location: Thundersley

Sub-area size: 4.70 Ha



1: Taken from the north-western edge of the sub-area looking east.



2: Taken from the northern boundary of the sub-area looking south-west.



3: Taken from the north-eastern boundary edge of the sub-area looking south.



4: Taken from the north-western edge of the sub-area looking south.

Sub-area description

The sub-area comprises a riding centre in the east with stable/barn structures. To the west of this are several grass fields which appear to be used for equestrian purposes. Fields are subdivided by a mixture of fencing, hedgerows and some trees.

Relationship to surrounding area and boundaries

Most of the sub-area's boundaries adjoin other areas of Green Belt within the Borough. The exceptions are the majority of the northern boundary along Daws Heath Road and a small section of the western boundary. To the north and east of the sub-area, land is characterised by low-density residential use. The southern and part of the eastern boundary is strongly defined by Ancient Woodland and the west by residential curtilage.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: The sub-area is adjacent to Thundersley as a large built-up area. The sub-area includes minimal built development comprising of a riding centre in the east. Daws Heath Road includes a small amount of ribbon development either side of the road. The sub-area is partially enclosed by existing development to the west and the physical features of Daws Heath Road to the north and Ancient Woodland to the south and much of its eastern boundary, which could restrict and contain future development. However, the position and scale of the sub-area extending away from settlement edge of Thundersley to the east would result in an incongruous pattern of development.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Moderate Observations: The sub-area lies within a gap between Thundersley and Hadleigh, although it is reflected that Thundersley and Hadleigh already merge further to the south of the sub-area and to a lesser degree between Thundersley and Leigh-on-Sea. The sub-area represents a small part of the gap between Thundersley and Hadleigh. The development of the sub-area would result in some loss of spatial and visual separation between towns, but the presence of Ancient Woodland which wraps around the south and east of the sub-area would help to preserve the wider visual separation.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Moderate Observations: The moderately sized sub-area is largely free of development, comprising fields in equestrian use gently sloping towards the south where they are strongly enclosed by mature woodland and equestrian buildings in the east also bound by woodland. The sub-area has a semi-rural character, albeit reflecting low density neighbouring residential uses along Daws Heath Road, and adjoining woodland to the south and east.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm

GB14/GB29 South of Daws Heath Road/ Ragwood Riding Centre
Assessment conclusion: **Not recommended for further consideration**

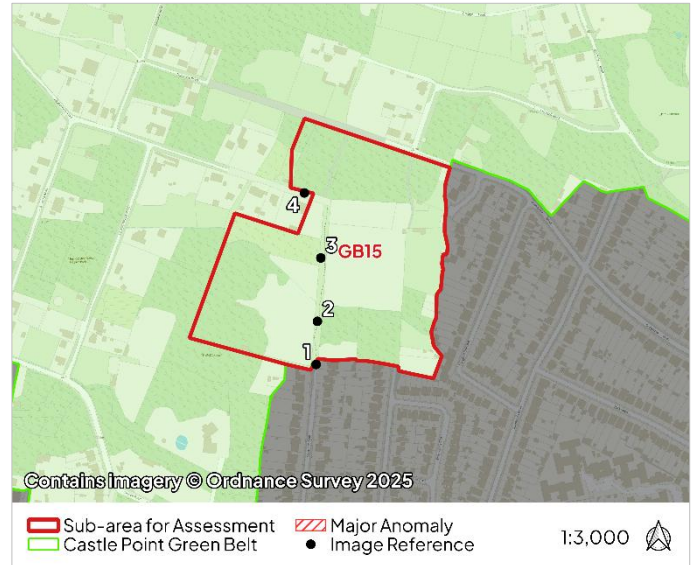
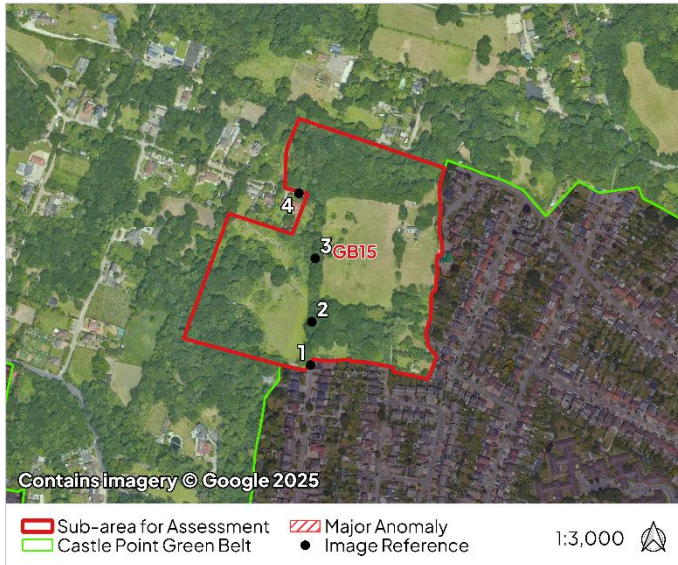
Considerations in respect of wider Green Belt

<p>Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)</p>	<p>Parcel 4</p> <p>Purpose a) Assessment: Very Strong Observations: The Green Belt parcel is adjacent to New Thundersley, Daws Heath and Hadleigh. There is limited sprawl across the northern border where commercial development acts to continue the trading estate across Stadium Way into the parcel. There is also ribbon development along the short stretch of Daws Heath Road which is in the Green Belt. However, outside of these examples, and despite the absence of permanent robust boundaries along much of the extent of the parcel, the parcel itself is free of built up development. As such the Green Belt is considered to make a very strong contribution to this purpose.</p> <p>Purpose b) Assessment: Very Strong Observations: The parcel represents the full extent of the strategic gap between Thundersley to the west and Daws Heath to the east, as well as Daws Heath and Hadleigh, located to the south. These strategic gaps at their shortest extent are approximately 350m and 300m respectively, meaning that significant development would act to notably decrease the remaining gap between these urban areas.</p> <p>Purpose c) Assessment: Very Strong Observations: The topography is rolling with small valleys. It contains areas of pasture, woodland and hedgerows with field boundary trees. The main land use in the parcel is agriculture with farms being present in the north and south of the parcel. There are also stables and a timber yard which are not considered to be inappropriate development in the Green Belt. The industrial estate on the northern edge is reasonably well screened and set below the high ground in views from the south. Whilst there is a small amount of localised ribbon development, the overall perception of this parcel is of agricultural land and woods. The parcel has residential development at its north western, eastern and southern boundaries but is considered large enough that it is not specifically influenced by these boundary features. The parcel also links to wider countryside to the north and south-west.</p>
<p>Observations in respect of wider Green Belt</p>	<p>If the sub-area were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its very limited size relative to the wider Green Belt and to a degree reflecting that the Green Belt around Daws Heath lies separately to the Borough's wider Green Belt network.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of sub-areas which are in close proximity, for example, GB12 and GB13. Also, the review of major anomalies MAGB5 and MAGB12.</p>

Green Belt Assessment sub-area: GB15 North of Grasmere Road

Location: Thundersley

Sub-area size: 7.58 Ha



1: Taken from the south-western boundary edge of the sub-area looking north.



2: Taken from the south-western boundary of the sub-area looking north-west.



3: Taken from the western boundary of the sub-area looking west.



4: Taken from the north-western boundary edge of the sub-area looking west.

Sub-area description

The sub-area comprises grassland, woodland and land in equestrian use, including a couple of minor structures perceived to be in agricultural or equestrian use. A bridleway runs longitudinally through the sub-area, forming part of the Green Belt boundary at Grasmere Road and dividing the sub-area between Parcels 1 and 3A.

Relationship to surrounding area and boundaries

The northern, western and part of the southern boundary of the sub-area adjoin further Green Belt in the Borough. The northern boundary is formed of trees and Grandview Road beyond, including low-density residential dwellings. The western and south-western boundary is primarily woodland with some residential curtilage of dwellings on Windermere Road. The east and south-east of the sub-area is bound by the curtilage of higher-density residential dwellings in Thundersley, which also align with the outer boundary of the Green Belt.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

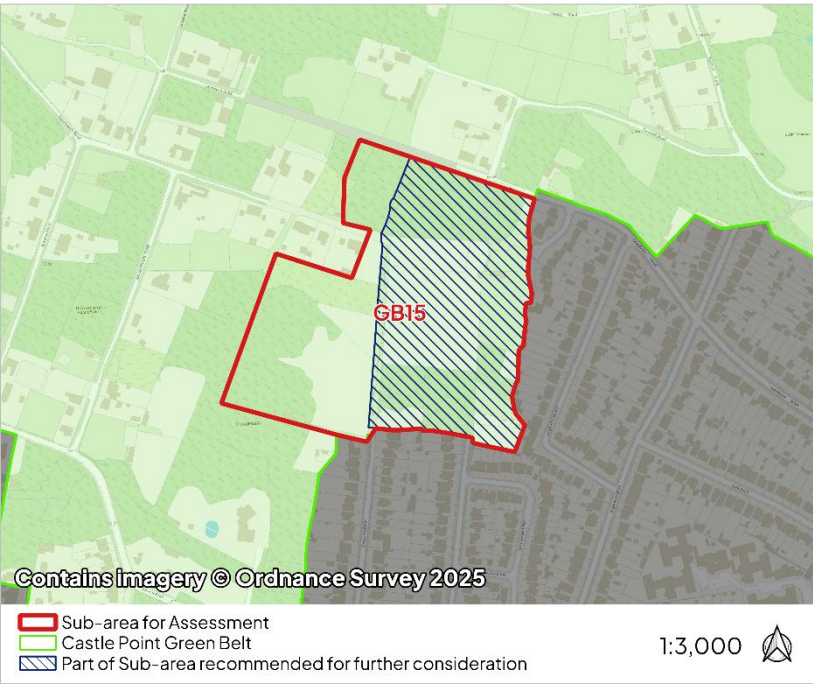
Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: The sub-area is adjacent to Thundersley as a large built-up area. The sub-area is almost entirely free of built development. The sub-area is bound predominantly by woodland and to a lesser extent residential curtilage. Any potential development of the sub-area would have some relationship with the general settlement pattern, particularly considering Grasmere Road to the south and Grandview Road to the North, although this logic does not apply to the south-west of the sub-area which juts out beyond the existing settlement pattern. Overall, it is considered that development of the sub-area as a whole may result in an incongruous pattern of development. Development restricted to the eastern part of the sub-area would most likely result in a moderate assessment of contribution to purpose a).
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Strong Observations: The sub-area is almost wholly free of development and lies within the Central Corridor Locally Important Strategic Green Belt Area which exists in part to restrict the settlements of South Benfleet and Thundersley from merging. It represents a relatively substantial part of the gap between the towns in this location and its development on elevated land would therefore lead to the narrowing of the gap between these towns with loss of visual separation.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Moderate Observations: The moderately sized sub-area is almost wholly free of development. It is surrounded on the east and part of the south by the built-up area of Thundersley. Beyond its northern and western boundaries are a number of low density residential dwellings within the Green Belt alongside woodland. The sub-area has a semi-urban character owing to the predominance of developed boundary features along its south and eastern edges, however the elevated topography results in long views over the wider Green Belt to the north west which despite the strong boundary features to the west and north results in a visually open sub-area.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm

GB15 North of Grasmere Road

Assessment conclusion: Entire sub-area not recommended for further consideration. Reduced area recommended

As per the map below, our recommendation is that the eastern part of the sub-area which is not judged to score strongly against any of the Green Belt Purposes, is taken forward for consideration in order to reduce potential harm to the Green Belt and a revised potential Green Belt boundary is outlined. The reduced area, as outlined, is adjacent, and relates more strongly, to Thundersley as a large built-up area and the existing settlement pattern and would likely substantially reduce the potential harm to the rural character of the Green Belt further to the west and retain greater separation between Thundersley and South Benfleet compared to the original sub-area boundary.



Considerations in respect of wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 1

Purpose a)

Assessment: Strong

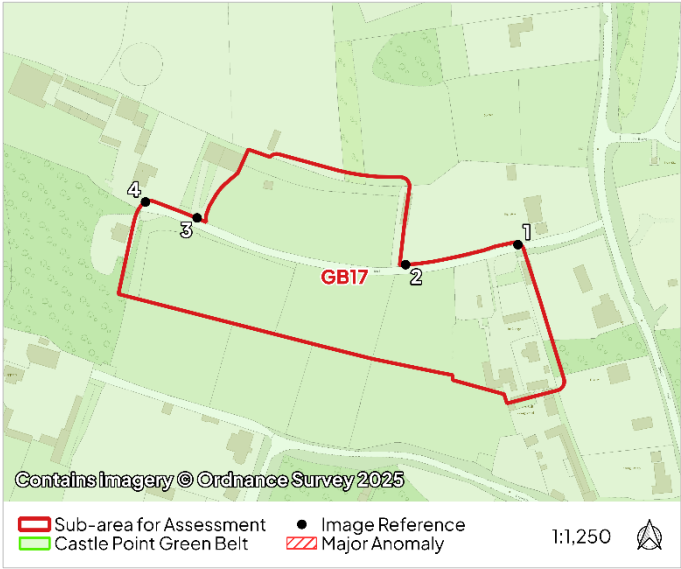
Observations: The parcel is adjacent to Thundersley and South Benfleet at its southern boundary. Whilst this boundary primarily takes the form of residential back gardens, meaning that the boundary is not robust, the only residential development in the parcel at the same density as the urban areas is located in the south-east corner, where properties to the north of Goldfinch Lane can be found within the parcel. These properties are directly opposite other properties on Goldfinch Lane and are therefore closely related to the current urban form. The rural / urban boundary is also relatively weakly

	<p>defined in other areas with other residential dwellings and plotland development present in the parcel. These are considered to constitute sprawl. The majority of the parcel is however free from built development. The eastern and western boundaries are assessed as being strong, permanent boundaries but these are not adjacent to an urban area, with land across from these boundaries being Green Belt land within Rochford District and Basildon Borough respectively. Taking the form of residential back gardens, the southern boundary is not considered to be robust. However, the parcel lacks alternative features that could act as a strong, defensible boundary and as such this parcel is considered to strongly contribute to this purpose given the density of inappropriate development within it as a whole.</p> <p>Purpose b) Assessment: Very Strong Observations: Whilst such a scale of development is recognised as being unlikely, developing the parcel as a whole would lead to the coalescence of South Benfleet and Thundersley. As such, a very strong contribution is assessed against this purpose. It is also noted that development of the whole parcel will increase coalescence between South Benfleet / Thundersley and Rayleigh, although true coalescence would be impeded by the A127.</p> <p>Purpose c) Assessment: Moderate Observations: There are a large number of different uses within this parcel although a significant proportion are not considered to be inappropriate to the Green Belt. These include a number of farms, formal and informal recreation uses, stables, riding schools and a cemetery. There are however residential dwellings predominantly in the north east and south-east, as well as an industrial estate and a business park in the northern portion. In combination, the parcel is considered to represent a semi-rural character, although there are areas that are entirely rural (particularly in the centre and south-west) and others more obviously developed (north and south-east). Plotland dwellings, smallholdings, recreational buildings and stables are largely hidden by the vegetation. The parcel is considered large enough that it is not materially influenced by its peripheral features.</p>
Observations in respect of wider Green Belt	<p>If the sub-area (as recommended for further consideration) were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its limited size relative to the wider Green Belt. Consideration should be given to any potential cumulative impacts arising in respect of the assessment of sub-areas which are in close proximity. For example, GB17, GB19, GB25, GB26, GB27, GB34 and N3.</p>

Green Belt Assessment sub-area: GB17 Land off Grange

Location: NW Thundersley

Sub-area size: 1.81 Ha



1: Taken from the eastern boundary edge of the sub-area looking west.



2: Taken from the central point along the eastern boundary edge of the sub-area looking north.



3: Taken from the central point along the western boundary of the sub-area looking north-west.



4: Taken from the western boundary edge of the sub-area looking east.

Sub-area description

The sub-area slopes down from east to west. It is primarily comprised of open fields in equestrian use and a small area of development relating to equestrian use with a single dwelling in the east. Grange Road, which is flanked by hedges and trees, runs through the sub-area in an east-west direction.

Relationship to surrounding area and boundaries

The sub-area is surrounded by Green Belt on all sites. The northern boundary follows Grange Road and tree-lined field boundaries, beyond which are open fields and residential and other development. A strong vegetated boundary marks the eastern edge of the sub-area, with residential development beyond. The southern boundary follows Crossfield Road, with woodland and residential development beyond. A strongly vegetated boundary marks the western edge of the sub-area, beyond which lies woodland.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: The sub-area is near, although not directly adjacent to the large built-up area of Thundersley. The sub-area contains limited built development in the east. Development within the sub-area would result in an incongruous pattern of development in relation to the existing settlement pattern.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak/ Moderate Observations: The sub-area is almost wholly free of development and lies within the Central Corridor Locally Important Strategic Green Belt Area which exists in part to restrict the settlements of South Benfleet and Thundersley from merging. The sub-area forms only a very small part of the gap between these towns.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Strong Observations: The moderately sized sub-area is almost wholly free of development other than an area of sheds in equestrian use and a single dwelling in the east and is bound by residential curtilage and tree lined field boundaries. It possesses a strong rural character with sporadic development adjacent alongside gaps filled by woodland and fields and is detached from the urban area. The topography of the sub-area results in wide ranging views and visual openness within Parcel 1 and beyond.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm**GB17 Land off Grange**

Assessment conclusion: **Not recommended for further consideration**

Considerations in respect of wider Green Belt

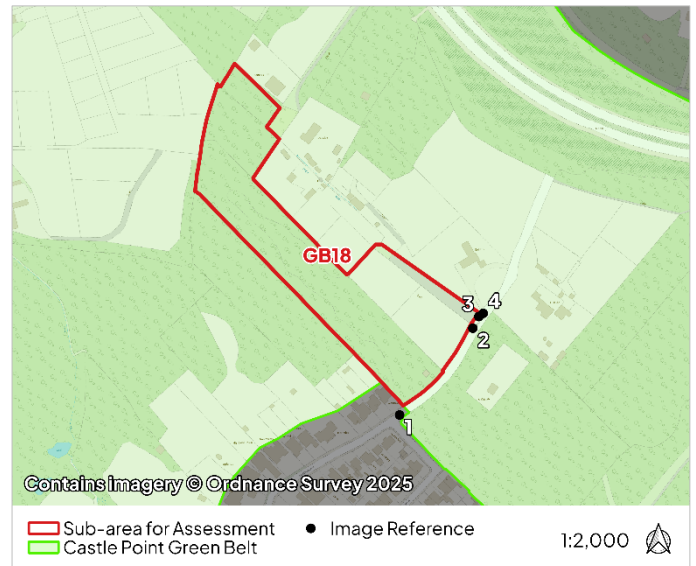
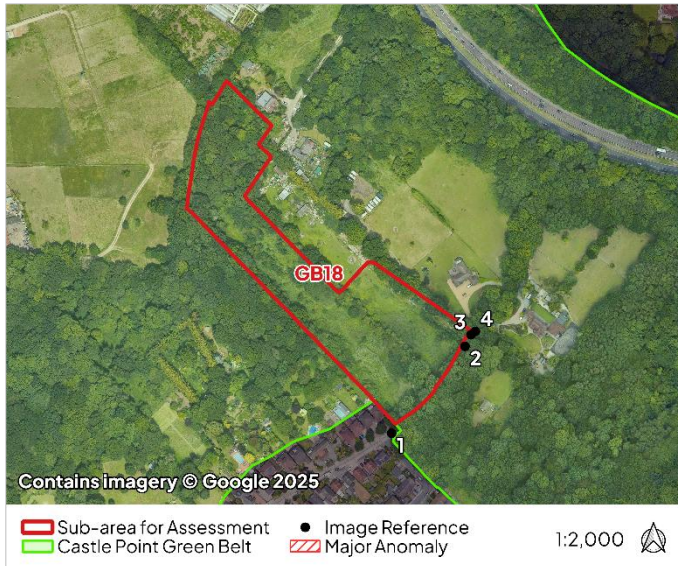
<p>Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)</p>	<p>Parcel 1</p> <p>Purpose a) Assessment: Strong Observations: The parcel is adjacent to Thundersley and South Benfleet at its southern boundary. Whilst this boundary primarily takes the form of residential back gardens, meaning that the boundary is not robust, the only residential development in the parcel at the same density as the urban areas is located in the south-east corner, where properties to the north of Goldfinch Lane can be found within the parcel. These properties are directly opposite other properties on Goldfinch Lane and are therefore closely related to the current urban form. The rural / urban boundary is also relatively weakly defined in other areas with other residential dwellings and plotland development present in the parcel. These are considered to constitute sprawl. The majority of the parcel is however free from built development. The eastern and western boundaries are assessed as being strong, permanent boundaries but these are not adjacent to an urban area, with land across from these boundaries being Green Belt land within Rochford District and Basildon Borough respectively. Taking the form of residential back gardens, the southern boundary is not considered to be robust. However, the parcel lacks alternative features that could act as a strong, defensible boundary and as such this parcel is considered to strongly contribute to this purpose given the density of inappropriate development within it as a whole.</p> <p>Purpose b) Assessment: Very Strong Observations: Whilst such a scale of development is recognised as being unlikely, developing the parcel as a whole would lead to the coalescence of South Benfleet and Thundersley. As such, a very strong contribution is assessed against this purpose. It is also noted that development of the whole parcel will increase coalescence between South Benfleet / Thundersley and Rayleigh, although true coalescence would be impeded by the A127.</p> <p>Purpose c) Assessment: Moderate Observations: There are a large number of different uses within this parcel although a significant proportion are not considered to be inappropriate to the Green Belt. These include a number of farms, formal and informal recreation uses, stables, riding schools and a cemetery. There are however residential dwellings predominantly in the north east and south-east, as well as an industrial estate and a business park in the northern portion. In combination, the parcel is considered to represent a semi-rural character, although there are areas that are entirely rural (particularly in the centre and south-west) and others more obviously developed (north and south-east). Plotland dwellings, smallholdings, recreational buildings and stables are largely hidden by the vegetation. The parcel is considered large enough that it is not materially influenced by its peripheral features.</p>
<p>Observations in respect of wider Green Belt</p>	<p>Despite the sub-area's strong contribution to the relevant Green Belt purposes and its disconnected relationship to Thundersley, if the sub-area were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its limited size relative to the wider Green Belt.</p>

	<p>Consideration should be given to potential cumulative impacts given that the wider Green Belt Review Part 1 (2018). Parcels 1 and 3A comprise many comparable isolated areas of a similar character (including but not limited to GB25 and GB26) and the release of all would have a considerable cumulative impact. Consideration should also be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB15 and GB34.</p>
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Green Belt Assessment sub-area: GB18 Land off Goldfinch Lane

Location: NW Thundersley

Sub-area size: 2.17 Ha



1: Taken from the southern boundary edge of the sub-area looking north-east.



2: Taken from the eastern boundary of the sub-area looking south-west.



3: Taken from the eastern boundary edge of the sub-area looking north-west.



4: Taken from the eastern boundary edge of the sub-area looking south-west.

Sub-area description

This long and thin sub-area stretches north-west away from residential development at Goldfinch Lane and is comprised of scrub and woodland.

Relationship to surrounding area and boundaries

Other than a small area of development outside of the Green Belt to the south, the sub-area is surrounded by Green Belt. The sub-area is bound by strong vegetated edges on all sides. Beyond the sub-area lies woodland and open fields to the west, residential development and woodland to the south, development and open fields to the east, and a garden centre and plant nursery to the north.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: The sub-area is adjacent to the large built-up area of Thundersley. The sub-area is free of existing development and bound by physical features (woodland & residential curtilage). Development within the sub-area would result in an incongruous pattern of development in relation to the existing settlement pattern.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak/ Moderate Observations: The sub-area lies within the Central Corridor Locally Important Strategic Green Belt Area which exists in part to restrict the settlements of South Benfleet and Thundersley from merging. The sub-area forms only a very small part of the gap between these towns. The sub-area also forms a minor part of the gap between Thundersley and Rayleigh, although it is reflected that the A127 acts as a strong boundary between Castle Point and Rayleigh.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Strong Observations: The moderately sized sub-area is free of development, comprises wood, grass and scrub land and is bound by woodland, tree-lined field boundaries and residential curtilage. It is largely rural in character owing to the dominant woodland surroundings. The sub-area is visually enclosed by its strong boundary features.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm**GB18 Land off Goldfinch Lane**

Assessment conclusion: **Not recommended for further consideration**

Considerations in respect of wider Green Belt

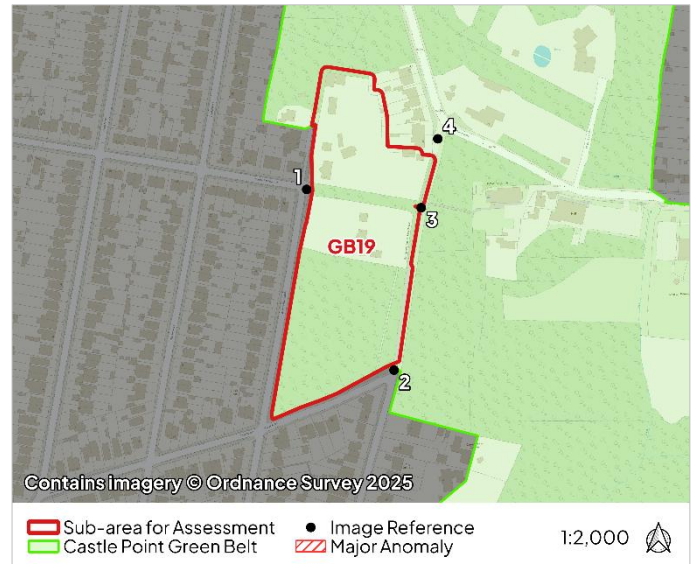
<p>Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)</p>	<p>Parcel 1</p> <p>Purpose a) Assessment: Strong Observations: The parcel is adjacent to Thundersley and South Benfleet at its southern boundary. Whilst this boundary primarily takes the form of residential back gardens, meaning that the boundary is not robust, the only residential development in the parcel at the same density as the urban areas is located in the south-east corner, where properties to the north of Goldfinch Lane can be found within the parcel. These properties are directly opposite other properties on Goldfinch Lane and are therefore closely related to the current urban form. The rural / urban boundary is also relatively weakly defined in other areas with other residential dwellings and plotland development present in the parcel. These are considered to constitute sprawl. The majority of the parcel is however free from built development. The eastern and western boundaries are assessed as being strong, permanent boundaries but these are not adjacent to an urban area, with land across from these boundaries being Green Belt land within Rochford District and Basildon Borough respectively. Taking the form of residential back gardens, the southern boundary is not considered to be robust. However, the parcel lacks alternative features that could act as a strong, defensible boundary and as such this parcel is considered to strongly contribute to this purpose given the density of inappropriate development within it as a whole.</p> <p>Purpose b) Assessment: Very Strong Observations: Whilst such a scale of development is recognised as being unlikely, developing the parcel as a whole would lead to the coalescence of South Benfleet and Thundersley. As such, a very strong contribution is assessed against this purpose. It is also noted that development of the whole parcel will increase coalescence between South Benfleet / Thundersley and Rayleigh, although true coalescence would be impeded by the A127.</p> <p>Purpose c) Assessment: Moderate Observations: There are a large number of different uses within this parcel although a significant proportion are not considered to be inappropriate to the Green Belt. These include a number of farms, formal and informal recreation uses, stables, riding schools and a cemetery. There are however residential dwellings predominantly in the north-east and south-east, as well as an industrial estate and a business park in the northern portion. In combination, the parcel is considered to represent a semi-rural character, although there are areas that are entirely rural (particularly in the centre and south-west) and others more obviously developed (north and south-east). Plotland dwellings, smallholdings, recreational buildings and stables are largely hidden by the vegetation. The parcel is considered large enough that it is not materially influenced by its peripheral features.</p>
<p>Observations in respect of wider Green Belt</p>	<p>Despite the sub-area's strong contribution to the relevant Green Belt purposes, if the sub-area were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its limited size relative to the wider Green Belt. That being said, consideration is required as to</p>

	<p>cumulative changes within Parcel 1 since the Green Belt Review Part 1 (2018). This includes some notable developments/planning permissions in the East of the Parcel including 18 dwellings with The Brackens off Burches Road and planning consent for Braeside Equestrian Centre for 18 dwellings. Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB33.</p>
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Green Belt Assessment sub-area: GB19 Land North of Thundersley Church Road and East of Downer Road North

Location: South Benfleet

Sub-area size: 2.58 Ha



1: Taken from the western boundary of the sub-area looking east.



2: Taken from the south-eastern boundary edge of the sub-area looking north.



3: Taken from the eastern boundary of the sub-area looking west.



4: Taken from the north-eastern boundary edge of the sub-area looking south-west.

Sub-area description

The sub-area contains a mix of residential dwellings and woodland. A public footpath runs along the eastern boundary, and a further footpath traverses the centre of the sub-area from west to east. The elevation rises slightly from the south-west to the north-east of the sub-area.

Relationship to surrounding area and boundaries

The north and the east of the sub-area adjoin further Green Belt in the Borough. The northern and eastern boundaries are defined by woodland, residential curtilage and a public footpath. The south and much of the west of the sub-area are bound by Thundersley Church Road and Downer Road North in South Benfleet respectively. St Peter's Thundersley Church and cemetery are located to the east.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Moderate Observations: The sub-area is adjacent to South Benfleet as a large built-up area. The central and north-western part of the sub-area contains low density residential dwellings, whilst the remainder comprises woodland. The sub-area is bound by physical features (notably woodland, residential curtilage, footpath and road to the south) that could potentially restrict and contain development and it is partially enclosed by existing development to the west and south. Any potential development of the sub-area would relate well to the existing built-up area, particularly its alignment with the settlement edge to the south.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Moderate Observations: The sub-area includes a fair amount of existing development as well as woodland and lies within the Central Corridor Locally Important Strategic Green Belt Area which exists in part to restrict the settlements of South Benfleet and Thundersley from merging. Its development would therefore lead to the narrowing of the gap between these towns. This would represent the narrowest point between the two towns within Green Belt Parcel 3A at approximately 190m. Visual separation would however be preserved due to topography and surrounding landuses, including mature woodland.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Moderate Observations: The moderately sized sub-area is mixed with both a fair amount of development in the form of low density dwellings and also substantial woodland. It is surrounded on the west and south by the built-up area of South Benfleet. Abutting the sub-area to the north-east is also a cluster of residential dwellings fronting onto Church Road, which taken together provides a semi-urban character. The sub-area is also visually enclosed by strong boundary features and adjoining development.
Overall sub-area performance against Purposes: Moderate	

Green Belt boundaries and potential options for mitigation of harm

The new Green Belt boundary could take the form of the public footpath to the east, residential curtilage to the north-east and a small stretch of woodland in the north-west which would broadly meet the NPPF definition for readily recognisable and likely to be permanent boundaries.

GB19 Land North of Thundersley Church Road and East of Downer Road North

Assessment conclusion: [Recommend for further consideration](#)

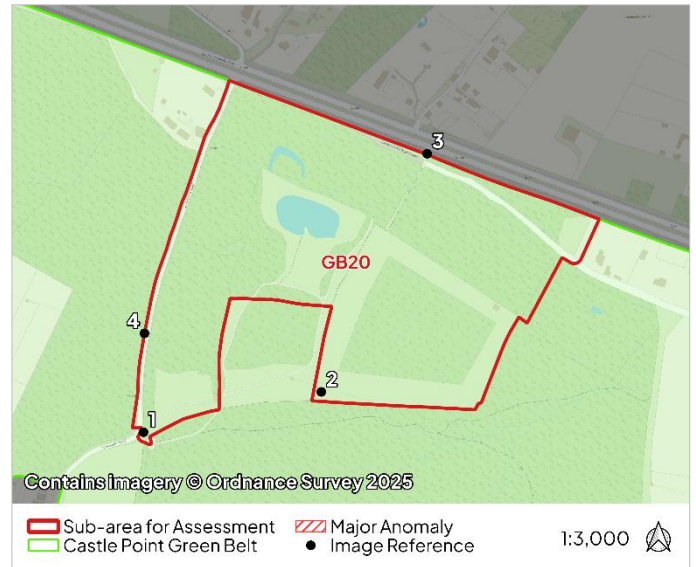
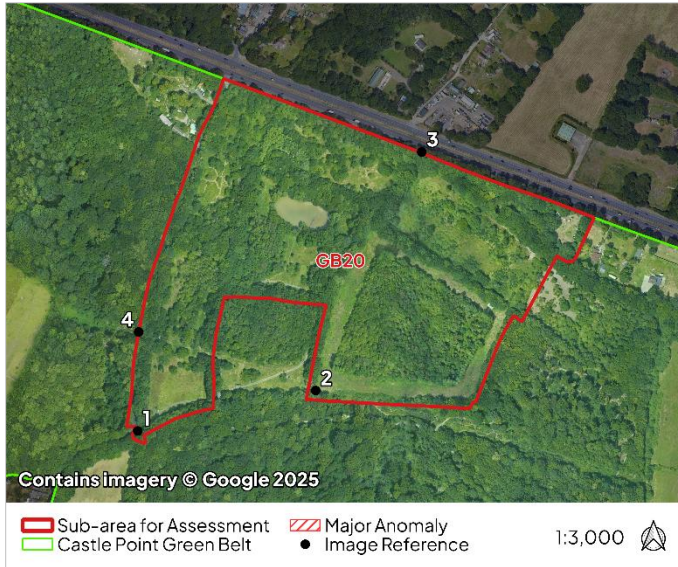
Considerations in respect of wider Green Belt

<p>Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)</p>	<p>Parcel 3a</p> <p>Purpose a) Assessment: Strong Observations: The eastern and western parcel boundaries are adjacent to urban development associated with South Benfleet and Thundersley. Whilst not considered to be robust boundaries, development within the parcel has been largely restricted. However there is clear, albeit limited ribbon development following the route of Church Road which runs through the centre of the parcel and includes dwellings, a church, a hall and carparking.</p> <p>Purpose b) Assessment: Very Strong Observations: The parcel takes the form of a strip of land which forms the entire gap between the settlements of South Benfleet and Thundersley. The eastern and western boundaries are adjacent to these two urban areas and do not follow robust, permanent features. Views between the two settlements are currently blocked due to the presence of large wooded areas, and development would lead to physical coalescence. There is also very limited development within the parcel and as such, this parcel is very strongly contributing to this purpose. Church Road is a potential robust boundary located within the parcel but its orientation is such that a realignment of the Green Belt boundary to this feature would not prevent the merging of the two settlements.</p> <p>Purpose c) Assessment: Strong Observations: The eastern and western parcel boundaries are adjacent to urban development associated with South Benfleet and Thundersley. Whilst not considered to be robust boundaries, development within the parcel has been largely restricted and the parcel is primarily characterised by wooded areas and open land. However there is clear, albeit limited ribbon development following the route of Church Road which runs through the centre of the parcel and is inappropriate to a Green Belt location. There are further residential dwellings in the north associated with Windemere Road and in the south-east associated with Lake Drive. Although the parcel is a relatively narrow strip, it is not considered to be strongly influenced by periphery development to the east and west due to its wooded nature, and it also acts to link countryside in the north of the borough to that in the south.</p>
<p>Observations in respect of wider Green Belt</p>	<p>If the sub-area were released it would reduce, but not fundamentally undermine, the gap between South Benfleet and Thundersley. This would be unlikely to significantly harm the performance of the wider Green Belt due to the sub-area's very limited size relative to the wider Green Belt. Consideration should be given to any potential cumulative impacts arising in respect of the assessment of sub-areas which are in close proximity. For example, GB15, GB25, GB26, GB27 and N3.</p>

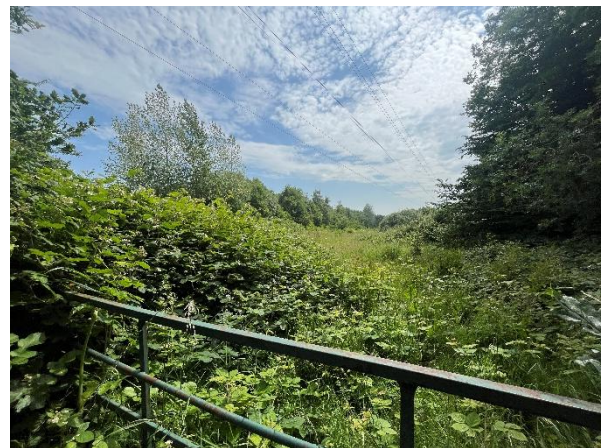
Green Belt Assessment sub-area: GB20 Land to the East of St Michaels Road

Location: Daws Heath

Sub-area size: 15.85 Ha



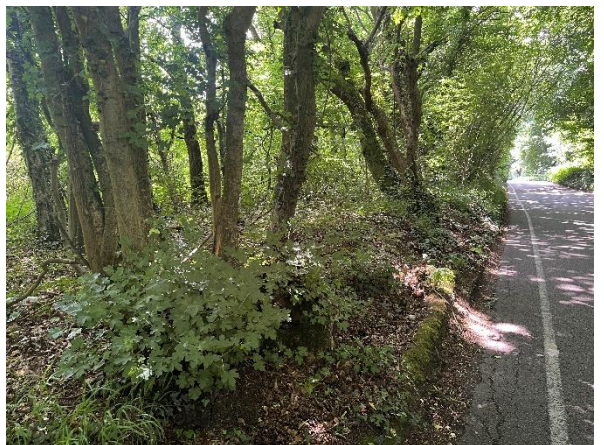
1: Taken from the south-western boundary edge of the sub-area looking north.



2: Taken from the southern boundary of the sub-area looking north-east.



3: Taken from the northern boundary of the sub-area looking north-west.



4: Taken from the western boundary edge of the sub-area looking south.

Sub-area description

The sub-area primarily comprises wood and grassland. A pond is located near the centre of the sub-area. A mobile home is evident within a plot in the far north-east of the sub-area. Due to dense vegetation and lack of public access, observation was limited to views from the central footpath and the sub-area's perimeter.

Relationship to surrounding area and boundaries

The sub-area adjoins further Green Belt in the Borough on all sides, except for the northern boundary. The northern boundary is defined by the A127 road. To the north of this is further Green Belt within Rochford District. The southern boundary broadly follows the extent of an Ancient Woodland (Poundwood Nature Reserve), including a rectangular area cut out of the sub-area which is a Scheduled Ancient Monument. The north-western boundary is defined by what appears to be a historic mound and/or ditch, whilst the western boundary is formed by St Michaels Road as well as Ancient Woodland (Tile Wood Nature Reserve) beyond.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: None Observations: The sub-area is neither adjacent nor near to a large built-up area and cannot therefore be deemed to make any contribution to Purpose a). The sub-area is free of existing development and bound by physical features (roads, woodland (majority of which is Ancient Woodland) and a Scheduled Ancient Monument).
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Moderate Observations: The sub-area is free of development and lies within the gap between Thundersley and Leigh-on-Sea. The sub-area does not form a substantial part of the gap between these towns and development of the sub-area but would result in loss of physical and to a lesser degree visual separation.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Strong Observations: The large sub-area is free of development, primarily comprises woodland in an undulating landscape and is significantly bound by further substantial woodland. The A127 sits immediately to the north of the sub-area, although it is well screened by mature trees. The sub-area therefore has a largely rural character but is visually enclosed by its strong boundary features and is detached from the urban area.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm**GB20 Land to the East of St Michaels Road**

Assessment conclusion: **Not recommended for further consideration**

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 5 (Majority of the sub-area is located in Parcel 5, while a small portion lies within Parcel 8)

Parcel 5

Purpose a)

Assessment: **Very Strong**

Observations: The parcel is adjacent to a trading estate to the north east and Daws Heath to the south. It is also adjacent to development within Rayleigh across the A127, which forms a robust permanent boundary although to the north of the A127 is further Green Belt land within Rochford District.

There has been no development in the parcel itself which could be said to be sprawl from an existing large built up area as defined in the methodology.

Purpose b)

Assessment: **Very Strong**

Observations: The topography is gently rolling with a substantial area of woodland cover. There are views into the area from adjacent residential properties and farmsteads. A network of minor roads, tracks, footpaths and public rights of way cross the site. Views into the area from the A127 in the north are screened by mature trees.

Parcel 5 forms the entirety of the strategic gap between Thundersley and Daws Heath, and Rayleigh and Daws Heath. It also forms approximately 600m of the total 750m gap between Daws Heath and the urban settlement of Eastwood, Leigh-on-Sea. At its closest point, Eastwood, Leigh-on-Sea falls within the district of Castle Point although the settlement is largely located in Southend-on-Sea.

The fact that this parcel represents the sole strategic gap between two settlements, the majority of another strategic gap and there are no features which would block inter-visibility outside of the parcel, its contribution to this purpose is assessed as very strong.

Purpose c)

Assessment: **Very Strong**

Observations: There is extremely minimal built development within this parcel. Other than for a children's hospice in the south-west of the parcel and a place of worship, all other built development in the parcel is associated with the farms that are located in the north and south. The topography is gently rolling with a substantial area of woodland cover and more open fields. The parcel is bound by the A127 to the north and contains residential development along a portion of its southern boundary. However, the parcel is of such a size as to not be influenced by these periphery developments.

Parcel 8

Purpose a)

Assessment: **Strong**

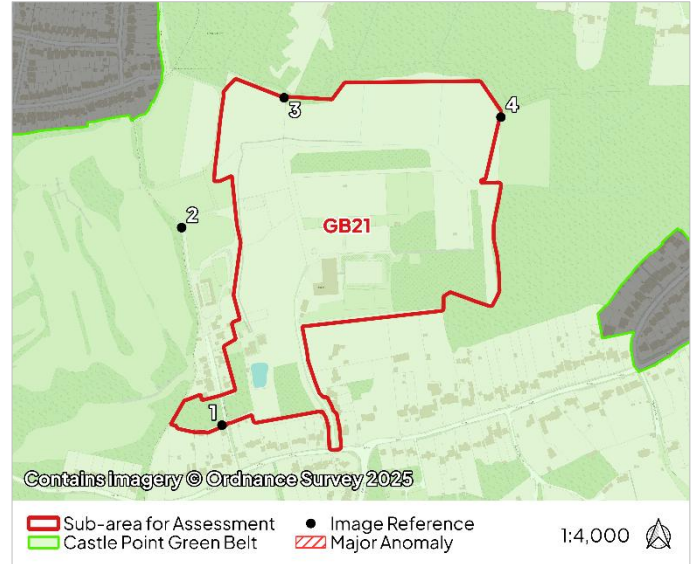
Observations: The parcel is adjacent to Daws Heath at the northern boundary, Eastwood, Leigh-on-Sea to the east and Hadleigh to the south-west. Other than for a small proportion of the western boundary, these boundaries take the form of the curtilages of residential properties and are therefore not considered to be strongly robust. However, along the extent of

	<p>most of these boundaries there has not been sprawl meaning that these boundaries are well defined.</p> <p>Nonetheless, there is evidence of sprawl into the parcel taking the form of ribbon development originating from Daws Heath and following the route of Bramble Road in the eastern portion of the parcel. Daws Heath Road, located in close proximity to the western boundary and which runs between Hadleigh and Daws Heath also contains a small amount of ribbon development. There are further, localised examples of sprawl in the northeast whilst in general, the western portion is open field.</p> <p>Although sprawl has therefore occurred within the parcel, the degree of sprawl compared to the size of the parcel, and its proximity to three separate urban settlements means that it is assessed as strongly contributing to this purpose.</p> <p>Purpose b) Assessment: Very Strong Observations: The parcel is adjacent to Daws Heath, Eastwood, Leigh-on-Sea, which is primarily in Southend-on-Sea, and Hadleigh and as such its development would lead to the physical merging of these three settlements. Leigh-on-Sea is some distance from the other two settlements, being approximately 1.2km away, and is already merged with Hadleigh further south across Belfairs Park. However, the strategic gap between Daws Heath and Hadleigh is approximately 250m and comprised solely of this parcel, meaning that this parcel make a very strong contribution to this purpose.</p> <p>Purpose c) Assessment: Moderate Observations: Other than the ribbon developments already highlighted, the remainder of the parcel comprises of a number of farms and associated dwellings along with agricultural fields. The landscape is compartmentalised with hedges and fences separating areas, and it is also well screened by trees and hedges. Roads are few and narrow.</p> <p>The parcel adjoins significant expanses of countryside to the north and south but there is however residential development located along much of the boundaries in the eastern and western portion of the site which influence the perception of the parcel being in open countryside at these locations, which is further compounded by the ribbon developments in the centre.</p>
Observations in respect of wider Green Belt	<p>Despite the sub-area's strong contribution to the relevant Green Belt purposes and its disconnected relationship to any built-up area, if the sub-area were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its relatively limited size relative to the wider Green Belt, and to a degree reflecting that the Green Belt around Daws Heath lies separately to the Borough's wider Green Belt network.</p>

Green Belt Assessment sub-area: GB21 Land off Hilltop Avenue

Location: South Benfleet

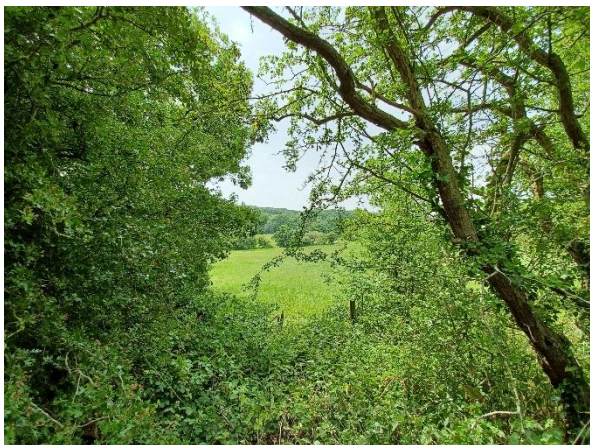
Sub-area size: 21.82 Ha



1: Taken from the south-western boundary edge of the sub-area looking north-east.



2: Taken near the north-western boundary of the sub-area looking east.



3: Taken from the north-western boundary edge of the sub-area looking south.



4: Taken from the north-eastern boundary of the sub-area looking south.

Sub-area description

The sub-area slopes steeply down towards its centre before rising to the north and south. The sub-area is primarily comprised of open grassland and agricultural uses with a large barn like structure and other buildings in the south, subdivided by tree lined field boundaries with denser woodland beyond.

Relationship to surrounding area and boundaries

The sub-area adjoins further Green Belt on all sides. The southern boundary is demarcated by residential curtilage, with several properties featuring substantial rear gardens extending from Benfleet Road. The south-western boundary comprises residential curtilage and equestrian uses. The western boundary is occupied by substantial trees with a golf course beyond. The remaining boundaries and adjacent land are characterised by woodland.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: The sub-area is bound by strong physical features (north, east, west - woodland and tree-lined field boundaries and south - residential curtilage) that could visually and physically contain development to a degree. However, the significantly varied topography of the sub-area diminishes the ability of the physical features to visually contain development. Furthermore, the sub-area is largely free of development other than a large building adjacent to the southern boundary that comprises a small part of the sub-area, is near to the large built-up area of South Benfleet to the west, and if developed would result in an incongruous pattern of development extending significantly beyond the existing settlement edge into the Green Belt.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Strong Observations: This sub-area is almost wholly free of development. It lies between Thundersley, Hadleigh, and South Benfleet and represents a very large and central part of strategic gap between South Benfleet and Thundersley as well as South Benfleet and Hadleigh in this area. Its development would therefore lead to the significant narrowing of the gap between South Benfleet and Thundersley, and South Benfleet and Hadleigh, thus resulting in the significant loss of visual separation between these towns.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Strong Observations: The large sub-area is almost wholly free of development, and is characterised by open and undulating fields bound by substantial woodland, heavily vegetated tree-lined field boundaries, and to a lesser degree residential curtilage, thus providing the sub-area with a largely rural character. Its undulating topography also ensures it remains visually exposed despite its strong boundary features.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm**GB21 Land off Hilltop Avenue**

Assessment conclusion: **Not recommended for further consideration**

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 11 (Majority of the sub-area is located in Parcel 11, while a small portion lies within Parcel 13)

Parcel 11

Purpose a)

Assessment: **Very Strong**

Observations: The northern, half of the eastern, the southern and part of the western boundary are adjacent to urban settlements. For the most part, these boundaries take the form of residential curtilages and are therefore not robust features. There has been a small amount of sprawl across the northern boundary and isolated residential sprawl in the northern portion and the south-west.

However, in the context of the parcel, and particularly given the amount of urban development surrounding the parcel, it is considered that this parcel makes a very strong contribution to checking the unrestricted sprawl of large built up areas.

Purpose b)

Assessment: **Very Strong**

Observations: The parcel is adjacent to Thundersley and South Benfleet and represents the entire strategic gap between the two settlements in this area. The parcel also represents approximately 1050m of the approximate total 1250m gap between the two settlements of South Benfleet and Hadleigh. Its development would therefore lead to the actual merging of Thundersley and South Benfleet, and the significant reduction of the strategic gap between South Benfleet and Hadleigh, giving rise to the strong perception of merging between the two. Development would also lead to the merging of South Benfleet with the ribbon development to the south of the parcel stretching out from Hadleigh.

Purpose c)

Assessment: **Very Strong**

Observations: The area is undulating and comprises a large amount of woodland, with fields of pasture and new planting, and grassed area of formal recreation. The land is enclosed by hedges into fairly small units. The topography and woodland contribute to make the area relatively enclosed behind a fringe of residential development. In the context of the parcel as a whole, development within the parcel that is considered to be inappropriate development in the Green Belt is well screened and isolated. The parcel is considered to be of such a size as to not be strongly influenced by the residential development at the northern, southern and part of the western boundary, which in any event are predominantly screened by woodland. The parcel contains links to the countryside to the north west and south-west.

Parcel 13

Purpose a)

Assessment: **Moderate**

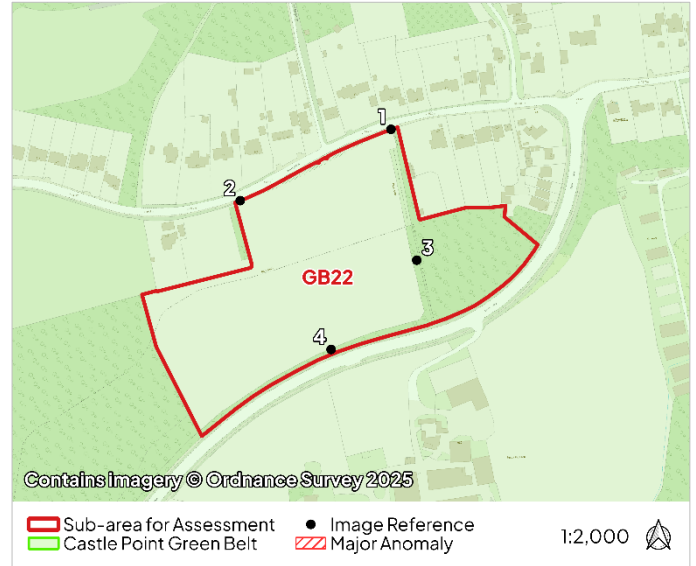
Observations: The parcel is closely related to an adjacent urban area such that there is no significant break between the built-up urban area and the parcel. However, the development is confined to frontage land only, with extensive areas of openness to the rear. Therefore, whilst there is strong evidence of sprawl into the Green Belt, its designation as Green Belt

	<p>safeguards against any further sprawl into the countryside. Strategic development would conflict with the purpose of the Green Belt as it would result in increasing the density of what is already an undesirable settlement pattern.</p> <p>Purpose b) Assessment: None Observations: The parcel is characterised as ribbon development between South Benfleet and Hadleigh which passes through the entire length of the parcel. As such the parcel does not act as a rural break between two settlements.</p> <p>Purpose c) Assessment: Minor Observations: The parcel is closely related to an adjacent urban area such that there is no significant break between the built-up urban area and the parcel, therefore the overriding character is that of residential development. However, the vast majority of development is confined to frontage land only, with extensive areas of openness to the rear. The Green Belt designation reduces the possibility that large gardens in the parcel can be partitioned and then sold for housing. Such an action would increase the degree of encroachment and reduces green field land, which would further detrimentally affect the character of the Green Belt. The parcel is linked to further countryside to the north, south and west although these links are fractured given the amount of development within the parcel itself.</p>
Observations in respect of wider Green Belt	<p>Despite the strong contribution of the sub-area to the Green Belt purposes, if it were released it would be unlikely to significantly harm the performance of the wider Green Belt on its own due largely to its relatively limited size when compared to the Green Belt across the plan area. Beyond the Central Corridor development of this sub-area would likely be of limited consequence for the remaining Green Belt at the plan scale. Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB22, GB23 and GB24.</p>

Green Belt Assessment sub-area: GB22 Land Between Essex Way and Vicarage Hill

Location: South Benfleet

Sub-area size: 4.24 Ha



1: Taken from the north-eastern boundary edge of the sub-area looking south-west.



2: Taken from the north-western boundary edge of the sub-area looking south-east.



3: Taken from the north-eastern part of the sub-area looking east.



4: Taken from the southern boundary of the sub-area looking west.

Sub-area description

The sub-area is in agricultural use. The land slopes steeply downwards towards Essex Way to the south and is situated at a significantly lower elevation than Vicarage Hill, which forms the northern boundary.

Relationship to surrounding area and boundaries

The sub-area adjoins further Green Belt on all sides. The sub-area is bounded by Vicarage Hill and Essex Way to the north and south respectively, and residential curtilage and woodland to the east and west. Beyond the sub-area boundaries lie woodland to the east and west, residential development to the north and agricultural fields to the south.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	<p>Assessment: None</p> <p>Observations: The sub-area is neither adjacent nor near to a large built-up area and cannot therefore be deemed to make any contribution to Purpose a). It is wholly free of development and bound by physical features (north - residential curtilage, east - woodland, south - road, west - woodland and residential curtilage), however the substantially varied topography combined with long views to the south results in the sub-area being visually very open. Consequently, the physical features bounding the sub-area do not visually contain it. Development would result in an incongruous pattern stretching further south beyond the existing southern built edge along Vicarage Hill.</p>
Purpose b): To prevent neighbouring towns merging into one another	<p>Assessment: Strong</p> <p>Observations: The sub-area is free of development and lies between South Benfleet and Hadleigh. It represents an important part of the gap and its development would result in the loss of visual separation between these towns reflecting the scale of the sub-area and visually exposed nature to the south owing to its elevated topography, weak southern boundary (road) and long views to the south..</p>
Purpose c): To assist in safeguarding the countryside from encroachment	<p>Assessment: Strong</p> <p>Observations: The moderately sized sub-area is free of development and comprised of a single open and undulating field bounded by woodland, tree-lined field boundaries, residential curtilage and Essex Way. While the sub-area is modest in scale and occupies a close relationship to development along Vicarage Hill, its development would encroach into the countryside beyond the established developed edge along Vicarage Hill and Benfleet Road and be highly visible across a large area of Green Belt to the south.</p>
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm**GB22 Land Between Essex Way and Vicarage Hill**

Assessment conclusion: **Not recommended for further consideration**

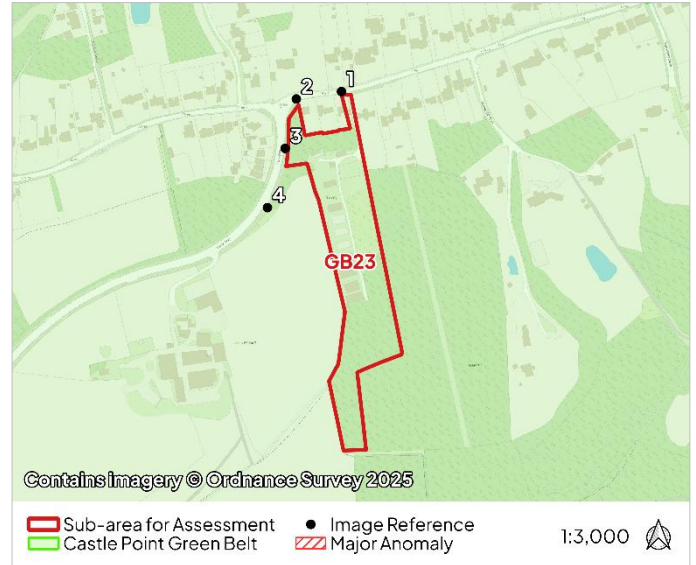
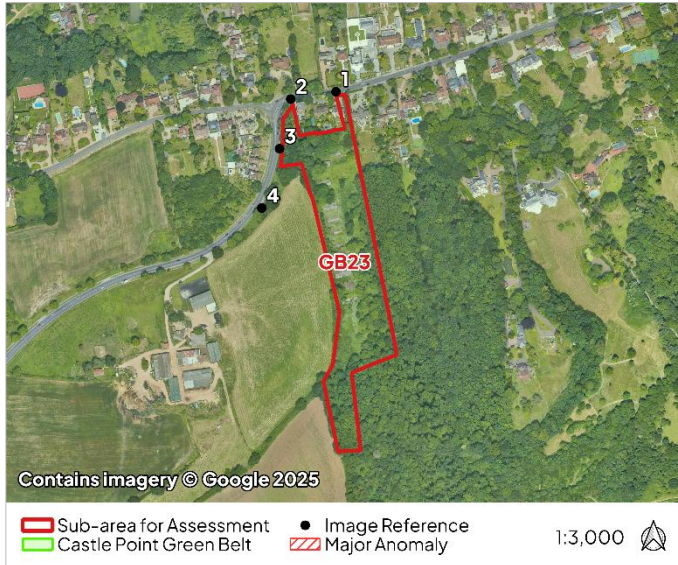
Considerations in respect of wider Green Belt

<p>Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)</p>	<p>Parcel 16</p> <p>Purpose a) Assessment: Strong Observations: The northern boundary is adjacent to ribbon development emanating from Hadleigh whilst the western boundary is adjacent to South Benfleet. Both boundaries take the form of residential curtilages and are therefore not considered to be robust. Sprawl has however been resisted across the western boundary but this is not the case at the northern boundary, where a number of large properties have been developed inside the parcel. Many of the properties that have sprawled into the Green Belt have large residential curtilages, but the fact that they are in the Green Belt acts to limit their further development.</p> <p>Purpose b) Assessment: Very Strong Observations: The parcel lies between South Benfleet and Hadleigh and represents the only parcel in the strategic gap at this location. Although the current strategic gap is small in those areas close to the ribbon development, due to the large amount of screening offered by existing woodland and other vegetation in the parcel there is no inter-visibility between most of South Benfleet and Hadleigh. However, due to the sloping topography, there is visibility of properties along Essex Way on the eastern edge of South Benfleet from the ribbon development emanating from Hadleigh. Development of parcel 16 would act to significantly impact on the physical degree and perception of merge between the two areas. As such the parcel is considered to very strongly contribute to preventing neighbouring towns from merging.</p> <p>Purpose c) Assessment: Very Strong Observations: The topography is undulating and slopes down towards the estuary. The parcel comprises of arable land, pasture, woodland and scrub. The landscape is relatively enclosed by woodland and hedges and hedgerow trees. The parcel is adjacent to two urban settlements and although there has been residential sprawl into the parcel, these dwellings are very well screened. A B road runs through part of the parcel but due to the size of the parcel this does not act to significantly detract from its rural nature. The properties to the north overlook the parcel but are well set back from the parcel edge. Given the size of the parcel it is not influenced by the residential development along its western boundary. Coupled with the relative lack of development, the overriding characteristic of the parcel is of countryside, and it contains strong links to further countryside to the east and south.</p>
<p>Observations in respect of wider Green Belt</p>	<p>Despite the strong contribution of the sub-area to the Green Belt purposes, if it were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its very limited size relative to the Green Belt across the plan area. Development of the sub-area would have very limited effect on the wider Green Belt to the north.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB21, GB23 and GB24.</p>

Green Belt Assessment sub-area: GB23 Land to the rear of 329 Benfleet Road

Location: Benfleet

Sub-area size: 2.73Ha



1: Taken from the north-eastern boundary edge of the sub-area looking south.



2: Taken from the north-western boundary of the sub-area looking south.



3: Taken from the north-west boundary of the sub-area looking east.



4: Taken near the western boundary of the sub-area looking south-east.

Sub-area description

The sub-area wraps around residential development fronting Benfleet Road and stretches south comprising woodland and single storey buildings / sheds that are somewhat blending into the landscape, with free standing trees dotted throughout.

Relationship to surrounding area and boundaries

The sub-area adjoins further Green Belt on all sides. The northern boundary adjoins the curtilage of residential properties, with further residential development along Benfleet Road beyond. The western boundary is characterised by a tree-lined field boundary and the adjacent agricultural use. The eastern and southern boundaries consist predominantly of dense woodland.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

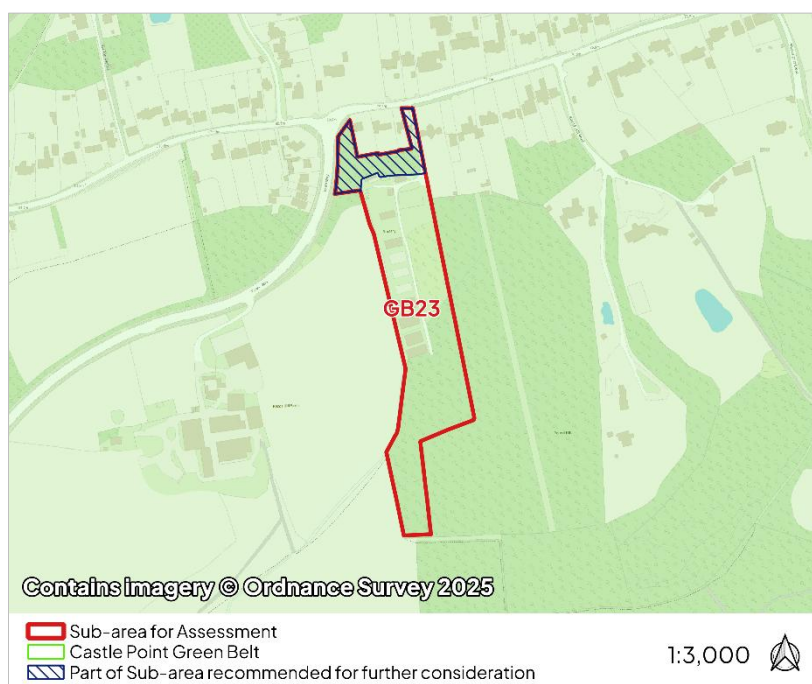
Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: None Observations: The sub-area is neither adjacent nor near to a large built-up area and cannot therefore be deemed to make any contribution to Purpose a). The sub-area is predominantly comprised of previously developed land and woodland, and is bound by physical features (north - residential curtilage, east and south - woodland, west - tree lined field boundary). Development and woodland contain the sub-area in the north and east, respectively. However, the weak western boundary results in the sub-area's visual openness to the west. The northern most part of the sub-area is bound by stronger woodland features and is less exposed to views beyond the sub-area boundary. Development would result in an incongruous pattern stretching beyond the existing pattern of built form straddling Benfleet Road.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Moderate Observations: The sub-area is predominantly comprised of previously developed land and woodland, and is visually open to the west resulting from the less vegetated western boundary. It represents a small part of the gap between South Benfleet and Hadleigh development of which would result in a loss of visual separation between these towns.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Strong Observations: The moderately sized sub-area is comprised of previously developed land (although this is considered to be blending into the landscape) and woodland. It is bound by woodland, tree-lined field boundaries, and residential curtilage. While the sub-area is modest in scale, it is visually exposed to the west and encroaches into the countryside beyond the established built edge along Benfleet Road and the narrow southern most extension would be highly visible across a large area of the Green Belt to the south owing to its position on elevated topography.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm**GB23 Land to the rear of 329 Benfleet Road**

Assessment conclusion: **Entire sub-area not recommended for further consideration. Reduced area recommended**

As per the map below, our recommendation is that the northern part of the sub-area which is not judged to score strongly against any of the Green Belt Purposes is taken forward for consideration in order to reduce potential harm to the Green Belt and a revised potential Green Belt boundary is outlined. The new Green

Belt boundary would align with the substantially vegetated residential curtilage in the north and the pattern of existing development along Benfleet Road immediately east and west of the sub-area. The amended boundary would meet the NPPF definition for readily recognisable and likely to be permanent boundaries, and would likely substantially reduce potential visual harm arising compared to the original sub-area boundary.



Considerations in respect of wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 13 (Majority of the sub-area is located in Parcel 13, while a small portion lies within Parcel 16)

Parcel 13

Purpose a)

Assessment: **Moderate**

Observations: The parcel is closely related to an adjacent urban area such that there is no significant break between the built-up urban area and the parcel. However, the development is confined to frontage land only, with extensive areas of openness to the rear. Therefore, whilst there is strong evidence of sprawl into the Green Belt, its designation as Green Belt safeguards against any further sprawl into the countryside. Strategic development would conflict with the purpose of the Green Belt as it would result in increasing the density of what is already an undesirable settlement pattern.

Purpose b)

Assessment: **None**

Observations: The parcel is characterised as ribbon development between South Benfleet and Hadleigh which passes through the entire length of the parcel. As such the parcel does not act as a rural break between two settlements.

Purpose c)

Assessment: **Minor**

Observations: The parcel is closely related to an adjacent urban area such that there is no significant break between the built-up urban area and the parcel, therefore the overriding character is that of residential development. However, the vast majority of development is confined to frontage land only, with extensive areas of openness to the rear. The Green Belt designation reduces the possibility that large gardens in the parcel can be partitioned and then sold for housing. Such an action would increase the degree of encroachment and reduces green field land, which would further detrimentally affect the character of the Green Belt. The parcel is linked to further countryside to the north, south and west although these links are fractured given the amount of development within the parcel itself.

Parcel 16

Purpose a)

Assessment: **Strong**

Observations: The northern boundary is adjacent to ribbon development emanating from Hadleigh whilst the western boundary is adjacent to South Benfleet. Both boundaries take the form of residential curtilages and are therefore not considered to be robust. Sprawl has however been resisted across the western boundary but this is not the case at the northern boundary, where a number of large properties have been developed inside the parcel.

Many of the properties that have sprawled into the Green Belt have large residential curtilages, but the fact that they are in the Green Belt acts to limit their further development.

Purpose b)

Assessment: **Very Strong**

Observations: The parcel lies between South Benfleet and Hadleigh and represents the only parcel in the strategic gap at this location. Although the current strategic gap is small in those areas close to the ribbon development, due to the large amount of screening offered by existing woodland and other vegetation in the parcel there is no inter-visibility between most of South Benfleet and Hadleigh.

However, due to the sloping topography, there is visibility of properties along Essex Way on the eastern edge of South Benfleet from the ribbon development emanating from Hadleigh.

Development of parcel 16 would act to significantly impact on the physical degree and perception of merge between the two areas. As such the parcel is considered to very strongly contribute to preventing neighbouring towns from merging.

Purpose c)

Assessment: **Very Strong**

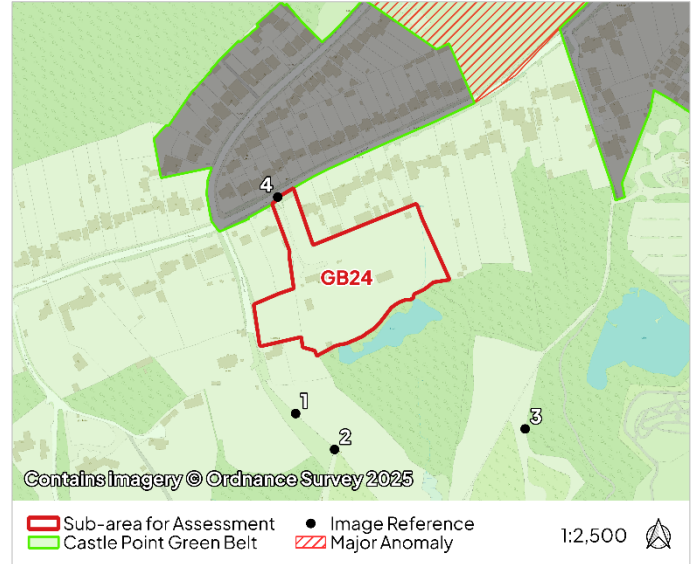
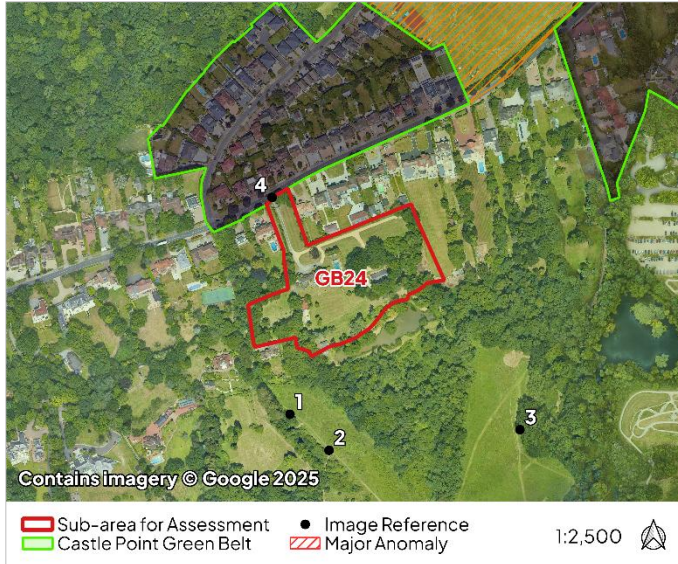
Observations: The topography is undulating and slopes down towards the estuary. The parcel comprises of arable land, pasture, woodland and scrub. The landscape is relatively enclosed by woodland and hedges and hedgerow trees. The parcel is adjacent to two urban settlements and although there has been residential sprawl into the parcel, these dwellings are very well screened. A B road runs through part of the parcel but due to the size of the parcel this does not act to significantly detract from its rural nature. The properties to the north overlook the parcel but are well set back from the parcel edge. Given the size of the parcel it is not influenced by the residential development along its western boundary. Coupled with the relative lack of development, the overriding characteristic of the parcel is of

	countryside, and it contains strong links to further countryside to the east and south.
Observations in respect of wider Green Belt	<p>If the sub-area were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its very limited size relative to the Green Belt across the plan area.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB21, GB22 and GB24.</p>

Green Belt Assessment sub-area: GB24 Land off Shipwrights Close

Location: Hadleigh

Sub-area size: 2.08 Ha



1: Taken near the south-western boundary edge of the sub-area looking north-east.



2: Taken to the south-west of the southern boundary of the sub-area looking north.



3: Taken to the south-east of the southern boundary of the sub-area looking south-west.



4: Taken from the north-western boundary edge of the sub-area looking south.

Sub-area description

The sub-area comprises residential development and associated structures within large grounds accessed via Benfleet Road to the north.

Relationship to surrounding area and boundaries

The sub-area is surrounded by further Green Belt, other than the access road, which adjoins an area of development north of Benfleet Road that is inset from the Green Belt. The northern boundary follows residential curtilage and Benfleet Road. The southern and majority of the western and eastern boundaries are tree-lined, with publicly accessible open land beyond.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Weak Observations: The sub-area is adjacent to the large built-up area of Hadleigh (Hadleigh comprises development along the northern side of Benfleet Road opposite the sub-area). However, it is bounded by readily recognisable and likely to be permanent physical features (Benfleet Road, residential curtilage, and woodland) that would physically and visually contain development. Furthermore, were the sub-area to be developed it would be flanked by dwellings and residential curtilage to the north, east and west, with the southern boundary broadly aligning with the southern extent of development along Benfleet Road. The sub-area is not free of existing development but rather a number of residential dwellings are situated across it.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak Observations: The sub-area is comprised of residential development and an outcrop of trees, and is largely physically and visually contained by boundary features (residential curtilage and woodland). The sub-area represents a very small part of the gap between South Benfleet and Hadleigh development of which would result in a negligible loss of visual separation between these towns owing to the existing development flanking the sub-area to the north, east and west, and the visually contained nature of the sub-area.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Weak Observations: The moderately sized sub-area is comprised of previously developed land and a grouping of trees, and is bound by residential curtilage and woodland. While development would intensify the landuse, it is visually enclosed by strong boundary features, and has a semi-urban character by virtue of its close relationship with the development along Benfleet Road.
Overall sub-area performance against Purposes: Weak	

Green Belt boundaries and potential options for mitigation of harm

The new Green Belt boundary could consist of an established woodland edge, with further woodland beyond, and would therefore meet the NPPF definition for readily recognisable and likely to be permanent boundaries. However, depending on the scale of development this boundary edge could be further enhanced.

GB24 Land off Shipwrights Close

Assessment conclusion: **Recommend for further consideration**

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 16 (Majority of the sub-area is located in Parcel 16, while a small portion lies within Parcel 13)

Parcel 16

Purpose a)

Assessment: **Strong**

Observations: The northern boundary is adjacent to ribbon development emanating from Hadleigh whilst the western boundary is adjacent to South Benfleet. Both boundaries take the form of residential curtilages and are therefore not considered to be robust. Sprawl has however been resisted across the western boundary but this is not the case at the northern boundary, where a number of large properties have been developed inside the parcel.

Many of the properties that have sprawled into the Green Belt have large residential curtilages, but the fact that they are in the Green Belt acts to limit their further development.

Purpose b)

Assessment: **Very Strong**

Observations: The parcel lies between South Benfleet and Hadleigh and represents the only parcel in the strategic gap at this location. Although the current strategic gap is small in those areas close to the ribbon development, due to the large amount of screening offered by existing woodland and other vegetation in the parcel there is no inter-visibility between most of South Benfleet and Hadleigh.

However, due to the sloping topography, there is visibility of properties along Essex Way on the eastern edge of South Benfleet from the ribbon development emanating from Hadleigh.

Development of parcel 16 would act to significantly impact on the physical degree and perception of merge between the two areas. As such the parcel is considered to very strongly contribute to preventing neighbouring towns from merging.

Purpose c)

Assessment: **Very Strong**

Observations: The topography is undulating and slopes down towards the estuary. The parcel comprises of arable land, pasture, woodland and scrub. The landscape is relatively enclosed by woodland and hedges and hedgerow trees. The parcel is adjacent to two urban settlements and although there has been residential sprawl into the parcel, these dwellings are very well screened. A B road runs through part of the parcel but due to the size of the parcel this does not act to significantly detract from its rural nature. The properties to the north overlook the parcel but are well set back from the parcel edge. Given the size of the parcel it is not influenced by the residential development along its western boundary. Coupled with the relative lack of development, the overriding characteristic of the parcel is of countryside, and it contains strong links to further countryside to the east and south.

Parcel 13

Purpose a)

Assessment: **Moderate**

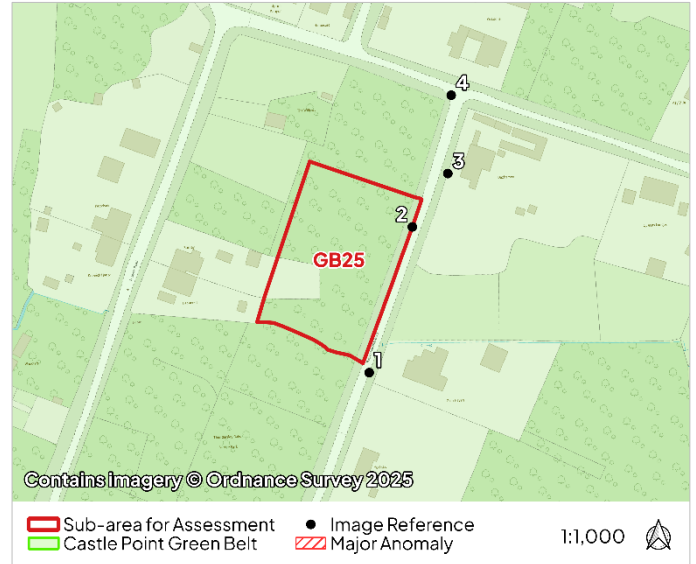
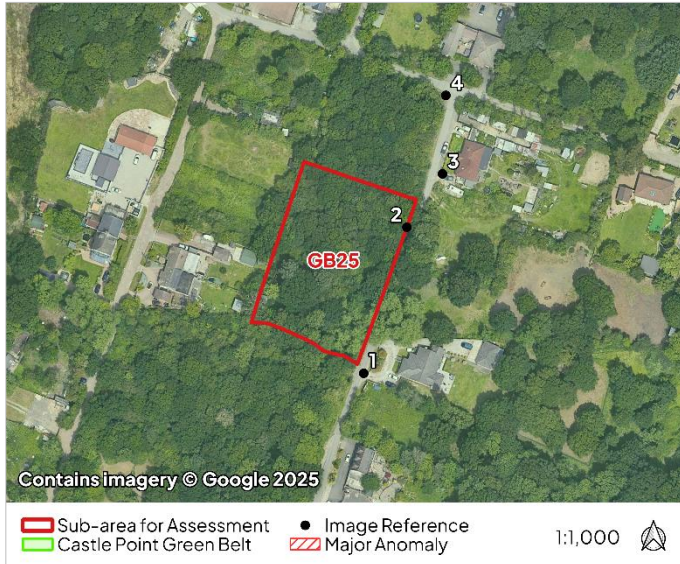
Observations: The parcel is closely related to an adjacent urban area such that there is no significant break between the built-up urban area and the parcel. However, the development is confined to frontage land only, with extensive areas of openness to the rear. Therefore, whilst there is strong

	<p>evidence of sprawl into the Green Belt, its designation as Green Belt safeguards against any further sprawl into the countryside. Strategic development would conflict with the purpose of the Green Belt as it would result in increasing the density of what is already an undesirable settlement pattern.</p> <p>Purpose b) Assessment: None Observations: The parcel is characterised as ribbon development between South Benfleet and Hadleigh which passes through the entire length of the parcel. As such the parcel does not act as a rural break between two settlements.</p> <p>Purpose c) Assessment: Minor Observations: The parcel is closely related to an adjacent urban area such that there is no significant break between the built-up urban area and the parcel, therefore the overriding character is that of residential development. However, the vast majority of development is confined to frontage land only, with extensive areas of openness to the rear. The Green Belt designation reduces the possibility that large gardens in the parcel can be partitioned and then sold for housing. Such an action would increase the degree of encroachment and reduces green field land, which would further detrimentally affect the character of the Green Belt. The parcel is linked to further countryside to the north, south and west although these links are fractured given the amount of development within the parcel itself.</p>
Observations in respect of wider Green Belt	<p>If the sub-area were released it would contribute towards regularising the settlement edge of development straddling Benfleet Road and, due to its limited size relative to the Green Belt across the plan area, would be unlikely to significantly harm the performance of the wider Green Belt.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB21, GB22 and GB23.</p>

Green Belt Assessment sub-area: GB25 Land to rear of Beaucroft and Sunray, Bassenthwaite Road

Location: NW Thundersley

Sub-area size: 0.38 Ha



1: Taken near the south-eastern boundary edge of the sub-area looking north.



2: Taken from the north-eastern boundary edge of the sub-area looking north-west.



3: Taken near the north-eastern boundary edge of the sub-area looking south.



4: Taken to the north of the north-western boundary of the sub-area looking south.

Sub-area description

The sub-area consists of woodland.

Relationship to surrounding area and boundaries

The sub-area adjoins further Green Belt on all sides. The southern boundary appears to be defined by a drain evident on OS mapping (not visible on site visit) and the eastern boundary by Bassenthwaite Road. The remaining boundaries are woodland and some residential curtilage. Low density residential uses are located in the vicinity of the sub-area, including directly adjacent to the south-west.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: None Observations: The sub-area is neither adjacent nor near to a large built-up area and cannot therefore be deemed to make any contribution to Purpose a). The sub-area is free of existing development and bound by physical features (road, drain, woodland and residential curtilage).
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak Observations: The sub-area is free of development and lies within the Central Corridor Locally Important Strategic Green Belt Area which exists in part to stop the settlements of South Benfleet and Thundersley from merging. The sub-area forms a very small part of the gap between these towns. It could be developed without significant loss of visual separation.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Strong Observations: The small sub-area is free of development and exclusively comprises woodland. The sub-area generally demonstrates a rural character within a woodland setting that is visually contained by strong boundary features and detached from the urban area.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm

GB25 Land to rear of Beaucroft and Sunray, Bassenthwaite Road
Assessment conclusion: **Not recommended for further consideration**

Considerations in respect of wider Green Belt

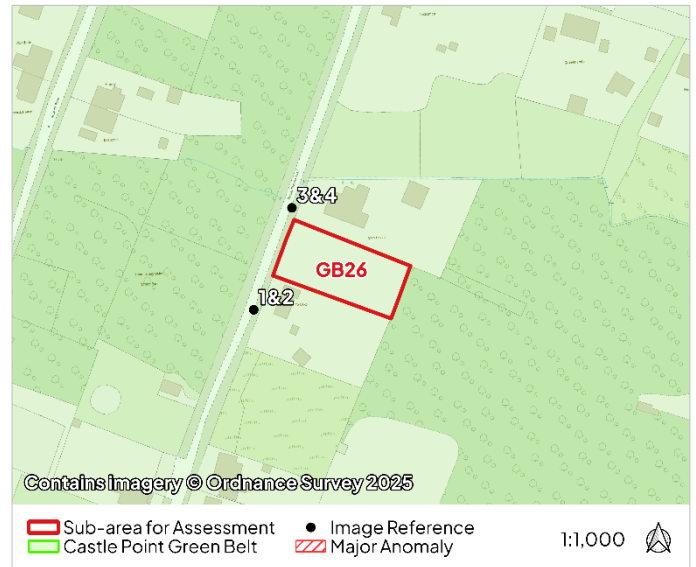
Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)	Parcel 1 Purpose a) Assessment: Strong Observations: The parcel is adjacent to Thundersley and South Benfleet at its southern boundary. Whilst this boundary primarily takes the form of residential back gardens, meaning that the boundary is not robust, the only residential development in the parcel at the same density as the urban areas is located in the south-east corner, where properties to the north of Goldfinch Lane can be found within the parcel. These properties are directly opposite
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	<p>other properties on Goldfinch Lane and are therefore closely related to the current urban form. The rural / urban boundary is also relatively weakly defined in other areas with other residential dwellings and plotland development present in the parcel. These are considered to constitute sprawl. The majority of the parcel is however free from built development. The eastern and western boundaries are assessed as being strong, permanent boundaries but these are not adjacent to an urban area, with land across from these boundaries being Green Belt land within Rochford District and Basildon Borough respectively. Taking the form of residential back gardens, the southern boundary is not considered to be robust. However, the parcel lacks alternative features that could act as a strong, defensible boundary and as such this parcel is considered to strongly contribute to this purpose given the density of inappropriate development within it as a whole.</p> <p>Purpose b) Assessment: Very Strong Observations: Whilst such a scale of development is recognised as being unlikely, developing the parcel as a whole would lead to the coalescence of South Benfleet and Thundersley. As such, a very strong contribution is assessed against this purpose. It is also noted that development of the whole parcel will increase coalescence between South Benfleet / Thundersley and Rayleigh, although true coalescence would be impeded by the A127.</p> <p>Purpose c) Assessment: Moderate Observations: There are a large number of different uses within this parcel although a significant proportion are not considered to be inappropriate to the Green Belt. These include a number of farms, formal and informal recreation uses, stables, riding schools and a cemetery. There are however residential dwellings predominantly in the north east and south-east, as well as an industrial estate and a business park in the northern portion. In combination, the parcel is considered to represent a semi-rural character, although there are areas that are entirely rural (particularly in the centre and south-west) and others more obviously developed (north and south-east). Plotland dwellings, smallholdings, recreational buildings and stables are largely hidden by the vegetation. The parcel is considered large enough that it is not materially influenced by its peripheral features.</p>
Observations in respect of wider Green Belt	<p>Despite the sub-area's strong contribution to the relevant Green Belt purposes and its disconnected relationship with South Benfleet, if the sub-area were released, it would be unlikely to significantly harm the performance of the wider Green Belt due to its very limited size relative the wider Green Belt. Consideration should be given to potential cumulative impacts given that the wider Green Belt Review Part 1 (2018) Parcels 1 and 3A comprise many comparable isolated areas of a similar character (including but not limited to GB17 and GB26) and the release of all would have a considerable cumulative impact. Consideration should also be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB15 and N3.</p>

Green Belt Assessment sub-area: GB26 Land between Glen Haven and Ye Oaks, Bassenthwaite Road

Location: Benfleet

Sub-area size: 0.14 Ha



1: Taken near the south-western boundary edge of the sub-area looking north-east.



2: Taken near the south-western boundary edge of the sub-area looking south.



3: Taken near the north-western boundary edge of the sub-area looking south-east.



4: Taken near the north-western boundary edge of the sub-area looking south-east.

Sub-area description

The sub-area consists of scrubland adjacent to two residential dwellings. It includes a portacabin and other miscellaneous items.

Relationship to surrounding area and boundaries

The sub-area adjoins further Green Belt on all sides. It is bound by residential curtilage to the north and south, woodland to the east and Bassenthwaite Road to the west. Low density residential uses are located in the vicinity of the sub-area.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: None Observations: The sub-area is neither adjacent nor near to a large built-up area and cannot therefore be deemed to make any contribution to Purpose a). The sub-area is free of existing development and bound by physical features (road, woodland and residential curtilage).
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak Observations: The sub-area is free of existing development and lies within the Central Corridor Locally Important Strategic Green Belt Area which exists in part to stop the settlements of South Benfleet and Thundersley from merging. The sub-area forms a very small part of the gap between these towns. It is sandwiched between two residential dwellings and could be developed without significant loss of visual separation.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Moderate Observations: The very small sub-area is free of development, comprising scrubland and a portacabin. It is positioned between two dwellings. The sub-area generally demonstrates a rural character within a woodland setting that is visually contained and detached from the urban area.
Overall sub-area performance against Purposes: Moderate	

Green Belt boundaries and potential options for mitigation of harm

The new Green Belt boundary could take the form of Bassenthwaite Road to the west, residential curtilage to the north and south and woodland in the east which would meet the NPPF definition for readily recognisable and likely to be permanent boundaries.

GB26 Land between Glen Haven and Ye Oaks, Bassenthwaite Road
Assessment conclusion: **Recommend for further consideration**

Considerations in respect of wider Green Belt

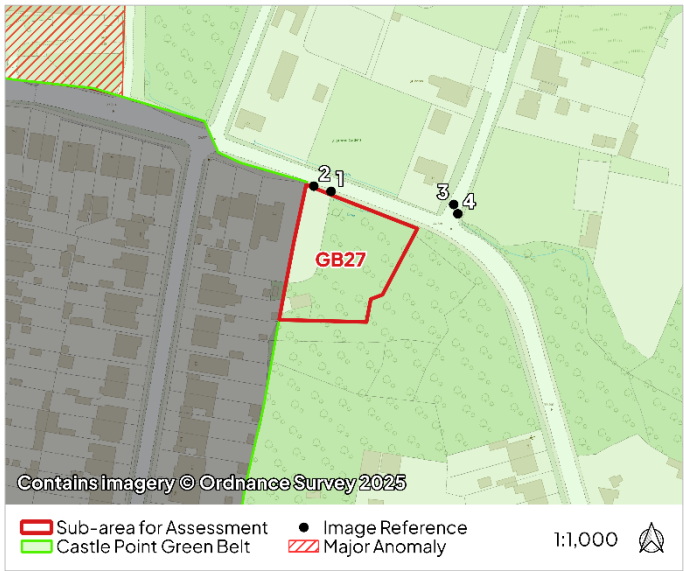
<p>Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)</p>	<p>Parcel 3a</p> <p>Purpose a) Assessment: Strong Observations: The eastern and western parcel boundaries are adjacent to urban development associated with South Benfleet and Thundersley. Whilst not considered to be robust boundaries, development within the parcel has been largely restricted. However there is clear, albeit limited ribbon development following the route of Church Road which runs through the centre of the parcel and includes dwellings, a church, a hall and carparking.</p> <p>Purpose b) Assessment: Very Strong Observations: The parcel takes the form of a strip of land which forms the entire gap between the settlements of South Benfleet and Thundersley. The eastern and western boundaries are adjacent to these two urban areas and do not follow robust, permanent features. Views between the two settlements are currently blocked due to the presence of large wooded areas, and development would lead to physical coalescence. There is also very limited development within the parcel and as such, this parcel is very strongly contributing to this purpose. Church Road is a potential robust boundary located within the parcel but its orientation is such that a realignment of the Green Belt boundary to this feature would not prevent the merging of the two settlements.</p> <p>Purpose c) Assessment: Strong Observations: The eastern and western parcel boundaries are adjacent to urban development associated with South Benfleet and Thundersley. Whilst not considered to be robust boundaries, development within the parcel has been largely restricted and the parcel is primarily characterised by wooded areas and open land. However there is clear, albeit limited ribbon development following the route of Church Road which runs through the centre of the parcel and is inappropriate to a Green Belt location. There are further residential dwellings in the north associated with Windemere Road and in the south-east associated with Lake Drive. Although the parcel is a relatively narrow strip, it is not considered to be strongly influenced by periphery development to the east and west due to its wooded nature, and it also acts to link countryside in the north of the borough to that in the south.</p>
<p>Observations in respect of wider Green Belt</p>	<p>Despite the sub-area's moderate contribution to the relevant Green Belt purposes and its disconnected relationship with South Benfleet, if it were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its very limited size relative to the wider Green Belt.</p> <p>Consideration should be given to potential cumulative impacts given that the wider Green Belt Review Part 1 (2018) Parcels 1 and 3A comprise many comparable isolated areas of a similar character (including but not limited to GB17 and GB25) and the release of all would have a considerable cumulative impact. Consideration should also be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB15 and N3.</p>

Green Belt Assessment sub-area: GB27 Land Adjacent

298 Church Road

Location: Benfleet

Sub-area size: 0.23 Ha



1: Taken from the north-western boundary of the sub-area looking south.



2: Taken from the north-western boundary edge of the sub-area looking south.



3: Taken near the north-eastern boundary edge of the sub-area looking west.



4: Taken near the north-eastern boundary edge of the sub-area looking south-east.

Sub-area description

The sub-area contains grass, scrubland and trees, enclosed by fencing.

Relationship to surrounding area and boundaries

The sub-area adjoins further Green Belt on all sides except the south-western boundary. It is fenced off with no public access. It is bound by woodland along the eastern and southern edge and by Church Road to the north. The western boundary is formed by the curtilage of residential dwellings. Allotments are located to the north of Church Road. The sub-area is visually enclosed by trees and fencing.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Moderate Observations: The sub-area is adjacent to South Benfleet as a large built-up area. The sub-area is free of existing development and bound by physical features (woodland and road) which could act to restrict and contain development. The sub-area is located at the bottom of a hill which climbs west to east along Church Road. The sub-area is therefore partially visually separated from the wider parcel 3A due to topography.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Moderate Observations: The sub-area lies within the Central Corridor Locally Important Strategic Green Belt Area which exists in part to restrict the settlements of South Benfleet and Thundersley from merging, albeit forming a small part of this gap. Visual separation would be preserved reflecting the sub-area's enclosure by woodland and surrounding topography.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Weak Observations: The very small sub-area is free of development and bound by residential curtilage to the west, woodland to the east and south, and mature trees along the southern edge of Church Road to the north. It comprises grass, shrubland and trees. The sub-area is visually enclosed by strong boundary features and is of a semi-urban character owing to its close relationship with adjoining development to the west along Stanley Road, which acts as the eastern extent of South Benfleet.
Overall sub-area performance against Purposes: Moderate	

Green Belt boundaries and potential options for mitigation of harm

The new Green Belt boundary could take the form of Church Road to the North and woodland in the south and east which would meet the NPPF definition for readily recognisable and likely to be permanent boundaries.

GB27 Land Adjacent 298 Church Road

Assessment conclusion: **Recommend sub-area for further consideration**

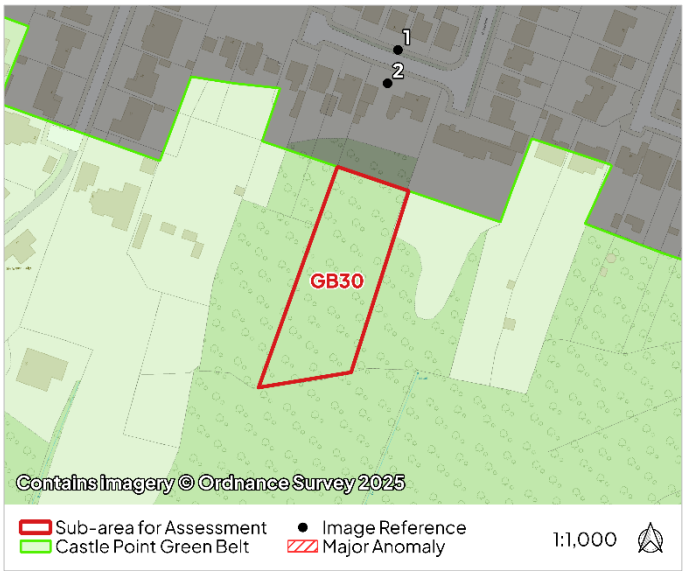
Considerations in respect of wider Green Belt	
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Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)	<p>Parcel 3a</p> <p>Purpose a) Assessment: Strong Observations: The eastern and western parcel boundaries are adjacent to urban development associated with South Benfleet and Thundersley. Whilst not considered to be robust boundaries, development within the parcel has been largely restricted. However there is clear, albeit limited ribbon development following the route of Church Road which runs through the centre of the parcel and includes dwellings, a church, a hall and carparking.</p> <p>Purpose b) Assessment: Very Strong Observations: The parcel takes the form of a strip of land which forms the entire gap between the settlements of South Benfleet and Thundersley. The eastern and western boundaries are adjacent to these two urban areas and do not follow robust, permanent features. Views between the two settlements are currently blocked due to the presence of large wooded areas, and development would lead to physical coalescence. There is also very limited development within the parcel and as such, this parcel is very strongly contributing to this purpose. Church Road is a potential robust boundary located within the parcel but its orientation is such that a realignment of the Green Belt boundary to this feature would not prevent the merging of the two settlements.</p> <p>Purpose c) Assessment: Strong Observations: The eastern and western parcel boundaries are adjacent to urban development associated with South Benfleet and Thundersley. Whilst not considered to be robust boundaries, development within the parcel has been largely restricted and the parcel is primarily characterised by wooded areas and open land. However there is clear, albeit limited ribbon development following the route of Church Road which runs through the centre of the parcel and is inappropriate to a Green Belt location. There are further residential dwellings in the north associated with Windemere Road and in the south-east associated with Lake Drive. Although the parcel is a relatively narrow strip, it is not considered to be strongly influenced by periphery development to the east and west due to its wooded nature, and it also acts to link countryside in the north of the borough to that in the south.</p>
Observations in respect of wider Green Belt	<p>If the sub-area were to be released it would reduce the gap between South Benfleet and Thundersley, but would be unlikely to significantly harm the performance of the wider Green Belt due to its very limited size relative to the wider Green Belt.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB15, GB19, GB25, GB26 and N3.</p>

Green Belt Assessment sub-area: GB30 Land off Netherfield

Location: Hadleigh

Sub-area size: 0.32 Ha



1: Taken to the north of the northern boundary of the sub-area looking south.



2: Taken to the north of the northern boundary of the sub-area looking south.

Sub-area description

The small sub-area extends from the built edge of Thundersley into the Green Belt and comprises dense woodland.

Relationship to surrounding area and boundaries

The sub-area is surrounded by Green Belt other than its northern boundary with the built edge of Thundersley. Its southern, eastern and western boundaries are comprised of woodland which extends beyond the sub-area boundaries further south, east and west.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: The sub-area is adjacent to the large built-up area of Thundersley and is free of existing development. While the sub-area is bound by residential curtilage in the north and woodland in the south, east and west, development of the sub-area would stretch beyond the dominant settlement edge resulting in an incongruous protrusion into the Green Belt.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak Observations: While the sub-area is free of existing development, its very limited scale and strong woodland boundary would result in development forming only a very small part of the wider gap between Thundersley and South Benfleet, thus resulting in limited loss of physical and visual separation.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Weak Observations: The small sub-area is free of development and comprises woodland with boundaries defined by residential curtilage and woodland. While development would encroach into the countryside beyond the existing development along Netherfield immediately adjacent to the sub-area, it is visually enclosed by strong boundary features, and has a semi-urban character by virtue of its close relationship with the development along Netherfield.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm

The new Green Belt boundary could take the form of dense woodland and a small area of residential curtilage, which would meet the NPPF definition for readily recognisable and likely to be permanent boundaries.

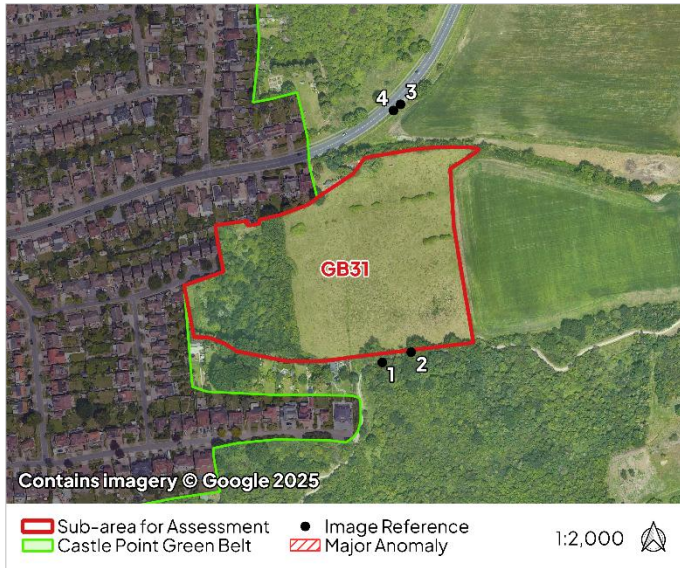
GB30 Land off Netherfield

Assessment conclusion: **Not recommended for further consideration**

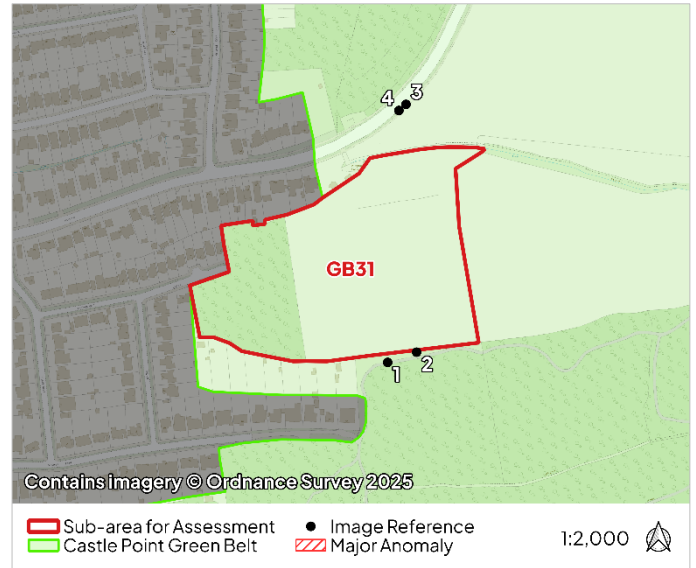
Considerations in respect of wider Green Belt

<p>Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)</p>	<p>Parcel 11</p> <p>Purpose a) Assessment: Very Strong Observations: The northern, half of the eastern, the southern and part of the western boundary are adjacent to urban settlements. For the most part, these boundaries take the form of residential curtilages and are therefore not robust features. There has been a small amount of sprawl across the northern boundary and isolated residential sprawl in the northern portion and the south-west. However, in the context of the parcel, and particularly given the amount of urban development surrounding the parcel, it is considered that this parcel makes a very strong contribution to checking the unrestricted sprawl of large built up areas.</p> <p>Purpose b) Assessment: Very Strong Observations: The parcel is adjacent to Thundersley and South Benfleet and represents the entire strategic gap between the two settlements in this area. The parcel also represents approximately 1050m of the approximate total 1250m gap between the two settlements of South Benfleet and Hadleigh. Its development would therefore lead to the actual merging of Thundersley and South Benfleet, and the significant reduction of the strategic gap between South Benfleet and Hadleigh, giving rise to the strong perception of merging between the two. Development would also lead to the merging of South Benfleet with the ribbon development to the south of the parcel stretching out from Hadleigh.</p> <p>Purpose c) Assessment: Very Strong Observations: The area is undulating and comprises a large amount of woodland, with fields of pasture and new planting, and grassed area of formal recreation. The land is enclosed by hedges into fairly small units. The topography and woodland contribute to make the area relatively enclosed behind a fringe of residential development. In the context of the parcel as a whole, development within the parcel that is considered to be inappropriate development in the Green Belt is well screened and isolated. The parcel is considered to be of such a size as to not be strongly influenced by the residential development at the northern, southern and part of the western boundary, which in any event are predominantly screened by woodland. The parcel contains links to the countryside to the north west and south-west.</p>
<p>Observations in respect of wider Green Belt</p>	<p>If the sub-area were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its very limited size and contained nature relative to the wider Green Belt.</p>

Green Belt Assessment sub-area: GB31 Land off Glyders



Location: Benfleet



Sub-area size: 3.30 Ha



1: Taken from the southern boundary of the sub-area looking north-west.



2: Taken from the southern boundary of the sub-area looking north.



3: Taken near the north-eastern boundary of the sub-area looking south-west.



4: Taken near the north-eastern boundary edge of the sub-area looking east.

Sub-area description

The sub-area is split between woodland in the west and open grassland in the east, which is used for grazing cattle. The sub-area's topography slopes from its elevated southern boundary down to its northern boundary.

Relationship to surrounding area and boundaries

The sub-area adjoins further Green Belt in the east. The boundaries of the sub-area's western half are defined by residential curtilage and the eastern extent of South Benfleet. The remaining boundaries of the sub-area's eastern half are tree-lined, with woodland to the south and open fields to the north and east.

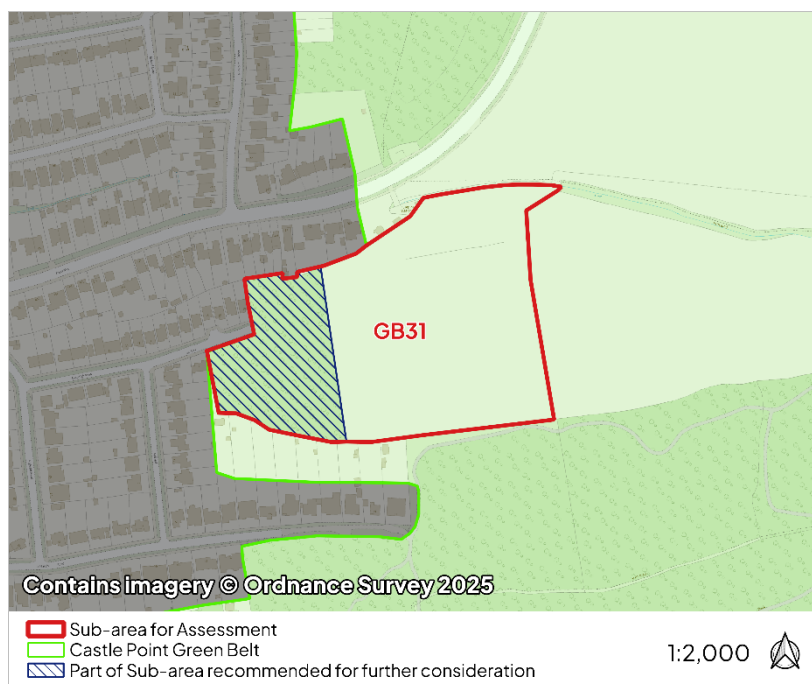
Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: The sub-area is adjacent to the large built-up area of South Benfleet and is free of existing development. Development of the sub-area would extend South Benfleet further east beyond the eastern settlement edge of South Benfleet, resulting in an incongruous protrusion into an elevated and visually exposed part of the Green Belt. While the sub-area is also defined in the east by a field boundary, the limited scale of the vegetation along this field boundary limits the extent to which it could reasonably contain development.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Moderate Observations: While the sub-area is free of existing development and lacks a strong eastern boundary that could visually contain development, its limited size would result in development forming only a small part of the wider gap between South Benfleet and Hadleigh, thus resulting in limited loss of physical and visual separation.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Moderate Observations: The moderately sized sub-area is free of development and comprised of woodland and grassland with boundaries defined by residential curtilage and field boundaries. While the sub-area has a semi-urban character by virtue of its close relationship with development at its northern, western and southern sides, development would encroach into the countryside beyond the established eastern settlement edge of South Benfleet with limited visual containment provided by the eastern boundary feature and the elevated topography.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm**GB31 Land off Glyders**

Assessment conclusion: **Entire sub-area not recommended for further consideration. Reduced area recommended**

As per the map below, our recommendation is that the western part of the sub-area which is not judged to score strongly against any of the Green Belt Purposes is taken forward for consideration in order to reduce potential harm to the Green Belt and a revised potential Green Belt boundary is outlined. The new Green Belt boundary would align with the substantially vegetated north-south tree lined field boundary and more closely align with the established eastern built edge of South Benfleet. It would meet the NPPF definition for readily recognisable and likely to be permanent boundaries, and would likely substantially reduce potential visual harm arising compared to the original sub-area boundary.



Considerations in respect of wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 16

Purpose a)

Assessment: **Strong**

Observations: The northern boundary is adjacent to ribbon development emanating from Hadleigh whilst the western boundary is adjacent to South Benfleet. Both boundaries take the form of residential curtilages and are therefore not considered to be robust. Sprawl has however been resisted across the western boundary but this is not the case at the northern boundary, where a number of large properties have been developed inside the parcel.

Many of the properties that have sprawled into the Green Belt have large residential curtilages, but the fact that they are in the Green Belt acts to limit their further development.

Purpose b)

Assessment: **Very Strong**

Observations: The parcel lies between South Benfleet and Hadleigh and represents the only parcel in the strategic gap at this location. Although the current strategic gap is small in those areas close to the ribbon development, due to the large amount of screening offered by existing woodland and other vegetation in the parcel there is no inter-visibility between most of South Benfleet and Hadleigh.

However, due to the sloping topography, there is visibility of properties along Essex Way on the eastern edge of South Benfleet from the ribbon development emanating from Hadleigh.

Development of parcel 16 would act to significantly impact on the physical degree and perception of merge between the two areas. As such the parcel is considered to very strongly contribute to preventing neighbouring towns from merging.

Purpose c)

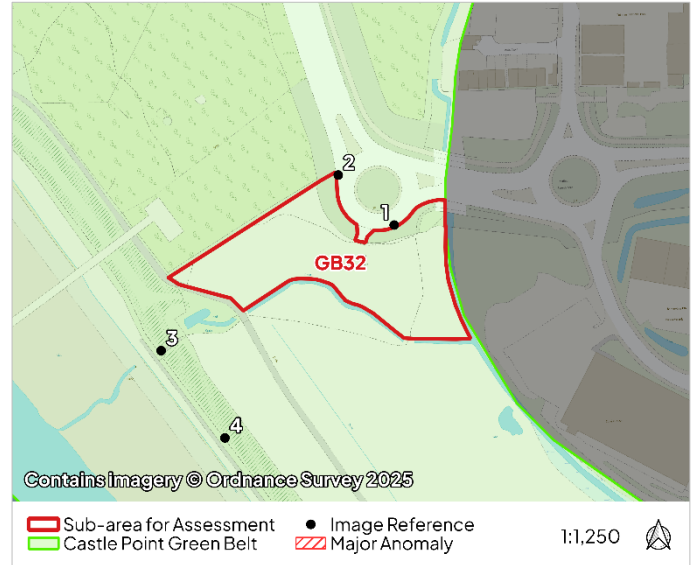
Assessment: **Very Strong**

	<p>Observations: The topography is undulating and slopes down towards the estuary. The parcel comprises of arable land, pasture, woodland and scrub. The landscape is relatively enclosed by woodland and hedges and hedgerow trees. The parcel is adjacent to two urban settlements and although there has been residential sprawl into the parcel, these dwellings are very well screened. A B road runs through part of the parcel but due to the size of the parcel this does not act to significantly detract from its rural nature. The properties to the north overlook the parcel but are well set back from the parcel edge. Given the size of the parcel it is not influenced by the residential development along its western boundary. Coupled with the relative lack of development, the overriding characteristic of the parcel is of countryside, and it contains strong links to further countryside to the east and south.</p>
Observations in respect of wider Green Belt	<p>If the sub-area (as recommended for further consideration) were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its limited size and contained nature relative to the wider Green Belt.</p>

Green Belt Assessment sub-area: GB32 Land south of Fleet Roundabout, Roscommon Way

Location: Canvey Island

Sub-area size: 0.70Ha



1: Taken from the north-eastern boundary of the sub-area looking east.



2: Taken from the northern boundary edge of the sub-area looking south-west.



3: Taken from the south-west of the southern boundary of the sub-area looking north-east.



4: Taken from the south of the southern boundary of the sub-area looking north.

Sub-area description

The sub-area consists of grassland with little to no variation in topography.

Relationship to surrounding area and boundaries

The sub-area adjoins further Green Belt on all but the eastern boundary. The eastern boundary follows a small stream, beyond which is further grassland before development. The small stream wraps alongside the sub-area's southern boundary with grassland and estuary defences beyond. The western boundary slopes up towards the estuary defences with the Holehaven Creek beyond. Bounding the sub-area to the north is the Roscommon Way roundabout and metal fencing with a SSSI further north of the metal fencing.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	<p>Assessment: Strong</p> <p>Observations: The sub-area is near the large built-up area of Canvey Island and is free of existing development. Development of the sub-area would extend Canvey Island further west, stretching beyond the existing settlement edge and Roscommon Way that physically contains the built edge of Canvey Island. The sub-area is also poorly contained as boundary features largely comprise low lying vegetation, fencing, a stream and Roscommon Way. Development of the sub-area would therefore result in an incongruous pattern of development stretching beyond the established settlement edge and be poorly contained by boundary features.</p>
Purpose b): To prevent neighbouring towns merging into one another	<p>Assessment: Weak</p> <p>Observations: The sub-area lies within the Locally Important Strategic Green Belt area of Canvey Island, the emphasis of which is on preventing the urban settlement from expanding to the extent of the coastal wall or urban encroachment disrupting the ecological value and landscape character of the west of the island as opposed to maintaining separation between settlements. The Green Belt Review Part 1 (2018) identified that Parcel 28 forms part of the strategic gap between Canvey Island and Stanford-le-Hope. There is, however, a further Castle Point Green Belt Parcel (including Holehaven Creek) and land in Thurrock also between these settlements. Reflecting this and the limited scale of the sub-area it is therefore determined that the sub-area makes weak contribution to the separation of neighbouring towns.</p>
Purpose c): To assist in safeguarding the countryside from encroachment	<p>Assessment: Moderate</p> <p>Observations: The small sub-area is free of development and comprised of scrubland and bound by fencing, a stream, the river wall and Roscommon Way. While the sub-area is modest in scale and of a semi-urban character by virtue of the metal boundary fencing and proximity to substantial highways infrastructure and development of a large scale and industrial character, development would encroach into the countryside beyond the established settlement edge and be poorly visually contained by physical features.</p>
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm

GB32 Land south of Fleet Roundabout, Roscommon Way
Assessment conclusion: **Not recommended for further consideration**

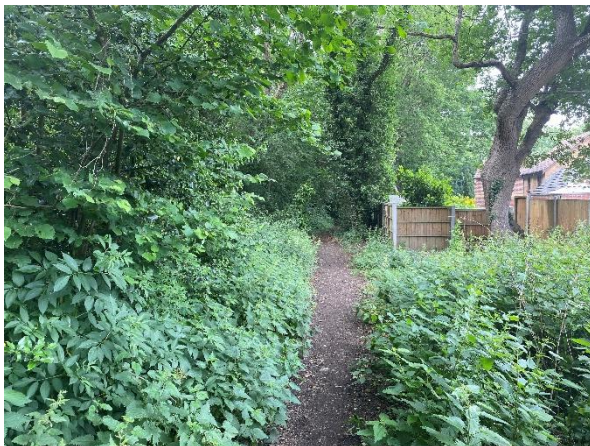
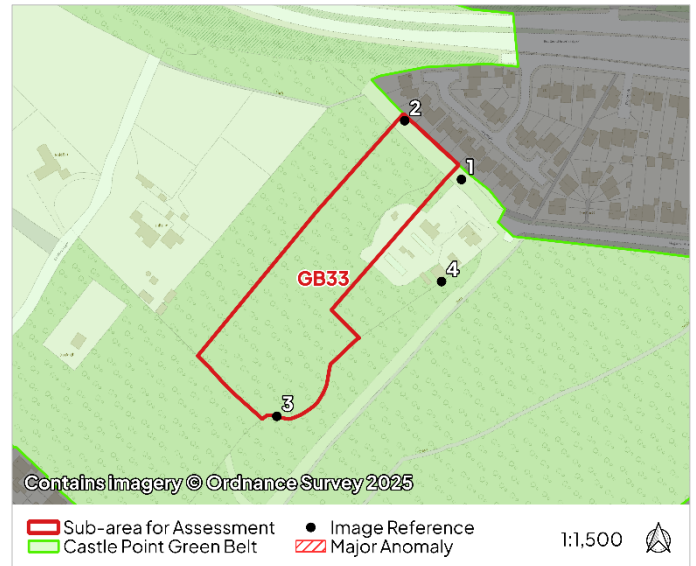
Considerations in respect of wider Green Belt

<p>Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)</p>	<p>Parcel 28</p> <p>Purpose a) Assessment: Very Strong Observations: The parcel is adjacent to industrial areas in the south associated with Canvey Island as well as a small amount of residential development. Although existing boundaries are not robust, there has only been limited urban sprawl into the parcel comprising an abandoned storage facility in the south-east in close proximity to the industrial area in Canvey Island.</p> <p>Purpose b) Assessment: Moderate Observations: The parcel is between the neighbouring settlements of Canvey Island and Stanford-le-Hope and forms an important part of the strategic gap. However, there is another parcel within the strategic gap as well as land in Thurrock, and the parcel in Castle Point contains Holehaven Creek which is a strong barrier to any merge.</p> <p>Purpose c) Assessment: Very Strong Observations: On most of the parcel work was started to develop it as an industrial storage facility but this was subsequently abandoned. This part of the parcel now supports scrub, long grass and other self-seeded vegetation. The scrub varies in density but is generally scattered. A few belts of trees have also developed. Parts of the parcel contain debris from the abandoned facilities. Part of the western area was previously used as landfill, containing visibly raised and uneven land. There are isolated storage units in the south which are not considered to be agricultural and therefore are inappropriate in the Green Belt.</p> <p>The north western portion of Parcel 28 is also influenced to some extent by the proximity of Pitsea landfill but more significantly by the industrial land to the south-east. Industrial land to the south-west is also prominent but separated by the creek. The smaller east part of the area consists of fields used for grazing cattle and horses, with some fencing, a creek and some ditches. The quality of this part is degraded by adjacent industrial features on two sides and by a few sheds and clutter.</p> <p>It is considered that the abandoned storage facility has been reclaimed by nature and due to the near absence of other development that is inappropriate to the Green Belt other than the landfill to the north west and industrial land to the south-east and south-west, a very strong contribution is assessed against this purpose. Whilst degraded, the quality of the countryside is not a factor in this assessment, and the inter-tidal habitat acts as a clear buffer between the industrial land such that there is a clear demarcation. The parcel also connects to the wider countryside system along its northern boundary and is assessed as primarily functioning as part of the wider landscape to the west of Canvey Island.</p>
<p>Observations in respect of wider Green Belt</p>	<p>Despite the sub-area's strong contribution to the Green Belt purposes, if it were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its limited size relative to the wider Green Belt.</p>

Green Belt Assessment sub-area: GB33 Land west of Kingsley Lane

Location: Thundersley

Sub-area size: 1.24 Ha



1: Taken from the north-eastern boundary edge of the sub-area looking north-west.



2: Taken from the northern boundary edge of the sub-area looking south-west.



3: Taken from the southern boundary edge of the sub-area looking north.



4: Taken from the eastern boundary of the sub-area looking north-west.

Sub-area description

The sub-area consists primarily of dense, well-established woodland, along with the rear curtilage of a residential property / institution adjoining Kingsley Lane. The woodland and the wider sub-area are generally publicly accessible and form part of Thundersley Common.

Relationship to surrounding area and boundaries

The sub-area adjoins further Green Belt in Borough with the exception of the north-east which abuts the Green Belt boundary and residential dwellings in Thundersley (Rivenhall). The north-eastern boundary of the sub-area connects to a public footpath extending from Kingsley Lane. Further areas of publicly accessible woodland extend to the west and south of the sub-area. Much of the eastern boundary is defined by what appears to be a historic mound and/or ditch.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Strong Observations: The sub-area is adjacent to Thundersley as a large built-up area. The sub-area is free of built development other than a couple of minor structures in a residential garden. The sub-area is bound predominantly by woodland and to a lesser extent residential curtilage. Any potential development of the sub-area would result in an incongruous pattern of development stretching beyond the existing settlement edge of Thundersley.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak Observations: The sub-area is free of existing development other than a couple of minor structures in a residential garden. It lies within the Central Corridor Locally Important Strategic Green Belt Area which exists in part to restrict the settlements of South Benfleet and Thundersley from merging. It also lies within a gap between Thundersley and Rayleigh, albeit reflecting the A127 acts as a strong boundary between Castle Point and Rayleigh and that land to the east in Thundersley is already developed right up to the A127. The sub-area forms a small part of the gaps between these towns.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Moderate Observations: The vast majority of the moderately sized sub-area and its immediate surrounds form part of Thundersley Common and comprise dense woodland with the exception being residential dwellings / institution to the North East on Rivenhall. The dominance of its woodland setting results in a rural character. Despite its relationship to Thundersley Common its strong woodland boundaries limit its visual exposure.
Overall sub-area performance against Purposes: Strong	

Green Belt boundaries and potential options for mitigation of harm**GB33 Land west of Kingsley Lane**

Assessment conclusion: **Not recommended for further consideration**

Considerations in respect of wider Green Belt	
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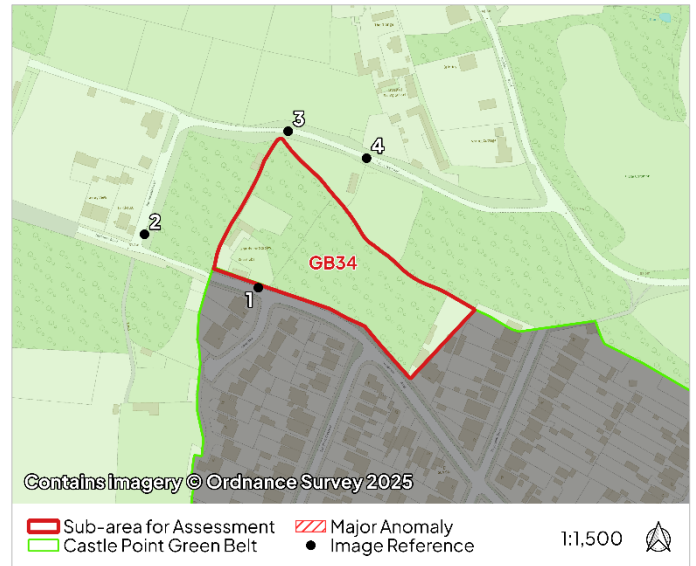
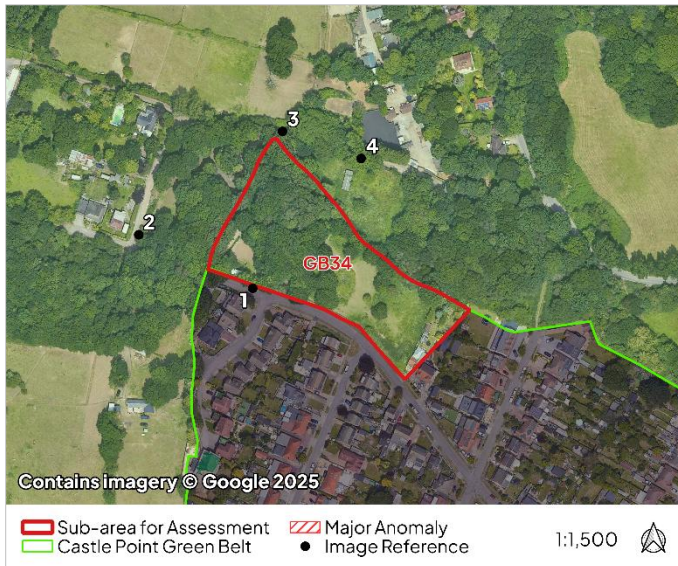
Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)	<p>Parcel 1</p> <p>Purpose a) Assessment: Strong Observations: The parcel is adjacent to Thundersley and South Benfleet at its southern boundary. Whilst this boundary primarily takes the form of residential back gardens, meaning that the boundary is not robust, the only residential development in the parcel at the same density as the urban areas is located in the south-east corner, where properties to the north of Goldfinch Lane can be found within the parcel. These properties are directly opposite other properties on Goldfinch Lane and are therefore closely related to the current urban form. The rural / urban boundary is also relatively weakly defined in other areas with other residential dwellings and plotland development present in the parcel. These are considered to constitute sprawl. The majority of the parcel is however free from built development. The eastern and western boundaries are assessed as being strong, permanent boundaries but these are not adjacent to an urban area, with land across from these boundaries being Green Belt land within Rochford District and Basildon Borough respectively. Taking the form of residential back gardens, the southern boundary is not considered to be robust. However, the parcel lacks alternative features that could act as a strong, defensible boundary and as such this parcel is considered to strongly contribute to this purpose given the density of inappropriate development within it as a whole.</p> <p>Purpose b) Assessment: Very Strong Observations: Whilst such a scale of development is recognised as being unlikely, developing the parcel as a whole would lead to the coalescence of South Benfleet and Thundersley. As such, a very strong contribution is assessed against this purpose. It is also noted that development of the whole parcel will increase coalescence between South Benfleet / Thundersley and Rayleigh, although true coalescence would be impeded by the A127.</p> <p>Purpose c) Assessment: Moderate Observations: There are a large number of different uses within this parcel although a significant proportion are not considered to be inappropriate to the Green Belt. These include a number of farms, formal and informal recreation uses, stables, riding schools and a cemetery. There are however residential dwellings predominantly in the north east and south-east, as well as an industrial estate and a business park in the northern portion. In combination, the parcel is considered to represent a semi-rural character, although there are areas that are entirely rural (particularly in the centre and south-west) and others more obviously developed (north and south-east). Plotland dwellings, smallholdings, recreational buildings and stables are largely hidden by the vegetation. The parcel is considered large enough that it is not materially influenced by its peripheral features.</p>
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Observations in respect of wider Green Belt	Despite the sub-area's strong contribution to the Green Belt purposes, if it were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its limited size relative to the wider Green Belt. Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB18.
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Green Belt Assessment sub-area: GB34 Grandview Stables, Grandview Road

Location: Thundersley

Sub-area size: 1.03 Ha



1: Taken from the southern boundary of the sub-area looking north.



2: Taken from the south-western boundary edge of the sub-area looking north.



3: Taken near the northern boundary edge of the sub-area looking east.



4: Taken near the northern boundary of the sub-area looking south.

Sub-area description

The sub-area consists of equestrian uses (stables and land for grazing).

Relationship to surrounding area and boundaries

The sub-area is located to the north-west of Thundersley, within the south-eastern edge of Green Belt Parcel 1. The sub-area is surrounded by residential properties to the south and east and further equestrian and residential uses to the north and west.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Moderate Observations: The sub-area is adjacent to Thundersley as a large built-up area. The sub-area features trees and is in equestrian use with very minimal built development. The sub-area is bound by a combination of woodland/equestrian uses to the west, residential curtilage in the east and woodland to the north-east. Any potential development would relate fairly well to the existing built-up area to the south and east.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Weak/ Moderate Observations: The sub-area includes very minimal built development. It lies within the Central Corridor Locally Important Strategic Green Belt Area which exists in part to restrict the settlements of South Benfleet and Thundersley from merging. It also lies within a gap between Thundersley and Rayleigh, albeit reflecting the A127 acts as a strong boundary between Castle Point and Rayleigh and that land to the east in Thundersley is already developed right up to the A127. The sub-area makes a small contribution to the visual separation and forms a small part of the gap between towns.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Moderate Observations: The small sub-area with its equestrian use, tree cover and very minimal built development possesses a strong rural character. This is tempered to a degree by the sub-area's immediate surrounds including residential dwellings to the south and east forming part of the Thundersley built-up area.
Overall sub-area performance against Purposes: Moderate	

Green Belt boundaries and potential options for mitigation of harm**GB34 Grandview Stables, Grandview Road**

Assessment conclusion: **Recommend for further consideration**

Considerations in respect of wider Green Belt

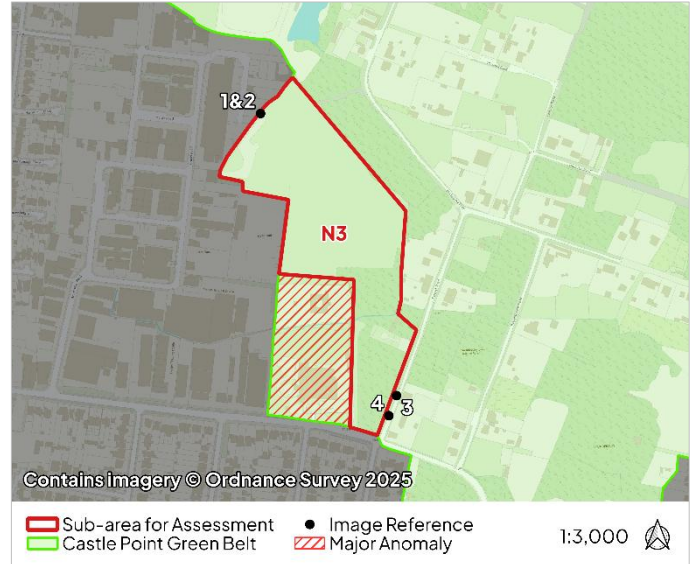
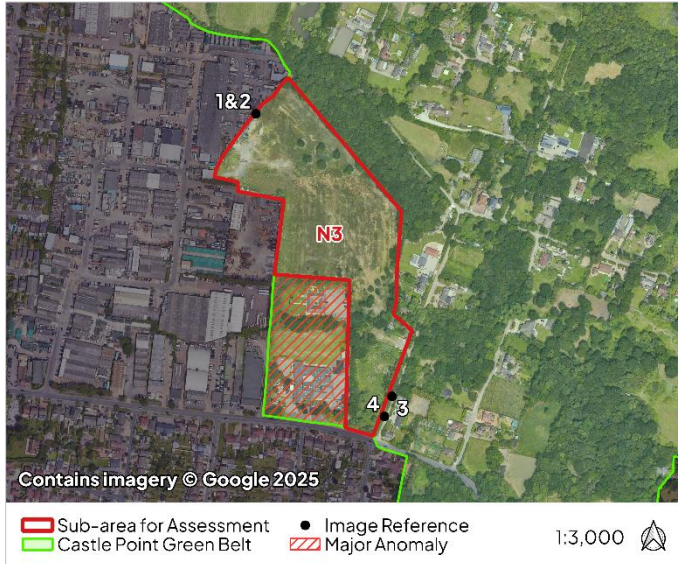
Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)	Parcel 1 Purpose a) Assessment: Strong Observations: The parcel is adjacent to Thundersley and South Benfleet at its southern boundary. Whilst this boundary primarily takes the form of residential back gardens, meaning that the boundary is not robust, the only residential development in the parcel at the same density as the urban areas is located in the south-east corner, where properties to the north of
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	<p>Goldfinch Lane can be found within the parcel. These properties are directly opposite other properties on Goldfinch Lane and are therefore closely related to the current urban form. The rural / urban boundary is also relatively weakly defined in other areas with other residential dwellings and plotland development present in the parcel. These are considered to constitute sprawl. The majority of the parcel is however free from built development. The eastern and western boundaries are assessed as being strong, permanent boundaries but these are not adjacent to an urban area, with land across from these boundaries being Green Belt land within Rochford District and Basildon Borough respectively. Taking the form of residential back gardens, the southern boundary is not considered to be robust. However, the parcel lacks alternative features that could act as a strong, defensible boundary and as such this parcel is considered to strongly contribute to this purpose given the density of inappropriate development within it as a whole.</p> <p>Purpose b) Assessment: Very Strong Observations: Whilst such a scale of development is recognised as being unlikely, developing the parcel as a whole would lead to the coalescence of South Benfleet and Thundersley. As such, a very strong contribution is assessed against this purpose. It is also noted that development of the whole parcel will increase coalescence between South Benfleet / Thundersley and Rayleigh, although true coalescence would be impeded by the A127.</p> <p>Purpose c) Assessment: Moderate Observations: There are a large number of different uses within this parcel although a significant proportion are not considered to be inappropriate to the Green Belt. These include a number of farms, formal and informal recreation uses, stables, riding schools and a cemetery. There are however residential dwellings predominantly in the north east and south-east, as well as an industrial estate and a business park in the northern portion. In combination, the parcel is considered to represent a semi-rural character, although there are areas that are entirely rural (particularly in the centre and south-west) and others more obviously developed (north and south-east). Plotland dwellings, smallholdings, recreational buildings and stables are largely hidden by the vegetation. The parcel is considered large enough that it is not materially influenced by its peripheral features.</p>
<p>Observations in respect of wider Green Belt</p>	<p>If the sub-area were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its very limited size relative to the wider Green Belt. That being said, consideration is required as to cumulative changes within Parcel 1 since the Green Belt Review Part 1 (2018). This includes some notable developments/planning permissions in the East of the Parcel including 18 dwellings with The Brackens off Burches Road and planning consent for Braeside Equestrian Centre for 18 dwellings. Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB15 and GB17.</p>

Green Belt Assessment sub-area: N3 East of Manor Trading Estate

Location: South Benfleet

Sub-area size: 4.84 Ha



1: Taken from the north-western boundary edge of the sub-area looking east.



2: Taken from the north-western boundary edge of the sub-area looking south-east.



3: Taken from the south-eastern boundary of the sub-area looking south.



4: Taken from the south-eastern boundary of the sub-area looking north.

Sub-area description

The sub-area comprises of scrubland with sporadic trees in the north and increased tree cover in the south. The southern part of sub-area includes several mobile homes. Whilst aerial photography indicates that some of the uses from Manor Trading Estate spill out into the north-west of the sub-area.

Relationship to surrounding area and boundaries

The eastern, and part of the northern boundaries of the sub-area adjoin further Green Belt in the Borough. The north west and western boundary is formed by Manor Trading Estate. The south-west is bound by The Robert Drake Primary School and associated playing fields and ECL Benfleet Learning Disabilities Day Centre. The eastern boundary follows a dense tree line, residential curtilage and Keswick Road. There is some existing low density residential development beyond the eastern boundary within the Green belt.

Assessment of performance of the sub-area against the NPPF's Green Belt Purposes

Purpose a): To check the unrestricted sprawl of large built-up areas	Assessment: Moderate Observations: The sub-area is adjacent to South Benfleet as a large built-up area. The sub-area is almost entirely free of built development. The sub-area adjoins employment and educational uses and is bound in the east by a combination of woodland, residential curtilage and Keswick Road. Development of the sub-area may constitute a rounding off of the settlement edge in keeping with the existing settlement pattern.
Purpose b): To prevent neighbouring towns merging into one another	Assessment: Moderate Observations: The sub-area is almost wholly free of existing development and lies within the Central Corridor Locally Important Strategic Green Belt Area which exists in part to restrict the settlements of South Benfleet and Thundersley from merging. Its development would therefore lead to the narrowing of the gap between these towns, although it is reflected that this gap is narrower further to the south within Parcel 3A and therefore physical and visual separation would be preserved.
Purpose c): To assist in safeguarding the countryside from encroachment	Assessment: Weak Observations: The sub-area is almost wholly free of built development. It is surrounded on a majority of sides by the built-up area of South Benfleet. Beyond its eastern boundary are a number of low density residential dwellings within the Green Belt. Overall, the sub-area and its immediate surrounds have an urban/ semi-urban character.
Overall sub-area performance against Purposes: Moderate	

Green Belt boundaries and potential options for mitigation of harm

The new Green Belt boundary could take the form of a dense band of trees, small area of residential curtilage and a stretch of Keswick Road which would meet the NPPF definition for readily recognisable and likely to be permanent boundaries. Development should be well screened from the Keswick Road area.

It is helpful to make a connection with the review of major anomalies in the Green Belt evidence base work. This considers The Robert Drake Primary School and Heston Lodge Day Centre to the south-west of this sub-area and recommends that the Council considers the removal of this area from the Green Belt through the Local Plan.

N3 East of Manor Trading Estate

Assessment conclusion: **Recommend for further consideration**

Considerations in respect of wider Green Belt

Performance of relevant wider Parcel under Part 1 Green Belt Review (2018)

Parcel 1

Purpose a)

Assessment: **Strong**

Observations: The parcel is adjacent to Thundersley and South Benfleet at its southern boundary. Whilst this boundary primarily takes the form of residential back gardens, meaning that the boundary is not robust, the only residential development in the parcel at the same density as the urban areas is located in the south-east corner, where properties to the north of Goldfinch Lane can be found within the parcel. These properties are directly opposite

other properties on Goldfinch Lane and are therefore closely related to the current urban form. The rural / urban boundary is also relatively weakly defined in other areas with other residential dwellings and plotland development present in the parcel. These are considered to constitute sprawl. The majority of the parcel is however free from built development. The eastern and western boundaries are assessed as being strong, permanent boundaries but these are not adjacent to an urban area, with land across from these boundaries being Green Belt land within Rochford District and Basildon Borough respectively. Taking the form of residential back gardens, the southern boundary is not considered to be robust. However, the parcel lacks alternative features that could act as a strong, defensible boundary and as such this parcel is considered to strongly contribute to this purpose given the density of inappropriate development within it as a whole.

Purpose b)

Assessment: **Very Strong**

Observations: Whilst such a scale of development is recognised as being unlikely, developing the parcel as a whole would lead to the coalescence of South Benfleet and Thundersley. As such, a very strong contribution is assessed against this purpose.

It is also noted that development of the whole parcel will increase coalescence between South Benfleet / Thundersley and Rayleigh, although true coalescence would be impeded by the A127.

Purpose c)

Assessment: **Moderate**

Observations: There are a large number of different uses within this parcel although a significant proportion are not considered to be inappropriate to the Green Belt. These include a number of farms, formal and informal recreation uses, stables, riding schools and a cemetery. There are however residential dwellings predominantly in the north east and south-east, as well as an industrial estate and a business park in the northern portion. In combination, the parcel is considered to represent a semi-rural character, although there are areas that are entirely rural (particularly in the centre and south-west) and others more obviously developed (north and south-east). Plotland dwellings, smallholdings, recreational buildings and stables are largely hidden by the vegetation.

	<p>The parcel is considered large enough that it is not materially influenced by its peripheral features.</p>
<p>Observations in respect of wider Green Belt</p>	<p>The width of the strategic gap is already narrower at other points within the Central Corridor. The sub-area may be considered as a rounding off of the settlement edge reflecting the extent to which the sub-area is surrounded by the South Benfleet built-up area. If the sub-area were released it would be unlikely to significantly harm the performance of the wider Green Belt due to its very limited size relative to the wider Green Belt and its contained nature surrounded by development.</p> <p>Consideration should be given to any potential cumulative impacts arising in respect of the assessment of other sub-areas in close proximity, for example GB15, GB17, GB19, GB25, GB26, GB27 and GB35. Also, the review of major anomalies MAGB7.</p>

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