



The Castle Point Plan 2023-2043

Issues & Options Consultation

July-September 2024

Your Community. Your Views



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Introduction

What is the Castle Point Plan?

A local plan is a long-term plan which sets out a positive vision for the area and identifies where and how development should take place in the future.

This local plan - the Castle Point Plan - will set out all the planning policies and proposals for Castle Point. It will include what kind of development can go where to ensure the right number and types of homes, space for businesses and the infrastructure, such as schools and health facilities, needed to support our growing population. It will also contain policies to safeguard the environment, enable climate change mitigation, and secure high quality design.

The Castle Point Plan is proposed to cover the period 2023-2043.

The current local plan dates from 1998. While some issues will be the same, some have changed, as has the national planning framework, and approaches to addressing them. It is therefore proposed that the Castle Point Plan will replace the current Castle Point Local Plan in its entirety.

Previous attempts at updating the local plan for Castle Point have been made, but no new plan has been adopted. This consultation document represents a fresh attempt to consult on the options for what is included in the new Castle Point Plan.

The Government expects each area to have an up-to-date local plan which it reviews every five years. Having an up-to-date local plan is important for ensuring that infrastructure provision aligns with new development and that the borough's character and environment are protected from harm. Without a plan there is a significant risk that speculative development which causes harm to infrastructure capacity and to important parts of the borough's environment such as the Green Belt. It is therefore essential that a plan is developed locally to address these risks.



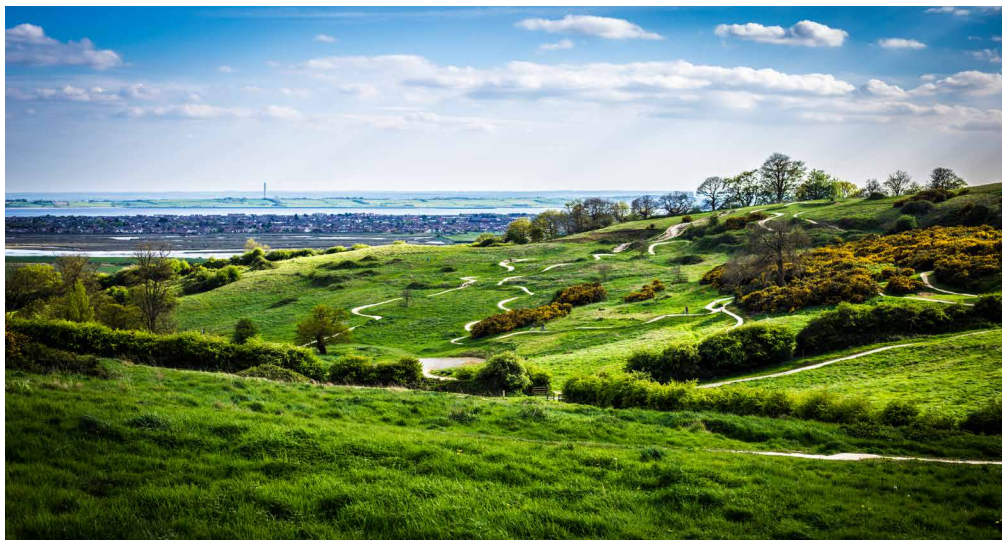
Photography: Tessa Hallmann, for *This is Us*.

Why is the Council Consulting?

There are some difficult decisions to be made when it comes to balancing the need for economic growth and increased demand for housing with other important issues, such as protecting the environment and improving essential infrastructure. Understanding the views of local residents and other organisations is key to establishing a positive approach to making these decisions.

You have told us that you value the special qualities of the borough, including its diverse and attractive countryside, coastline and historic features. There is also a requirement to provide for the future needs of a growing population, including young people and older households, to ensure everyone has access to good quality homes and for local businesses to be able to thrive and prosper. Meeting these varied needs involves making choices about how to make that best use of land, where future development takes place, how buildings are designed, and how the Council supports healthy, sustainable communities. This consultation provides an opportunity to have your say on the future of Castle Point.

What you tell the Council during this consultation will help the Council decide on the best strategy and ways of meeting future development needs in the period up to 2043.



How to have your say

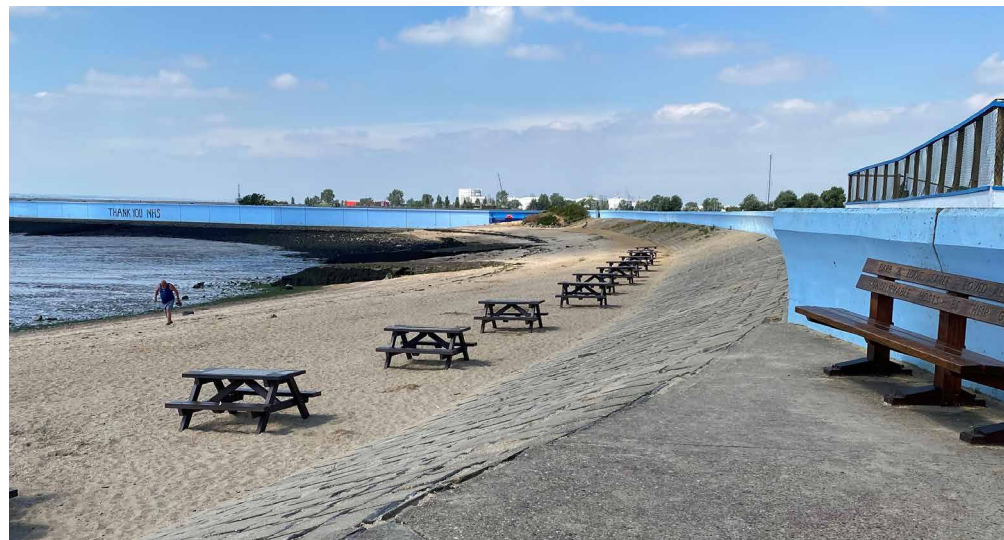
This document summarises the key issues that will be covered in the new Castle Point Plan and invites your views on how these issues should be addressed by asking a series of questions. We realise this is a big consultation, and you may not wish to answer every question. We value you taking the time to answer as many as you wish. The more you answer the more of your views can be taken into consideration.

You are encouraged to answer the questions within the Issues and Options document directly on-line via the Council's consultation portal, which can be accessed via [here](#).

You can also submit representations by email to:
CPPlan@castlepoint.gov.uk

or by post to: CP Plan, Council Offices, Kiln Road, Benfleet, SS7 1TF

If emailing or sending postal responses, please remember to indicate which questions you are answering.



What Happens Next?

This is an important stage of consultation on the Castle Point Plan. The Council will review all the comments received and publish a summary report on the Council’s website. The comments, along with technical evidence the Council is preparing, will help to prepare a draft Castle Point Plan, which will be published for further consultation following a meeting of the Full Council in January 2025.

The next stage will be the Publication of the Castle Point Plan prior to its Submission to Government, who will arrange for an independent Planning Inspector to be appointed to conduct an Examination in Public. Publication is scheduled to be in January 2025, and Submission in April 2025. The duration of the examination period is difficult to estimate as the programme is determined by the Planning Inspector, but it is anticipated that the new Castle Point Plan will be in place by March 2026.

Stage	Estimated date
Issues & Options Consultation (Regulation 18)	Jul-Sept 2024
Publication of the Castle Point Plan (Regulation 19)	Jan-Mar 2025
Submission of the Castle Point Plan	April 2025
Examination in Public of the Castle Point Plan	Jun-Dec 2025
Adoption of the Castle Point Plan	March 2026

If you make a response to this consultation we will automatically keep you informed as the next steps as the preparation of the Castle Point Plan take place, including notifying you of opportunities to make representations on the draft plan in early 2025. If you don’t wish to make a representation, but do wish to be added to the Council’s database to be kept informed about the progress of the new Castle Point Plan, you can register your contact details at CPPlan@castlepoint.gov.uk.

We will treat any contact details you provide us in accordance with our [privacy notice](#).



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Context

The Starting Point

In 2022, the Council agreed to commence the production of the Castle Point Plan based on the principles that it would engage broadly with residents, and that it would seek, as a starting point to:

- **Identify the locally assessed housing need for the borough;**
- **Prioritise brownfield land for housing development; and**
- **Protect and preserve the Green Belt.**

This document establishes choices for residents and other stakeholders to consider in the context of this starting position.

You have told us – Initial Engagement

In 2023 an early public engagement consultation was carried out to understand the key issues that the Castle Point Plan should address. The main issues raised were:

- The protection of the borough's green spaces is a key priority for local residents. There is support for increasing and improving green spaces by adding trees and plantation to improve air quality and their overall quality.
- There is a preference for new development to be on existing brownfield sites, and a support for improved industrial sites for economic development.
- There is concern over the impact of new development on the already congested roads, as well as increased parking issues. A proactive approach is required to prevent adding congestion. An additional 'third road' to improve Canvey Island's access/egress was strongly supported, and other transport improvements are supported including junction improvements, a better, more affordable bus service to help reduce car use, and cheaper parking in town centres for residents and workers. Better road and pathway maintenance is needed to ensure that people are able to move around safely and comfortably, especially those with mobility issues. Opportunities to reduce rat-running are supported.

- The provision of social housing and housing that buyers can afford to buy or rent, is important for local residents.
- Respondents stated that new infrastructure was needed before new development is commenced. This is because of the perception that current infrastructure is insufficient, with health and education highlighted the most due to the increasing population. Community Hubs containing various services and additional accessible toilets were suggested.
- It is commonly felt that the borough looks run-down and untidy. Parks and open spaces should be well maintained with additional litter and dog litter bins. Local town centres are in need of improvement, with some support for pedestrianising parts of local centres.
- Water infrastructure and wastewater management are specific issues requiring attention due to increased flooding.
- Leisure and entertainment activities (particularly for young people) are required to support the health and well-being of the growing population and prevent/reduce antisocial behaviour.



Photography: Tessa Hallmann, for *This is Us*.

Wider Policy Framework

National Planning Policy Framework (NPPF)

Local plans need to be prepared in accordance with national regulations. The Government's expectations about what a local plan should contain are set out principally in the **NPPF**, with additional guidance set out in the National Planning Policy Guidance (**NPPG**). The NPPF sets out (Para 8) that the planning system should achieve sustainable development by achieving three overarching objectives:

- a)** an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b)** a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c)** an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy

Castle Point Corporate Plan

The Council is in the process of producing a new Corporate Plan. As the new Corporate Plan is developed, it will be important to ensure that there is alignment between the corporate plan and the emerging castle point plan.



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Challenges & Issues

This plan is being prepared at a time of significant investment in the borough. This investment from both the government and private sector, will create opportunities to tackle many of the issues that local people have told us need tackling.

This Plan, therefore, does not act in isolation and will form part of a series of key plans for the borough that will be bound in a Community Plan.

The Community Plan will be our contract with local residents on what can be achieved by working together. It will bind together a Place Narrative (how the borough will be to live and work in); the Council's Corporate Plan (what the Council will do to support the needs of the borough); and the Council's Commercial Strategy (how we will use, for example, land and buildings to support the needs of the borough).

We are doing this with our partners at Essex County Council, the NHS, Police and Police Fire and Crime Commissioner, the government, the voluntary sector, businesses and local communities.

This fresh approach, and the partnership working, is leading to investment, including the Long-Term Plan for Towns; the Sport England / Active Essex Place Partnership; investment in the arts and health.

Through this Plan the Council will co-ordinate the delivery of new infrastructure. The Council will prepare an Infrastructure Delivery Plan, setting out the costs and funding sources for new and improved services. This will be secured through, amongst other ways, CIL and S106 payments from new developments.

Evidence Base

Local plans must be based on evidence to satisfy the Tests of Soundness requirements as set out in the NPPF (Paragraph 35). The Council is assembling the evidence in line with Government requirements and that evidence base will continue to be updated as the Castle Point Plan is prepared, it can be found [here](#).

Sustainability Assessment

The new Castle Point Plan is required to be accompanied by a Sustainability Appraisal to ensure that the potential environmental, economic, and social effects of the Castle Point Plan are understood, and where necessary, mitigated. The Sustainability Appraisal is an iterative process that evolves alongside the preparation of the plan.

At this consultation stage a scoping report which assesses the potential impacts of each borough-wide development option has been prepared.

This is available [here](#) and provides a useful additional resource to read alongside this document. Comments are invited on this document as part of this consultation.

Equalities Impact Assessment

A separate Equalities Impact Assessment has also been produced, and this is available [here](#).

Habitats Regulations Assessment

A Habitats Regulation Assessment has also been produced, and this is available [here](#).



Photography: Rachel Welch, for *This is Us*.

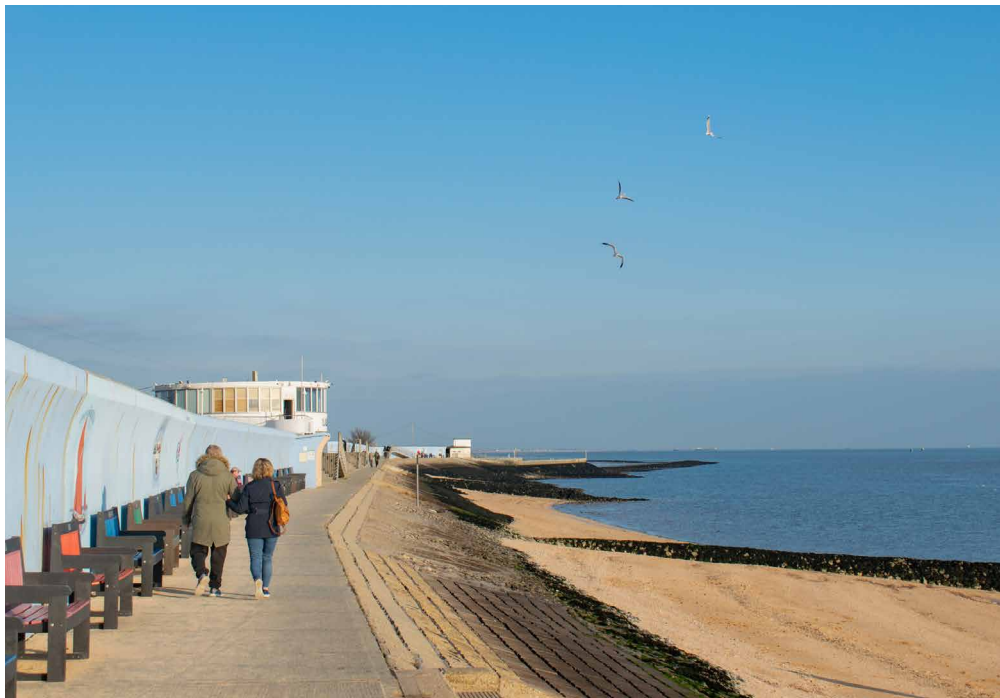
Castle Point Plan Vision

You told us that you value the community and green spaces in the borough but would like to see transport improved and congestion reduced.

You said you were concerned about the impact that new development would have on infrastructure including drainage infrastructure.

The partners across the various public and charitable organisations that we work with told us they wanted to see improved health outcomes for residents and improved opportunities for all our residents to access education, training, jobs and good quality housing. Partners also told us it was important to address the challenges arising from climate change.

Local businesses told us that they need skilled local employees for their businesses and good quality affordable business premises and the transport and communications infrastructure necessary to access wider economic opportunities.



It is our ambition to make Castle Point a place where:

- All residents have the opportunity to fulfil their potential and live happy, healthy, productive lives.
- Everyone will have a warm, safe home they can afford to live in, on a street that is safe to walk down, and has access to local services and amenities.
- Green spaces in local areas will be pleasant places to rest and play and will be connected into the wider network of green infrastructure, providing opportunities to connect with nature.
- These green spaces alongside community buildings and other community spaces will be busy with communities, community groups and organisations engaged in social, physical and cultural activities, delivering health and well-being outcomes and creating a vibrant buzz about the place.
- Our high streets, seafront, shopping parades and business areas will provide good quality spaces, the right environment and the infrastructure needed by businesses to attract customers and investment. There will be strong links between local businesses and local education providers to enable local people to work locally in good quality jobs.
- To support the economy and ensure good access to training, jobs, services and amenities for local people, the transport network will be enhanced so that residents have more choice as to how and where they travel.
- The impacts of climate change are managed and mitigated to reduce potential disruption to day to day life by introducing green infrastructure and other natural processes. Other infrastructure will be adapted and enhanced to accommodate a changing climate, and homes, businesses and other buildings will be built or adapted to reduce their impact on the climate and to be resilient to extreme weather.

Tell us what you think:

Q1. What are your views on the draft Vision for the Castle Point Plan?

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Area-Based Policy Options

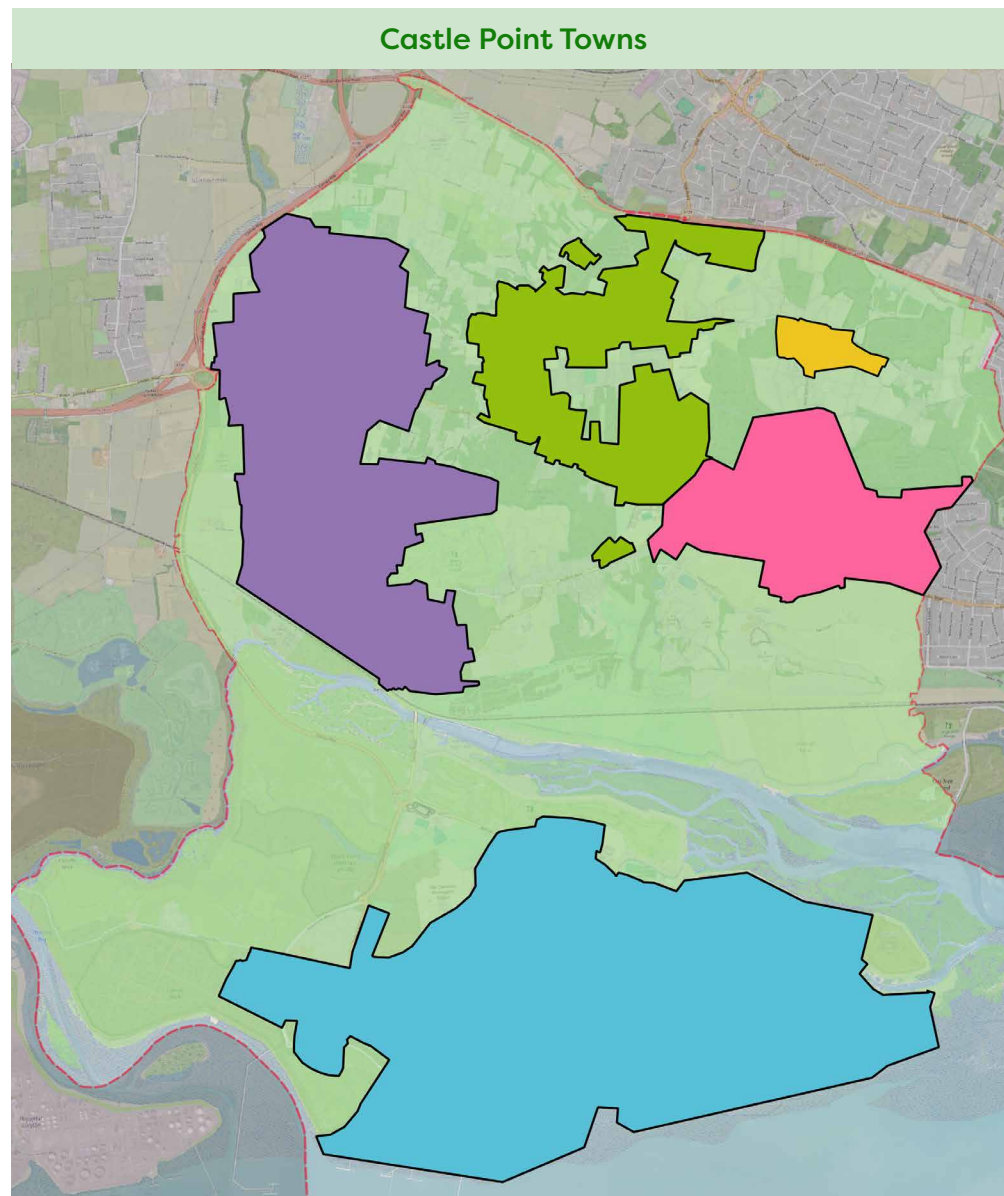
Castle Point is formed of four towns: **Canvey**, **Benfleet**, **Hadleigh** and **Thundersley**, as well as the village of **Daws Heath**. Each of these areas are distinct from each other, and generally surrounded by Green Belt. The exception to this is Hadleigh, which is contiguous with Thundersley and the Southend conurbation to the east.

The Council is seeking to produce a plan which delivers the vision for the borough but is rooted in the unique characteristics of the individual towns and village that make up the borough. This means that the approach to development and change in the Castle Point Plan will be one of place-making and may well vary by area as it responds to each area's unique characteristics, challenges and opportunities.

The Council is pursuing an urban-first approach to allocating possible development sites in the Castle Point Plan. This means prioritising the development of brownfield sites to protect, so far as possible, the borough's green spaces for their rich biodiversity, habitat, and leisure value for future generations to enjoy.

This means directing development into the borough's urban areas. The benefits of regenerating land in urban areas extends far beyond simply providing new homes for local residents. Urban developments offer opportunities to produce new and improved spaces for local businesses, and service providers, improve the co-location of important facilities to make it easier to complete multiple jobs on a single visit to a local town centre, and fund improvements to the town centre's streets and spaces.

This chapter introduces the issues relevant to each area, and discusses how they may be addressed through the Castle Point Plan. It is these area-based sections that will form the basis of the draft Castle Point Plan, and will form the basis of the overall Development Strategy for the borough.



Map Key:

	Castle Point Borough Boundary		Thundersley		Hadleigh		Green Belt
	Benfleet		Daws Heath		Canvey Island		

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Potential Development Sites within the Area-Based Approaches

The following sections include potential development sites that may have capacity to accommodate growth in the plan period (2023 – 2043). These sites are set out by town (and village), with most being within “clusters” which may have the opportunity to act together to produce shared local benefits.

The sites identified are at present generally low-density brownfield sites, which could be extended or redeveloped to bring investment into the borough, creating new homes alongside improved services and employment opportunities.

The sites listed below have been identified through the Call for Sites process, and in a Draft Urban Capacity Study.

- **The Call for Sites invited landowners to submit sites for consideration in the preparation of the Castle Point Plan.**
- **The Urban Capacity Study sought to identify any additional under-utilised sites that may be suitable for development within the urban area.**

Together these processes establish what land may be available for future development in the borough. The Council has sought to ensure that “no stone is left unturned”, in exploring opportunities to accommodate as much of the borough’s development need as possible within the existing urban area.

It is important to understand that at this time these sites are identified as potential sources of urban development only. They are not allocations for development at this stage. They are identified to clearly set out the types of choices that need to be made, and so that these choices can be considered alongside options for growth outside of the urban area. Put simply, the more development opportunities that are identified on urban sites, the lower the risk is to our borough’s precious Green Belt areas.

All the sites identified are considered to have the potential to be more intensively used, but the Council has not at this point determined which sites will be included in the draft Castle Point Plan. These choices will be

taken once consultation feedback has been received and analysed. **It is important to reiterate that no decision has yet been taken as to which sites will be included in the draft Castle Point Plan.** This means sites will very likely be added to or excluded from the draft Castle Point Plan following consultation.

As a part of this consultation, the Council is re-opening the Call for Sites process so that additional land can be promoted for development, with the aim of understanding as fully as possible what land is available, and appropriate for inclusion in the draft Castle Point Plan.

It is important that we establish as fully as possible what land is available for development, in order to demonstrate to the Government that we have considered all reasonable choices available to us in arriving at a draft Castle Point Plan in January 2025.



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Canvey Island

Canvey Island is located in the south of the borough and is the largest town in Castle Point with around 40,000 residents.

The Island was initially settled by the Dutch in the 1500's and did not become more substantially developed until the late 1800's when the railways were extended into south Essex. Canvey was initially viewed as a holiday destination and benefited from the development of hotels, guest houses and a winter gardens area in the late 19th and early 20th Century.

Following the provision of road access at Ferry Road in 1931 and the later provision of road access via Canvey Way in 1974 the Island became extensively developed in the post war years. As people began to holiday abroad more, the tourism sector on Canvey has declined and Canvey is now a largely residential settlement, although there is an extensive employment area to the west of the Island, and due to the coastal location, there are two port facilities on Canvey receiving fuel products.

Canvey is well located in terms of employment opportunities, residents are located near to major regional employment sites such as the Freeport in Thurrock, and Southend Airport and Business Park in Southend.

During the initial engagement you told us:

- Improved and alternative access route(s) to and from Canvey Island was the most common request from Canvey residents. In particular, the addition or completion of a third road off the island is desired. This request arises both in respect of concerns over traffic congestion but also in respect of concerns regarding evacuation in the event of flooding.
- Accessibility is very important, including mobility scooters for the ageing population. Routes to and around the town centre need to be improved for this mode.
- The condition of pathways are currently poor.
- The bus routes serving the business parks, particularly West Canvey need to be improved.

- The seafront and beach are key features, which need maintaining and improving to cater for tourism and boost the local economy.
- The town centre including the Knightswick Centre is run-down and needs improving. Adequate parking is needed to support town centre businesses.
- There is a perception that there has been a lack of investment in the Island, and that there is little in the way of places to go and things to do for children and families. Better parks are required.
- There is a noticeable lack of social housing and homes that young people can afford on the Island. There is a perception that new retirement homes do not help to meet local housing need.
- A large portion of the population of Canvey Island comprises elderly people with a significant number of retirement homes. Services and leisure uses cater for older people, but not so much for younger residents.
- A community hub incorporating important services is a popular suggestion with much frustration around The Paddocks site not being utilised to its full potential.



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Challenges & Opportunities on Canvey

Following the Great Flood in 1953 which claimed the lives of 59 residents, Canvey has seen substantial upgrades to its sea defences and now benefits from some of the best protection in the country. The Thames Estuary 2100 Plan seeks to ensure that these defences are maintained and improved in line with climate change predictions. However, there remains a residual risk of flooding from the sea, and there remains a risk of flooding from surface water due to the low-lying, flat nature of Canvey which means excessive rainwater cannot drain away quickly. Canvey Lake acts as a key water retention asset on the Island and needs maintaining to continue to serve that purpose.

Since 1974 there has been no new provision of access to Canvey despite the population having increased 150% from 16,000 to 40,000. Peak time congestion on these routes, especially during morning and evening peaks is high, and significant delays extend across the Island if there is an incident which blocks or slows one of these routes. Combined with having a limited choice of public transport options, this affects the ability of local people to access jobs, training, and other opportunities off the Island.

Compared to Benfleet, Hadleigh and Thundersley, both house prices and land values on Canvey are relatively low. This means Canvey is popular with both first-time buyers and those looking to release equity. It is however challenging to secure money from new development to deliver significant community benefits.

Due to its coastal position, there is an opportunity to explore how Canvey can better use the Thames in terms of a tourism asset and a transport asset. While there have been considerable improvements to Canvey's seafront already, there is the opportunity to secure significant economic benefits by making better use of the river.

Due to changing trends around holidaying, the seafront area on Canvey now comprises just a small area on Eastern Esplanade. There is however a strong business community in this location and the opportunity to grow the tourism sector in this area through appropriate investment in infrastructure and creation of an appropriate mix of businesses.

Charfleets Industrial Estate is the large employment area to the west of the Island. The estate is well occupied, and vacancies are low, however there are opportunities to improve land use efficiency within the estate through re-generation and redevelopment of underutilised land. This can be facilitated through the planned growth of new employment areas to the south and west of the estate.

There are two port facilities on Canvey receiving fuel imports. These are connected into the national pipeline network. Whilst contributing to the national economy these sites are categorised as hazardous installations and there is a need to manage the relationship between these facilities and the surrounding residential and industrial developments.



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Due to the challenges the Island faces, it has been recognised for investment by the Government. This presents a huge opportunity to deliver transformational change. In March 2024 the government announced that £20 million has been allocated to Canvey Island through the Long-Term Plan for Towns Fund to deliver projects which improve community safety; regeneration, town centres, arts and heritage; and improving local connectivity over the next 10 years. How the money is used will be defined by an independent board of community leaders.

The town is also a priority area for Sport England funding through their place partnership initiative which aims to encourage greater participation in sport and physical activity. The Gunny is an important local space with the potential to be improved for greater community facilities. In March 2012 the project was successful in securing £1m in Lottery funding, and after comprehensive local consultation a plan has been prepared for the delivery of a new multifunctional community facility. The various parts of the project include Historic England's Ancient Monument consent in 2021, and planning approval in February 2022.

Other opportunities for the Island come from the investment in reducing the risk of tidal flooding, with the revetment works due to be completed in 2024; a priority area for the Arts Council; roll out of full fibre to all homes; and the Estuary Festival 2025, which will leave a huge legacy for the whole borough.

Q2. What are your views on the issues that need to be addressed on Canvey Island within the Castle Point Plan?

Improved Access to and around Canvey Island

There is a need to improve access on and off Canvey Island to improve capacity for the community and for businesses, and to improve resilience on the road network.

Improved access on and off Canvey Island is linked to the economic outcomes of the Island and its residents in terms of access to education, training, and employment.

There is a strong desire for the improved access to be in the form of a new road. Due to nature conservation considerations this new road would most likely be to the west of Canvey Island providing connection to the job opportunities at the ports in Thurrock. However, this route would also run through an area where the harm to nature is still likely to be significant. The cost of providing such a road is estimated to exceed £100m and may see traffic from the ports coming through Canvey to access the strategic road network.

There are alternatives to a new road which would be less harmful to the natural environment and be more deliverable in terms of cost. These include capacity improvements to Canvey Way, the provision of a multi-user off-road route to Thurrock utilising existing infrastructure, and improvements to cycling and public transport provision, including better access to rail services at Benfleet station. There may also be scope to utilise the Thames for travel, for example by using the jetty at Canvey Seafront for a river bus.



Other transport improvements could include:

- Improve pedestrian crossings along the Central Wall Road and Dovervelt Rd- Mitchells Avenue area.
- Widen crossings of Canvey Dyke.
- Improved surface quality and footpath width.
- Improve on street cycle routes in places such as Furtherwick Rd, Eastern Esplanade and High St/Point St and north-south cycle routes such as Marcos Rd/Lottem Rd, and/or east-west cycle routes such as Odessa Rd/Crescent Rd.
- Extend the segregated cycle routes through Smallgains Recreation Park to Canvey Heights Country Park.
- Improve on-road cycle infrastructure to enhance access to Labworth Recreation Ground and connecting to off-road routes along Foksville Rd.
- Implement cycle routes along Waarden Rd/Cedar Rd and Denham Rd north-south and increase size of the cycle path along Canvey Bridge towards Benfleet.
- Divert the 21C bus route northbound along Maurice Rd, eastbound along Crescent Rd and south to Eastern Esplanade.
- Divert the 22 bus along Denham Road and Waarden Road to increase catchment.
- Increase the frequency of the 21 bus to every 15 minutes.
- Increase the frequency of service on the 22 and 27 to improve access to Benfleet station.
- Delivering the proposals in the Cycle Action Plan to improve access to Benfleet Station.

Q3. Do you have any comments on how we should improve access to and through Canvey?

Canvey Town Centre

Canvey has the largest town centre in the borough comprising a range of national and local retailers. There is limited office provision within the town centre and a very small night-time economy.

Canvey town centre is well occupied with low vacancy rates. However, there is considerable scope to make better use of land and buildings to create a more vibrant and economically productive centre.

There are opportunities to improve the public realm and enhance the existing market provision to support regeneration of the town centre. However, these need to be accompanied by improvements to existing buildings.

There are significant opportunities to bring about new development on vacant and underutilised land in Canvey town centre to create new business space, new community and leisure facilities, and new homes. Three potential development clusters have been identified in and around the town centre recognising this opportunity.

Q4. What changes or improvements would you like to see in Canvey Town Centre?



Canvey Town Centre East Development Cluster

The town centre currently extends eastwards along the High Street. There are several blocks of single and two storey commercial buildings with substantial vacant areas that are outside the core of the town centre, and do not contribute to the vibrancy of the town. The extent of the town centre could be reduced, and these blocks could be redeveloped to provide new homes in an edge of centre location.

Ref	Site Name	Potential Development
101	West of Venebles Close	Potential for 22 new homes, and improved town centre services.
102	Stafford Court Care Home, Venables Close	Potential for 25 new homes, and improved town centre services.
103	56-65 High Street, (KFC and Dominos)	Potential for 16 new homes, and improved town centre services.
104	Parade on the corner of Venables and High Street	Potential for 5 new homes, and improved town centre services.
105	92-98 High Street (Hook and Partners)	Potential for 11 new home, and improved town centre services.
106	Corner of Florence Road and High St, 112 High St (Car dealership)	Potential for 6 new homes, and improved town centre services.
107	High Street between Florence Road & Oxford Road	Potential for 8 new homes, and improved town centre services.
108	Canvey Island War Memorial Hall	Potential for 14 new homes, and improved town centre services.
109	129 High Street (Esso, Londis and NTS)	Potential for 14 new homes, and improved town centre services.
110	149-151 and rear of High St (Corner Club et al)	Potential for 22 new homes, and improved town centre services.

Q5. What type of development would you support within the Canvey Town Centre East development cluster?



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Canvey Town Centre West Development Cluster

The Knightswick Centre and Furtherwick Road comprise the main town centre and there are significant opportunities to deliver the regeneration of buildings and underutilised land in this area to deliver additional business space and additional homes. This development would enable the public realm and market improvements to be delivered, with the creation of a new market square.



Q6. What type of development would you support within the Canvey Town Centre West development cluster?

Ref	Site Name	Potential Development
111	Job Centre, 140 Furtherwick Road	Potential for 11 new homes, and improved town centre services.
112	Oak Road Car Park and adjoining land	Potential for 27 new homes, and improved town centre parking.
113	Knightswick Shopping Centre	Potential for 140 new homes, improved town centre parking, improved town centre services, and improved local services.
114	Canvey Library, High Street	Potential for 5 new homes, and improved town centre services.
115	Corner of Knightswick Road and High Street (Barclays)	Potential for 7 new home, and improved town centre services.
116	88-94 Furtherwick Road (Iceland)	Potential for 18 new homes, and improved town centre services.
117	Land on the corner of Furtherwick Road and Waarden Road	Potential for 7 new homes, and improved town centre services.
118	11-15 Knightswick Road, Canvey Island (Roland Hall accountants)	Potential for 13 new homes, and improved town centre services.
119	14-18 Furtherwick Road and land to the rear (Halifax, Royal Mail)	Potential for 20 new homes, and improved town centre services.
120	59 Furtherwick Road (Kush)	Potential for 6 new homes, and improved town centre services.
121	Knightswick clinic, Foksville Road	Potential for 8 new homes, and improved town centre services.
122	Corner of High Street and Foksville Road (Sainsburys petrol station)	Potential for 12 new homes, and improved town centre services.

PLEASE NOTE THAT ALL SITES SHOWN ARE IDENTIFIED AS POTENTIAL SOURCES OF DEVELOPMENT ONLY, THEY ARE NOT ALLOCATIONS AT THIS STAGE

Long Road Development Cluster

Long Road is an important road on Canvey connecting the town centre with residential areas and the employment area in the west of the Island. There are several community and commercial buildings along this route which do not make efficient use of the land they sit on, and which are in a highly sustainable location, with good bus service provision and access to services in the town centre and on local shopping parades.

There is scope to deliver redevelopment on these sites, securing the delivery of new homes alongside the improved provision of modern community facilities that meet the needs of residents for years to come. The Paddocks in particular has the potential to deliver a community hub with a children's play area, new water park and open spaces, alongside residential development.



Ref	Site Name	Potential Development
123	Jones Corner, 169-179 Long Road	Potential for 13 new homes, and the retention of space for commercial/community uses.
124	Telephone exchange, Kittkatts Road	Redevelopment of existing industrial area for 18 new homes, and the retention of space for commercial/community uses.
125	Outpatients centre, Long Road	Potential for 24 new homes, and the retention of space for commercial/community uses.
126	The former King Canute Public House, Long Road	Potential for 22 new homes, and the retention of space for commercial/community uses.
127	Land adjacent to the Paddocks	Potential for 201 new homes, and improved town centre services.
128	Conservative Club, 59-63 Long Road	Potential for 29 new homes, and the retention of space for commercial/community uses.
129	353-365 Long Road (Cosmos Pizza)	Potential for 12 new homes, and the retention of space for commercial/community uses.
130	Fire Station, 131-139 Long Road	Potential for 17 new homes, and the retention of space for commercial/community uses.
131	Police Station, 161-167 Long Road	Potential for 14 new homes, and the retention space for commercial/community uses.

Q7. What type of development would you support within the Long Rd development cluster?

South & Eastern Canvey Development Cluster

There are a significant number of small-scale development sites in east and south Canvey. These include land at The Point in northeast Canvey. Development here has the potential to transform current industrial uses into riverside mixed use development which builds on the areas maritime history. The esplanade also has several sites which offer opportunities to create new homes in a pleasant riverside location.

Ref	Site Name	Potential Development
132	Canvey Island Football Club, Leigh Beck Road	Potential for 113 new homes, and the retention of space for commercial/community uses.
133	Land on the corner of Station Road and High Street (GMD Mowers)	Redevelopment of existing shopping parade for 9 new homes, and the retention of space for commercial/community uses.
134	Land at The Point	Potential for 168 new homes, and the retention of space for commercial/community uses.
135	Former Admiral Jellicoe, High Street	Potential for 7 new homes, and the retention of space for commercial/community uses.
136	Ozonias Gardens, Eastern Esplanade	Potential for 11 new homes, and the retention of space for commercial/community uses.
137	Land between Station Rd and Seaview Road	Potential for 12 new homes, and the retention of space for commercial/community uses.
138	Land off Beveland Road	Potential for 37 new homes, and the retention of space for commercial/community uses.

Q8. What types of development could be considered as appropriate within the South & East parts of Canvey Island?

Seafront Entertainment Area

The seafront entertainment area on Canvey sits about 1km south of Canvey town centre at the southern end of Furtherwick Road. The principal businesses are located on and around Eastern Esplanade and comprise a mix of leisure, food and drink, and retail. This area of the Island is highly popular and vibrant in the peak summer months and on the occasion of big events, particularly among local families.

There is scope within this area to grow tourism activities through some additional business growth in the leisure and food and drink offer, and through the activation of public spaces including the park, the bandstand, and the beach.

The seafront entertainment area sits on the King Charles III England Coast Path which extends around the whole of Canvey Island. There are therefore walking opportunities related to the seafront which an enhanced food and drink offer could cater for.

There is limited public transport access to the area, with buses only running hourly on Sundays. This limits accessibility and increases reliance on the car, and may be a limitation to trade. There is however substantial existing parking provision on land adjacent to the defences, which cannot be used for other forms of development.

Q9. What improvements to the Seafront Entertainment Area would you like to see?



Canvey Port Facilities

The Calor Gas and Oikos facilities sites lie in the South of Canvey, and receive LPG and oil-based fuel products respectively. There is a national pipeline serving the Oikos facility which pipes the fuels off the Island. However, some of the products received by these sites is still moved off the Island by road. Both facilities are connected to the road network from Haven Road and Roscommon Way.

The location of these facilities within the Thames, and the connection into the pipeline network means that these are nationally important facilities. Whilst it is expected that a shift to renewable energies will see the import of fossil fuels decline, it is expected that these facilities will continue to operate as they switch to new renewable fuels and due to the ports strategic position.

Both facilities are identified as Hazardous Sites under health and safety regulations. It is important that new development is not located near these facilities to help manage risk to life and property. The Health and Safety Executive provide maps showing the risk and which are used to guide development away from these facilities.

Similarly, whilst there is land and scope within these sites to accommodate additional port related development, it is important that development of these facilities does not increase the level of risk to those who already live or work nearby.

Q10. Do you have any comments on Canvey's port infrastructure?



S & W Canvey Wildlife Corridor

To the north of the Calor Gas and Oikos facilities is an area of open land which provides a buffer with the nearby residential areas. This has developed as an important area for nature and is identified as a Local Wildlife Site.

To the west of this is the additional open land connecting to the Canvey Wick SSSI and the West Canvey Marshes. Land in this area is part of the wider south Essex marshlands extending into Basildon and Thurrock. It is functionally linked to the Thames Estuary Marshes Special Protection Area (SPA).

The King Charles III England Coast Path passes through the western portion of this area providing opportunities to experience and connect with wildlife and the landscape.

There is scope through the Castle Point Plan to work with landowners to continue to enhance wildlife provision in this area, whilst also providing appropriate levels of recreational access for local residents and visitors.

Q11. What improvements should be made to the South & West Canvey Wildlife Corridor?



Photography: Jack Delmonte, for *This is Us*.

West Canvey Employment Area

The west of Canvey is a significant location for commercial and industrial development both within the borough and on the Island, providing many local jobs across a range of sectors. This new employment area has also contributed to bringing in better quality jobs to the Island. Despite this, there is limited bus service provision to this area resulting in high car dependency and parking stress. Improved public transport is therefore an important consideration for this area.

Charfleets Industrial Estate is the Island's main employment area. It originally developed in the 1950's and is in a mix of different private ownerships. The building stock is dated, and the layout of the estate is difficult to navigate. It is however home to a range of businesses, with very limited vacancies. There are areas of vacant and underutilised land throughout and adjacent to the estate, providing the opportunity to secure redevelopment of sites for new business space and for improved parking provision.

To support regeneration of Charfleets a new employment area is currently being developed to the south. This is close to completion and has allowed inward investment onto Canvey and for local businesses to relocate, and in some cases upscale, thereby freeing up regeneration opportunities. There remains 7.5 Ha of land with permission to the South of Northwick Road to enable this to continue. There is scope for further open land to be used for this purpose to the south of Roscommon Way.

The retail area to the west of Charfleets has grown considerably in the last five years, and now comprises several convenience retailers alongside some chain food and drink provision. Whilst this has potentially impacted on the productivity of the town centre, it provides a range of retail options which reduces the need to travel off the Island. This balance needs to be considered when determining if further retail growth is appropriate in this location.

Q12. What approach to development in the West Canvey Employment Area (Charfleets Industrial Estate and the Canvey Retail Park) would you support?

Unclustered Sites in Canvey

In addition to the sites within the development clusters of Canvey, the following sites on the table opposite, may have potential to deliver development to help meet local needs:

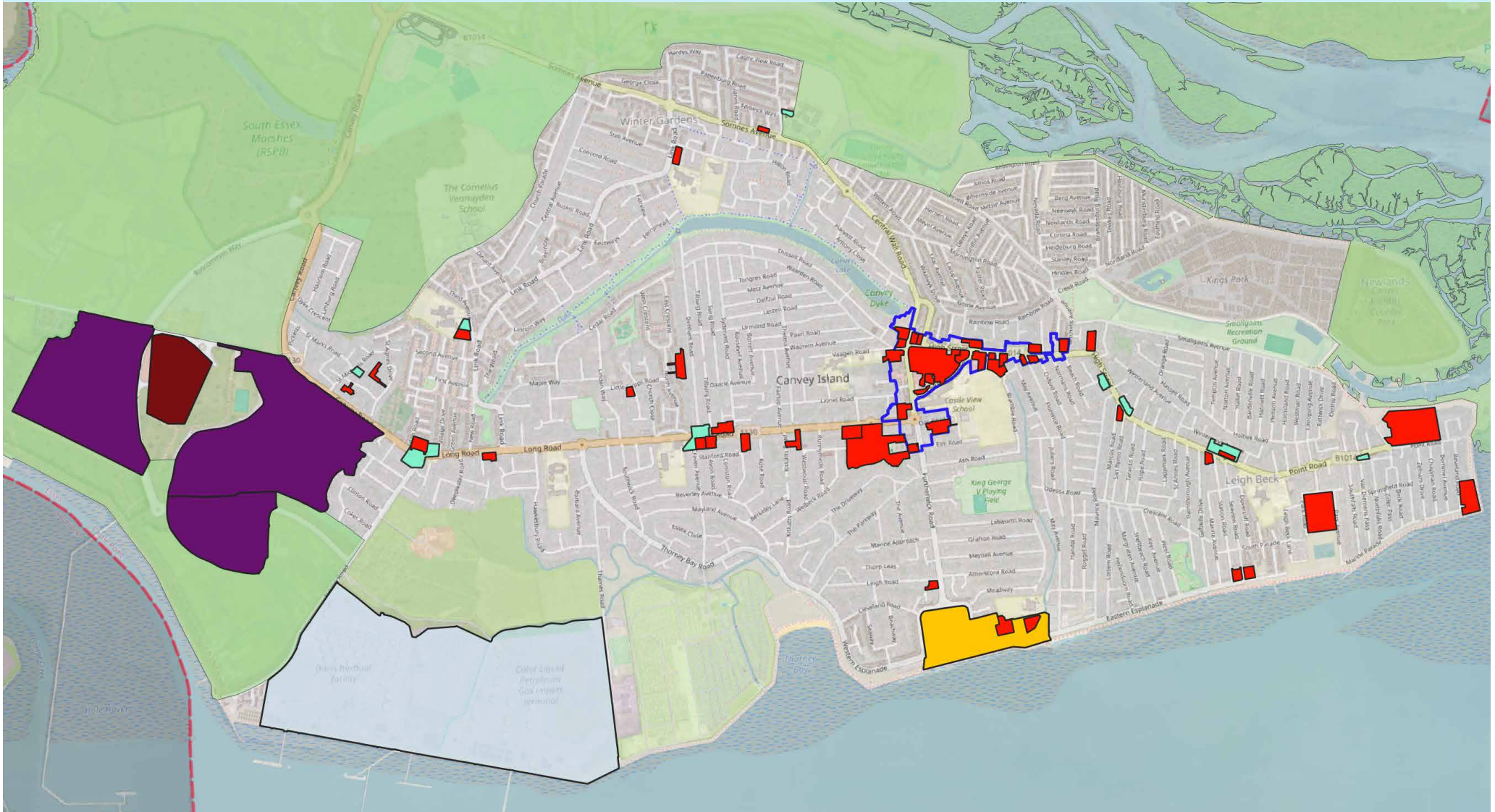
Q13. Do you have any views about the potential Site Allocations in Canvey?



Ref	Site Name	Potential Development
139	Health Centre, Third Avenue	Potential for 19 new homes, and the retention of space for commercial/community uses.
140	Essex Coachworks, 218 High Street	Redevelopment of existing auto use for 11 new homes and the retention of space for commercial/community uses.
141	27-37 Eastern Esplanade (Parks Pallidum - Brunos)	Redevelopment of existing shopping parade for 34 new homes, and the retention of space for commercial/community uses.
142	Briar Cottage, Leige Ave	Potential for 7 new homes, and the retention of space for commercial/community uses.
143	Garages off St Johns Crescent	Potential for 10 new homes, and the retention of space for commercial/community uses.
144	Garages site off St Agnes Drive	Potential for 15 new homes, and the retention of space for commercial/community uses.
145	258 Furtherwick Road	Potential for 12 new homes, and the retention of space for commercial/community uses.
146	Land on the corner of Little Gypps Road & Willow Close	Potential for 10 new homes, and the retention of space for commercial/community uses.
147	Lubbins Car Park, Eastern Esplanade	Potential for 19 new homes, and the retention of space for commercial/community uses.
148	Land to the rear of North Avenue	Potential for 36 new homes, and the retention of space for commercial/community uses.
149	Morrisons, Link Road	Potential for 16 new homes, and the retention of space for commercial/community uses.

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Canvey Island



Map Key:

	Designated Employment Sites		Retail Parks		Town Centre		Seafront Entertainment
	Port Related Facilities		Shopping Parades		Urban Sites		Green Belt

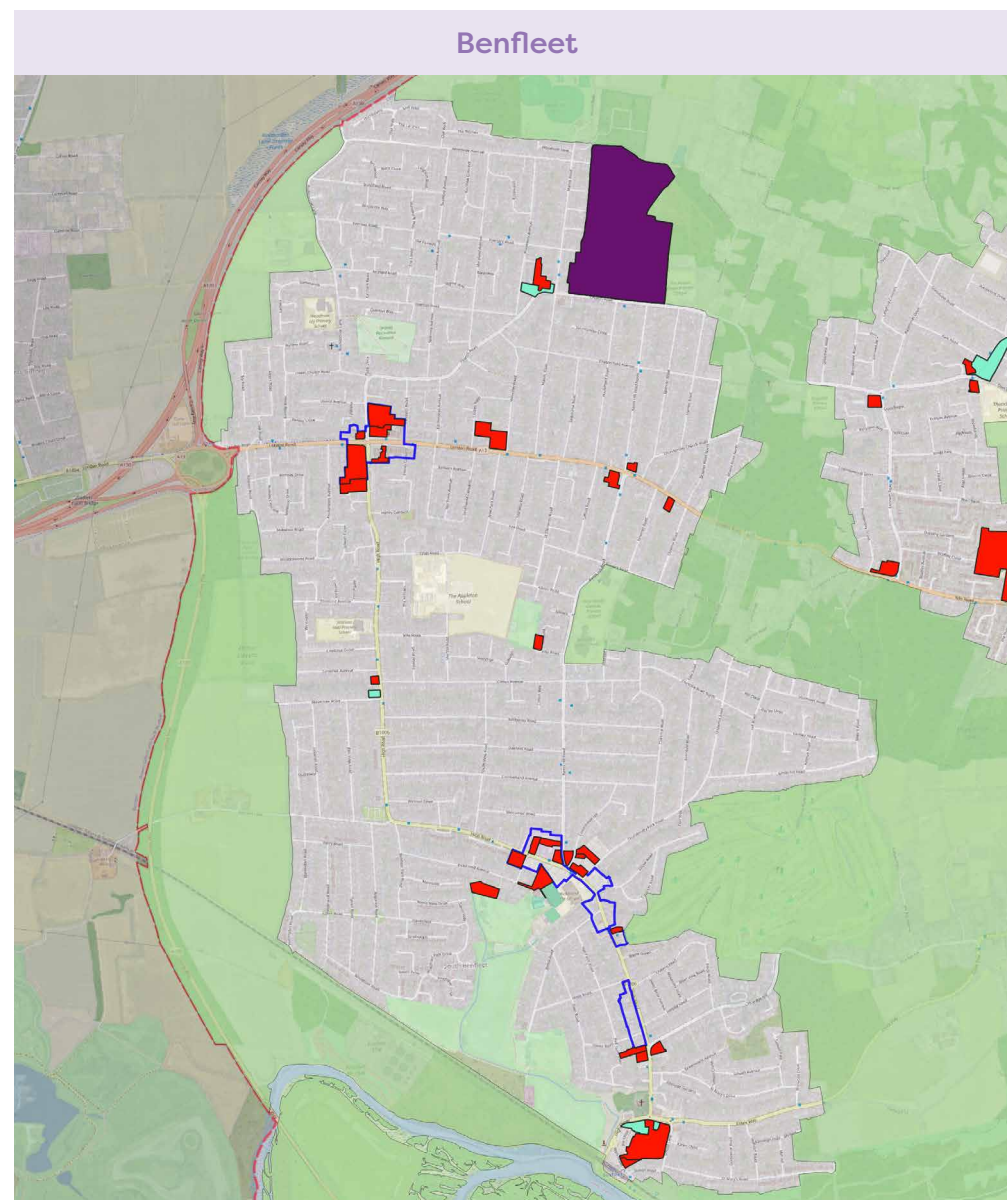
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Benfleet

Benfleet is located in the west of the borough on the mainland, and extends almost all of the way from the East Haven Creek to the Rayleigh Spur roundabout. The original village was located in the south, with gradual northern expansion throughout the 20th Century. It is well connected, with access via road via the Sadlers Farm roundabout, and rail to Southend and London.

During the initial engagement you told us:

- Many respondents in the area stated that the green spaces needed to be protected as they are an important local facility and a haven for wildlife.
- There is a lack of activities to do within local parks, and increased funding is required to provide upgraded facilities for young people.
- Managing road infrastructure was a key theme, including managing congestion on the A13, supporting pedestrians around the Tarpots area, improving bus services, and reducing rat running.
- Local town centres need improvement, with increased convenience retail uses in preference to non-core retail. The look and feel of local centres should be improved.
- A number of respondents raised concerns around heavy vehicle traffic accessing Manor Trading Estates. There were suggestions that this estate may be better relocated.



Map Key:

	Designated Employment Sites		Retail Parks		Urban Sites
	Shopping Parades		Town Centre		Green Belt

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Challenges & Opportunities in Benfleet

Benfleet has the borough's only train station, but there are opportunities to enhance its functionality and the role it plays in connecting the borough, and supporting the local economy. The station sits within Benfleet Conservation Area which has a collection of popular pubs and restaurants. There is scope to enhance the conservation area as a leisure destination alongside its key role in the local transport network.

Benfleet is located in a valley, and consequentially there is flood risk in the south Benfleet area which needs to be carefully managed. This topography also creates a barrier to active travel to/from Benfleet station for areas to the east.

To the very south of Benfleet is Richmond Park and South Benfleet Playing Fields. These provide a key opportunity for recreation in an area that also fulfils a flood management function as a designated reservoir. There are opportunities to improve recreation provision in this area, and also enhance its role in providing active travel access to Benfleet Station.

Both South Benfleet and Tarpots local centres are well occupied with shops and services. However, both are in need of localised improvements.

South Benfleet local centre is spread along the High Road and does not have a distinct core, although the area to the west of the Kents Hill Road junction is the main area. This dispersed shopping provision means there are issues with on-street parking across the centre which impact on nearby residential streets and general traffic flows through Benfleet.

Tarpots local centre is a small centre located at the cross junction of the A13 with High Road and Rushbottom Lane. It is dominated by the road junction, and it is difficult for pedestrians to cross between the four parts of the centre.

Due to the importance of the junction there is limited scope to improve pedestrian accessibility, although there is potentially scope to improve the quality of pedestrian areas to the south of the junction.

These challenges and opportunities provide the basis for the following strategic policy areas in Benfleet.

There are potential development clusters at:

- South Benfleet Town Centre
- Tarpots Local Centre
- South Benfleet Station
- A13 Corridor
- Manor Trading Estate

Transport improvements in Benfleet could include:

- Improved pedestrian crossings along Essex Way
- Smoothing and widening footpaths of residential roads in the Tarpots area and to the north
- Introduce a further cycle route running east-west along Church Road
- Improved cycle link along Vicarage Hill & Benfleet Road
- Improved cycle facilities at Benfleet station
- Improved north-south cycle route along Kents Hill Road
- Improvements to the shared use cycle route along London Road
- Improved bus frequency (10-15 minute service) of the 22 bus route
- Re-route 28 bus along Church Road and Kenneth Road
- Potential for interventions to improve bus reliability along the A13, this could include selective detection on the bus fleet so that buses get priority at junctions
- Junction improvements in the Essex Way/High Road/ School Lane area
- Potential junction improvement at the London Road/ Rushbottom Lane junction

Q14. What are your views on the issues that need to be addressed in Benfleet within the Castle Point Plan?

South Benfleet Town Centre

Located along Benfleet High Rd, there are a good range of local services, but there is a need for improvement. It is on the key north-south bus route linking Benfleet and Canvey.

There are a number of underutilised land parcels within and around the centre which offer potential to increase the immediate population, and to provide updated premises for businesses to operate in.

The focus of redevelopment here should be on creating a more pleasant environment, with a range of uses that extend into the evening to create a safer and more welcoming place for residents to visit and spend time.



Q15. What changes or improvements would you like to see in South Benfleet Local Centre?

Q16. What type of development would you support within the South Benfleet development cluster?

Ref	Site Name	Potential Development
203	Benfleet Methodist Church, High Road	Redevelopment of existing community building for 19 new homes, and the retention of space for commercial/community uses.
204	Benfleet Tavern Public House, High Road	Potential for 25 new homes and improved town centre services.
205	Richmond Avenue Car Park 2	Potential for 38 new homes, and retention of local parking space.
206	61 High Road (T Cribb funeral directors)	Potential for 13 new homes, and improved local services.
207	Shell garage, Kents Hill Road	Potential for 12 new homes, and the retention of space for commercial/community uses.
208	Benfleet Baptist Church, Kents Hill Road and Constitution Hill	Potential for 13 new homes, and improved town centre services.
209	Land between Constitution Hill and Thundersley Park Rd (South Benfleet Library and Dental Care Group)	Potential for 16 new homes, and improved town centre services.
210	Telephone Exchange, Thundersley Park Road	Potential for 21 new homes, and improved town centre services.
211	Benfleet Surgery, Constitution Hill	Potential for 5 new homes, and improved town centre services.
212	188-190 High Road	Potential for 7 new homes, and improved town centre services.
213	Sainsburys, High Road	Potential for 15 new homes, and improved town centre services.
214	Stellisons, High Road	Potential for 15 new homes, and improved town centre services.
215	South Benfleet Social Club, 6 Vicarage Hill	Potential for 16 new homes, and improved town centre services.

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South Benfleet Station & Conservation Area

Benfleet is the borough’s only station on the rail network and represents a key route into and out of the borough to Southend and on routes into London. As such it represents the key gateway into the borough for visitation, both for tourism and employment.

The environment around the station is currently functional, but there are significant opportunities for improvement. Improvements could focus on enhancing onward movements by all modes of transport, by offering seamless sustainable travel modes. This could include improvement of cycling facilities, including a rental offer.

The environment around the station could also be improved to offer a more welcoming setting when entering/exiting the station, and facilities within the station could be improved to enhance the customer experience. There are underutilised sites across the High Street which offer the opportunity to provide complementary development, including development that could help to fund improvements.

Ref	Site Name	Potential Development
201	School Lane Car Park and 1-5 High Street	Potential redevelopment of existing shopping parade for 144 new homes and local services.
202	87-97 High Street	Potential for 13 new homes, improved commuter parking, and the retention of space for commercial/community uses.

Q17. What type of development would you support within the Benfleet Station development cluster?



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South Benfleet Conservation Area

Benfleet station is located within the South Benfleet Conservation Area. Key listed buildings include the Church of St Mary the Virgin, and the Hoy & Helmet, Anchor, and Half Crown pubs, but there are also a number of locally designated heritage assets.

The recorded history of the area dates back to the 890s and the battles between the Saxons and the Danes, and this is shaped by South Benfleet's defensible location at the intersection of the Benfleet and East Haven Creeks. There may be significant archaeological heritage in this area relating to the battle of Benfleet.

It will be important when seeking to maximise the utility of Benfleet station area that this local heritage is respected, and opportunities to celebrate and enhance the local character should be identified.

The old centre of South Benfleet comprises several pubs and retail units around the High Street area, close to the railway station. The three pubs in this area have been successful in adapting to a changing market. The retail units within this area have over time been adapted with a significant proportion of them now operating as restaurants and a bar.

A South Benfleet Conservation Area Design Code is being prepared to help guide development in the area.

Q18. What approach should be taken to development in and around the South Benfleet Conservation Area?

Tarpots Local Centre

Tarpots is a local centre focused on the intersection of the A13 and Benfleet High Rd/ Rushbottom Lane. It has good connectivity, being in close proximity to the Sadlers Farm roundabout, and has regular buses both east-west and north-south. As well as providing good connectivity, the junction is also a key congestion hotspot.

The centre provides an important range of local services, but there are significant areas of land which have potential to be used more intensively. Doing this has the potential to add value to the local centre by increasing the working and residential population, as well as create opportunities for new services, and replace uses which rely on large vehicle movements.

The Shafer centre at Great Tarpots is a small, facilitated retail centre with a diverse offering of mixed retail units and popular with new start-ups in the retail sector.



Ref	Site Name	Potential Development
216	Land on the north east corner of London Road and Rushbottom Lane	Potential for 17 new homes, and improved town centre services.
217	Land on the south east corner of London Road and High Road	Redevelopment of existing car park for 10 new homes the retention of space for commercial/community uses.
218	Land in the south west corner of London Road and High Road (Tarpots town centre)	Potential for 61 new homes, and improved town centre services.
219	Holy Family Church, High Road	Potential for 26 new homes, and improved town centre services.
220	Land on the north west corner of London Road and Rushbottom Lane (Tarpots town centre)	Potential for 6 new homes, and improved town centre services.
221	Aldi, off Rushbottom Lane	Potential for 49 new homes, and improved town centre services.

Q19. What changes or improvements would you like to see in Tarpots Local Centre?

Q20. What type of development would you support within the Tarpots development cluster?

Manor Trading Estate Regeneration

Manor Trading Estate is one of the largest employment sites in the Borough, and as such is one of the largest sources of employment locally. It is located close to, and accessed via, residential areas, which creates conflict with local traffic, and residential amenity.

Despite being a well-occupied industrial estate, it is in a very poor condition, particularly its roads which has affected trade for many of the businesses on the estate. There is an issue with there being separate ownership of the roads in this estate and lack of maintenance. As such the estate is in need of investment if it is to be retained and grow as an employment location into the future.

Q21. What types of development could be considered as appropriate within the Manor Trading Estate?

A13 Corridor

There are a number of sites in Benfleet that are situated on the A13, which has particularly good public transport access. Development sites along this corridor may be able to deliver knowledge-based employment or infrastructural uses alongside new residential uses.

Ref	Site Name	Potential Development
227	312-320 London Road (Queen Bee's Nursery)	Potential for 19 new homes, and the retention of space for commercial/community uses.
228	Canvey Supply, 223 London Road and Linden Road	Potential for 55 new homes, and the retention of space for commercial/community uses.
229	Land on the northeast corner of London Road/ Kents Hill Road junction, 323-329 London Road	Potential for 8 new homes, and the retention of space for commercial/community uses.
230	Maharaja Restaurant, 358 London Road	Potential for 10 new homes, and the retention of space for commercial/community uses.

Q22. What opportunities for improvements and development within the A13 corridor in Benfleet are there?

South Benfleet Playing Fields

The open spaces in this area provide a dual purpose, providing important local sports and leisure facilities, but also flood water storage. These uses should be enhanced where possible, particularly by improving the range of facilities associated with leisure use.

Q23. What improvements should be made to the South Benfleet Playing Fields area?

Unclustered Sites in Benfleet

In addition to the sites within the development clusters of Benfleet, the following sites may have potential to deliver development to help meet local needs:

Ref	Site Name	Potential Development
222	Richmond Car Park 1 off Richmond Avenue	Potential for 27 new homes, and the retention of local parking capacity.
223	159-169 Church Road and land to the rear	Potential for 32 new homes, and the retention of space for commercial/community uses.
224	Benfleet Clinic, High Road	Potential for 7 new homes, and the retention of space for commercial/community uses.
225	Rear of 179-181 Church Road	Potential for 28 new homes, and the retention of space for commercial/community uses.
226	Land adjacent to Villa Park, Tarmarisk	Potential for 13 new homes, and the retention of space for commercial/community uses.

Q24. Do you have any views about the potential Site Allocations in Benfleet?



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Hadleigh

Hadleigh lies in the east of the borough, with Thundersley to the west, Daws Heath to the north, and Leigh-on-sea (within the borough of Southend) to the southeast. Hadleigh is a historic settlement with St James the Less Church (Grade I listed) at its heart. In the late 19th Century the Salvation Army established a farm colony in Hadleigh to improve the lives of the working poor. Due to Hadleigh's location on the A13 between London and Southend, the town grew over the 20th Century to the place we see today.

Hadleigh Castle sits to the south of the town and dates to Saxon times. Whilst it is in a ruined state, is the centrepiece of the Hadleigh Castle Country Park, a major tourist attraction within the borough which was home to the 2012 Olympic Mountain Biking events.

During the initial engagement you told us:

- Respondents feel that Hadleigh's history and architectural interest are often overlooked, and new development need to be designed to be in keeping with the Hadleigh area.
- The green spaces surrounding Hadleigh are a valuable green buffer which ensures Hadleigh's identity is protected.
- Residents value local open spaces such as Hadleigh Country Park, John Burrows Park, Hadleigh Castle, West Wood, Pound Wood, Tile Wood as well as local allotment sites. Better signage should be put in place to highlight and promote Hadleigh Castle and the Olympic mountain bike track.
- There is concern about the impact of building significant numbers of flats in a relatively small area to the south of London Road.
- There is concern that Hadleigh is viewed as a thoroughfare to and from Southend, with the dual carriageway on the A13 not being beneficial to Hadleigh's Town centre. Pedestrianising part of the town centre to make it more customer friendly was suggested by some residents and stakeholders.
- There were concerns expressed about the level of on-street parking in and around Hadleigh Town Centre.

- Residents are concerned about decline in Hadleigh's town centre, and in particular the long-term vacant former Crown Pub site.
- New uses in the centre that would support a more vibrant local economy are supported, including a banking hub, community hub, public realm improvements, and leisure and entertainment uses. A suitably sited weekly market in the town centre was also suggested.



Photography: Tessa Hallmann, for *This is Us*.

Challenges & Opportunities in Hadleigh

The town centre environment could be improved to reinforce Hadleigh's importance as a place to visit rather than pass through. Traffic flow on the A13, and the dominance of the road within the centre could be reduced to help achieve this.

High frequency bus connections create potential for growth in both town centre and employment uses in the town centre. Employment uses could include office, working near home and/or creative enterprises/ workspace.

There are significant opportunities to optimise land use in and around the town centre, including on existing car parks, parcels of derelict land, and underutilised sites.

Improved environmental conditions within the town centre could help to create an enhanced town centre offer, including an improved evening and leisure offer.

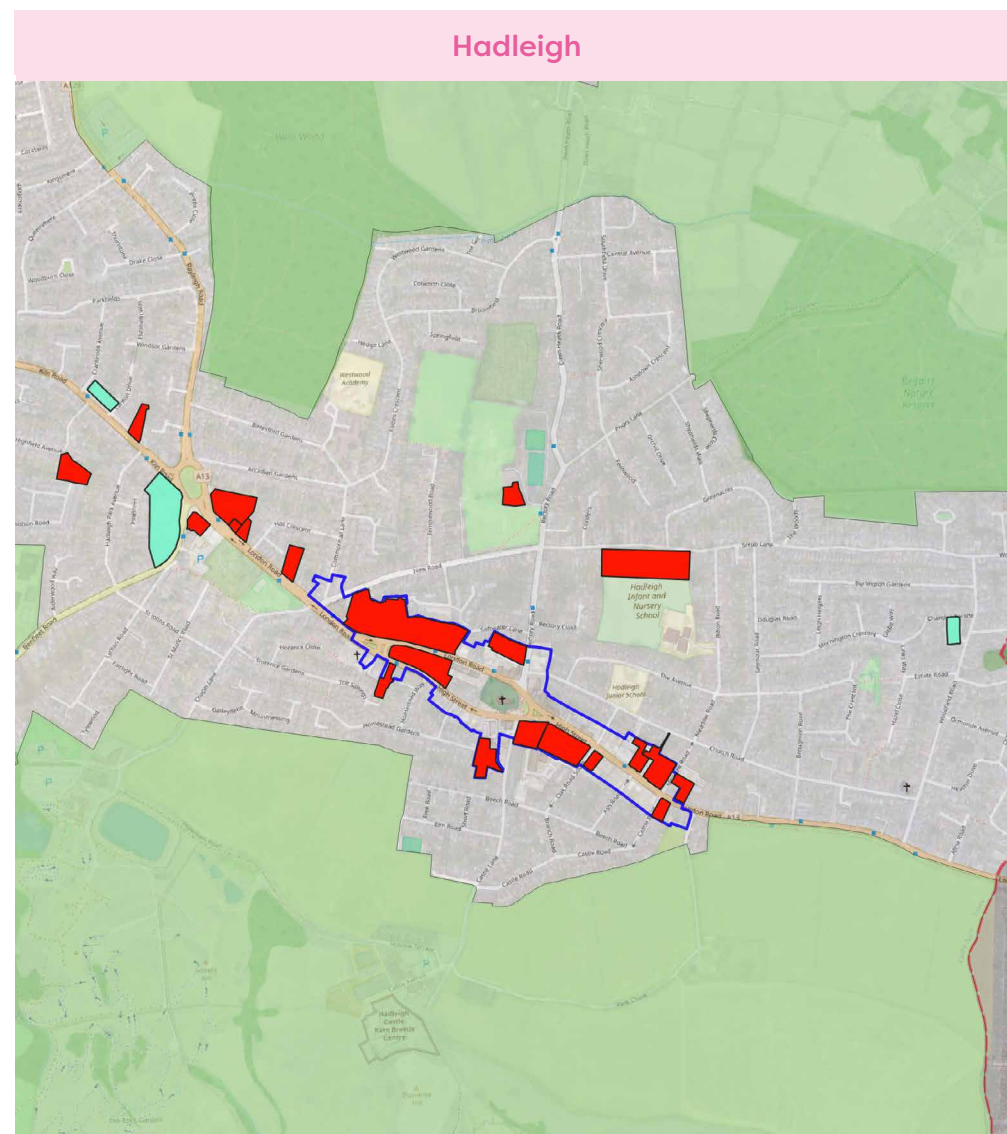
Hadleigh has a large catchment, and is rich in facilities. Improving access to and between green spaces, the town centre, the high-quality landscapes in the south and other surrounding centres will increase overall ability to access these assets.

Hadleigh has a population that is older than average, and services need to be provided that enable existing residents to remain active and self-sufficient.

Transport improvements in Hadleigh and Daws Heath could include:

- Additional pedestrian crossings of Rayleigh Road
- Add on-road cycle infrastructure along New Road and Scrub Lane and potential for cycle routes on Woodfield Rd and Church Rd
- Increased frequency of the number 3 bus from 120 minutes to 60 minutes
- Possible junction improvements at in the Rectory Road/ A13 area
- Possible improvements to the A129 (Rayleigh Rd)/ A13 junction

These challenges and opportunities provide the basis for the following strategic policy areas in Hadleigh.



Map Key:



Q25. What are your views on the issues that need to be addressed in Hadleigh within the Castle Point Plan?

Benfleet and Southend Marshes

The marshes hold a significant landscape value, both in terms of views from and to it, and as a living landscape. Significant areas of the marshland and creek in this location are designated due to its nature conservation value. Benfleet and Southend Marshes Site of Special Scientific Interest (SSSI) covers an extensive area of the marshland and Hadleigh Ray creek, with a smaller area of this designated as a Special Protection Area (SPA) due to its importance as a habitat for birds. It is designated under International law as a Ramsar site due to the number of migratory birds present.

Q26. How should the management of Benfleet and Southend Marshes be approached in the Plan?



Hadleigh Castle Country Park and The Salvation Army Farm

Hadleigh Castle Country Park and The Salvation Army Farm located to the south of Hadleigh offers a range leisure and tourism activities, sitting within the overall Benfleet & Southend living landscape.

These include the rare breeds centre, glamping, Olympic legacy mountain biking trails and important historical features. There is scope to improve this offer and improve the linkages between the Country Park and Farm and the town centre.

The Salvation Army Farm, established in the late 1800s, provides training and social enterprise opportunities for local people and people with a range of needs principally in the green economy sector. Due to the quality of the arable land across the farm, which has declined over the years, the farm is diversifying and taking advantage of the opportunity under biodiversity net gain to offer 250 hectares of new grassland and coastal grazing marsh habitat.

Q27. What improvements should be made to the Hadleigh Castle Country Park area?

Hadleigh Town Centre

Hadleigh has the borough's second largest town centre, comprising a mixture of national and local retailers, cafés, restaurants and a growing cultural provision. However, the town centre is dominated by car movements on the A13, which forms a gyratory in the centre.

There are a number of potential development sites in and around the centre, which have the potential to deliver significant uplift in the number and range of facilities in the centre, as well as providing local population to sustain them.

If linked to appropriate environmental improvements, including a more town centre appropriate road layout, the town centre's prospects could be significantly improved.

There are potential development clusters at:

- Hadleigh Island Area
- Vic House Corner Roundabout
- Hadleigh Town Centre East
- A13 Corridor

Q28. What changes or improvements would you like to see in Hadleigh Town Centre?

Hadleigh Island Area

The Hadleigh “Island” area represents a significant opportunity to regenerate the centre of Hadleigh. The former Crown public house site has remained vacant for a significant period of time, and needs both a short-term and permanent future use. There is also significant potential for development on the Hadleigh library and old fire station site.

Presently the uses on the island site accumulate to a significant cultural offer in the borough. Cultural and community uses should be appropriately rehoused as part of any redevelopment. A masterplan that sets out how the site can deliver the re-provision of community and cultural uses, improves the local urban environment, and delivers new mixed use development should be prepared.

Across the A13, the Morrison’s supermarket offers a significant opportunity to make better use of the large car parking area. There are also potential development sites at Rectory Road car park and on the site of Hadleigh Conservative Club.

Q29. What type of development would you support within the Hadleigh Central development cluster?

Ref	Site Name	Potential Development
302	The Island Site, High Street / London Road	Potential for 61 new homes and improved/retained cultural and community facilities.
303	Rectory Road Car Park	Potential for 32 new homes and improved town centre parking.
304	Morrisons, 175 London Road	Potential for 187 new homes, improved town centre parking, and improved town centre services.
305	24 High Street (Conservative Club)	Potential for 15 new homes, and improved town centre services.



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Vic House Corner Roundabout

Vic House Corner roundabout is a key junction in the borough, linking routes along the A13 with South Benfleet and Rayleigh. There is scope to improve the functionality of this junction alongside the redevelopment of sites on its periphery.

There are uses around the roundabout that would be more appropriately located on the borough's stock of industrial land. These include Magnet and the First Bus depot. Redevelopment of these sites offers an opportunity to provide much needed residential accommodation, complementary town centre uses, and potentially increased job numbers in line with a wider A13 economic development strategy.

Ref	Site Name	Potential Development
314	Hadleigh Clinic, 49 London Road	Potential for 11 new homes, and improved town centre services.
315	Magnet, London Road	Potential for 19 new homes, and improved town centre services.
316	Bus Depot, London Road	Potential for 66 new homes, and improved town centre services.
317	39-45 London Road (Brooms Prof. Services)	Potential for 6 new homes, and improved town centre services.

Q30. What type of development would you support within the Vic House Corner Roundabout development cluster?

Hadleigh Town Centre East

London Road in the east of Hadleigh town centre is home to many light industrial uses on tight plots. These sites are important source of employment locally, but also generate unsustainable transport patterns by bringing larger vehicles into the centre.

Other sites in this area include automotive uses such as garages and car sales, which would also be more suitable on employment land with good quality

strategic road access, and present opportunities for intensification in a sustainable location, which being within easy walking distance of Hadleigh town centre offer opportunities to support town centre revitalisation.

Ref	Site Name	Potential Development
306	351-359 London Road	Potential for 17 new homes, and improved town centre services.
307	Rear of 244-258 London Rd	Potential for 33 new homes, and improved town centre services.
308	Land on the corner of Castle Road and London Road (364-370 London Road),	Potential for 12 new homes, and improved town centre services.
309	Castle Lane Car Park	Potential for 32 new homes, and improved town centre parking.
310	Johnsons Factory, London Rd	Potential for 39 new homes, and improved town centre services.
311	Lidl, London Road	Potential for 58 new homes, and improved town centre services.
312	Corner of Oak Road South and London Road	Potential for 10 new homes, and improved town centre services.
313	Telephone exchange, London Road	Potential for 17 new homes, and improved town centre services.

Q31. What type of development would you support within the Hadleigh East development cluster?

A13 Corridor

There are a number of sites in Hadleigh that are situated on the A13, which has good public transport access. Development sites along this corridor may be able to deliver knowledge-based employment or infrastructural uses alongside new residential uses.

Ref	Site Name	Potential Development
301	Sandcastles Nursery, Kiln Road	Potential for 19 new homes, and the retention of local service capacity.

Q32. What opportunities for improvements and development within the A13 corridor in Hadleigh are there?

Unclustered Sites in Hadleigh

In addition to the sites within the development clusters of Hadleigh, the following sites may have potential to deliver development to help meet local needs:

Ref	Site Name	Potential Development
318	Land South of Scrub Lane, Hadleigh	Potential for 107 new homes, and the retention of space for commercial/community uses.
319	Solbys House, Rectory Road, Hadleigh	Potential for 16 new homes, and the retention of space for commercial/community uses.

Q33. Do you have any views about the potential Site Allocations in Hadleigh?



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Daws Heath

Key points that came out from the initial engagement on Daws Heath were:

- Residents consider Daws Heath to be a semi-rural village. Respondents feel it is vitally important that the green spaces and ancient woodland remain, as they provide a natural green ring that protects Daws Heath's character.
- The ancient woodland in this area acts as an important green lung and contributes to mitigating air quality impacts stemming from the A127 corridor.
- The woodland and green open spaces house an abundance of varying wildlife, and a continuous wildlife corridor between Belfairs Great Wood and West Wood was suggested to create and connect habitats and development should be steered away from this area.
- Local roads are used as a cut through to and from the A127, linked to congestion at the Woodmans Arms junction.
- The Deanes School is at capacity and cannot extend further for its catchment area.
- The shop in Daws Heath Road near the junction with Western Road is very valuable to local residents.

Challenges & Opportunities in Daws Heath

The Green Belt is tightly defined around Daws Heath and there are very limited opportunities for development and change within the village. Community participation and activity is however strong within the village.

The quality of the Green Belt in this location is high, comprising meadows, woodlands and some ancient woodland. Some elements of this landscape are managed for wildlife purposes and there is a good level of public access in parts. There is the potential to extend opportunities for wildlife habitat and recreational access around Daws Heath to improve connectivity between West Wood, the Haven Complex to the north, and Great Wood, Dodds Grove and Belfairs Wood to the east.

Transport improvements within Daws Heath could include:

- Additional pedestrian crossings of Rayleigh Road and Western Road
- Introduce further cycle routes east/north along New Road/ Daws Heath Road to provide additional access to Belfairs Nature Reserve and West Wood
- Increased frequency of the number 3 bus from 120 minutes to 60 minutes

Q34. What are your views on the issues that need to be addressed in Daws Heath within the Castle Point Plan?



Photography: Tessa Hallmann, for *This is Us*.

Unclustered Sites in Daws Heath

The following sites may have potential to deliver development to help meet local needs:

Ref	Site Name	Potential Development
320	20 Haresland Close, Daws Heath	Potential for 25 new homes, and the retention of space for commercial/community uses.

Q35. Do you have any views about the potential Site Allocations in Daws Heath?



Map Key:

- Urban Sites
- Green Belt

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Thundersley

Thundersley is situated primarily to the north of the A13 between Benfleet and Hadleigh. It is surrounded to the north, south, west and northeast by Green Belt, but the urban area converges with Hadleigh along the A13 in the south east of Thundersley. There is also a section of Green Belt that Thundersley in effect abounds between Hart Road, Rayleigh Road & the A13.

Thundersley is blessed with significant areas of natural green space, including Thundersley common to the north and Thundersley Glen and Shipwrights Wood to the south of the settled areas. These are connected into the network of green spaces to the south including Hadleigh Castle Country Park.

Thundersley's historic village centre is located on Hart Road in the north of Thundersley. This is currently the main civic and service centre within Thundersley, but the area has grown significantly over the 20th century, and the village centre is now not of a scale that meets local needs.

During the initial engagement you told us:

- The most important asset for Thundersley residents is the area's open spaces and woodland which form part of the Green Belt.
- Residents consider that the area has a village identity and feel. There is however potential for Thundersley Village to be re-imagined and its reputation improved.
- Due to Thundersley's position between the A127 and A13, various residential roads experience high volumes of traffic using them as rat-runs.
- Improving the bus services in the Thundersley area, including to Benfleet station, could help to reduce car usage and alleviate some congestion.
- Pavements and roads in Thundersley need improving.



Challenges & Opportunities in Thundersley

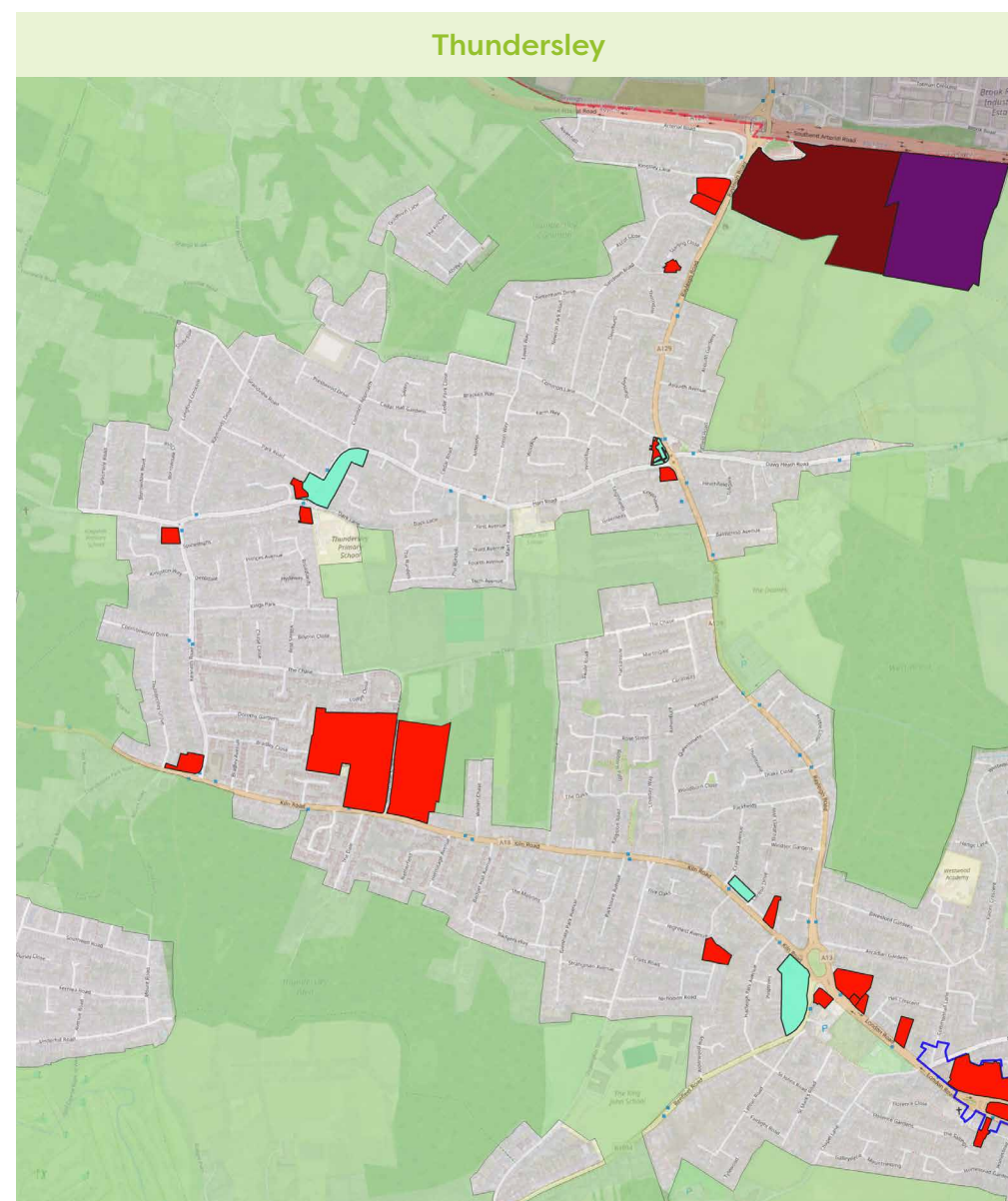
Whilst there are no designated local centres in Thundersley, meaning that residents have to travel for a full range of services, Thundersley village plays a strong role in local community life, and there may be scope to consider policies which support its growth and development as a local centre.

There is a large area of publicly owned land around the Council offices on Kiln Road, which offers a unique opportunity for growth to optimise civic and education facilities locally, as well as spur economic growth and meet housing needs. There is scope to link this to Thundersley Village generating additional footfall for that centre.

Transport improvements in Thundersley could include:

- Addition of demarcated pedestrian crossings along Hart Road.
- Improved cycle accessibility east-west along Common Lane/Triton Approach/Hart Road.
- Add an on-road cycle route along Vicarage Hill/ Benfleet Road.
- Potential improvements to cycling access along Shipwrights Drive and The Chase.
- Increase the frequency of the number 27 bus to every 10 minutes.
- Possible improvements to the A13/ Kenneth Road junction.
- Possible improvements to the A127/A129 (Rayleigh Rd) junction.
- Possible improvements to the Hart Rd/A129 (Rayleigh Rd) junction.

Due to the extensive green infrastructure network, there may be additional off-road opportunities to improve footpaths and byways for active and leisure travel in the Thundersley area.



Map Key:

	Designated Employment Sites		Retail Parks		Urban Sites
	Shopping Parades		Town Centre		Green Belt

Q36. What are your views on the issues that need to be addressed in Thundersley within the Castle Point Plan?

Kiln Road

The Kiln Road area is home to a wide range of community buildings, occupying a significant amount of land at a relatively low density. The current Council offices, Seevic College, Runnymede Leisure Centre and Runnymede Hall all have the potential to operate on a more efficient building footprint, creating the opportunity to release land for new development.

Due to the site's good access from the A13, an element of new employment could be sought on this site. As per other community facilities in the borough, the need to provide for the ongoing provision of existing services will need to be established before any redevelopment of their existing buildings will be acceptable.

A master plan for the site will be developed with the engagement of the local community and key partners and providers of public and voluntary services.

Ref	Site Name	Potential Development
403	Council Offices, Kiln Road	Potential for 271 new homes, and improved local services.
404	USP College, Kiln Road	Potential for 374 new homes, and improved local services.



Q37. What type of development would you support within the Kiln Rd development cluster?

A13 Corridor

There are a number of sites in Thundersley that are situated on the A13, which has particularly good public transport access. Development sites along this corridor may be able to deliver knowledge-based employment or infrastructural uses alongside new residential uses.

Ref	Site Name	Potential Development
401	Thames Loose Leaf, 289 Kiln Road	Potential for 15 new homes, and improved local services.
402	Land on the corner of London Road and Kenneth Road (Thundersley Congregational Church and The Beacon)	Potential for 28 new homes, and the retention of space for commercial/community uses.

Q38. What opportunities for improvements and development within the A13 corridor in Thundersley are there?

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Rayleigh Road

Rayleigh Road is a key route through the borough, with good bus connectivity linking Rayleigh with Hadleigh. There is a small shopping parade at the junction of Rayleigh Road and Hart Road, with capacity on a neighbouring site to enhance overall service provision in the area.

Ref	Site Name	Potential Development
405	343 Rayleigh Road	Potential for 12 new homes, and the retention of space for commercial/community uses.
406	Rayleigh Road Parade, Rayleigh Road	Potential for 9 new homes, and improved town centre services.

Q39. What types of development could be considered as appropriate within the Rayleigh Weir retail park and Stadium Way employment area?



Unclustered Sites in Thundersley

In addition to the sites within the development clusters of Thundersley, the following sites may have potential to deliver development to help meet local needs:

Ref	Site Name	Potential Development
407	Halfords, 543-557 Rayleigh Road	Potential for 38 new homes, and improved town centre services.
408	61-69 Hart Road	Potential for 12 new homes, and improved town centre services.
409	Land between Starling Close and Hacks Drive	Potential for 9 new homes, and the retention of space for commercial/community uses.
410	Land between Highfield Avenue and Nicholson Road	Potential for 28 new homes, and the retention of space for commercial/community uses.
411	Dark Lane Car Park	Potential for 11 new homes, and the retention of local parking capacity.
412	Thundersley Clinic, Kenneth Road	Potential for 17 new homes, and the retention of space for commercial/community uses.

Q40. Do you have any views about the potential Site Allocations in Thundersley?

Borough-Wide Development Strategy Options

Overview

Castle Point's population is growing, which is in line with population growth across the south east of England. This stems from the high number and quality of jobs available in the region, and strong access to services in London, as well as to other locations across the UK and internationally, making it an attractive place to live and work.

The Castle Point Plan will seek to meet a range of development needs, this includes housing, but it also includes employment opportunities, leisure provision, and the day-to-day shopping, education and health facilities that serve a growing population.

The previous sections have outlined how the existing towns in Castle Point can grow and change to respond to this demand for development space. This provides the baseline for the borough-wide development strategy.

How many homes do we need?

Ensuring that there is an appropriate supply of homes is an important aspect of the Castle Point Plan. Doing this ensures that the borough's younger residents can afford to buy or rent properties, and that an appropriate stock of homes is available for residents as they move through life.

The Government has a Standard Methodology which acts as the starting point for setting a housing requirement for local areas. This incorporates local population growth rates, house prices, and income levels to produce a local housing need figure. Using the Standard Methodology, and without having specific regard to local circumstances, Castle Point's housing requirement would be 355 dwellings per annum between 2023-2043 (7,100 total). This figure represents a significant uplift on the number of homes that have been built locally in recent years.

When added together, the Government's aim is that the combined local targets will deliver in the order of 300k new houses per year to address the

nation's housing shortage. When considering the housing requirement to be included within the Castle Point Plan, it is important to recognise that the plan is required to contribute to this national objective. It will do this by listening to local residents, having regard to local housing needs, land availability, and the character of the local area. The Castle Point Plan is seeking to maximise the local benefits and minimise the local impacts of new development.

The Council commissioned a Local Housing Needs Assessment to better understand local housing need, and what type of new homes need to be built. The Local Housing Needs Assessment shows that there are exceptional circumstances which justify moving away from the Standard Methodology housing requirement. Specifically, the assessment identifies that there has been a significant over-estimation within the Standard Methodology regarding migration into the borough which has artificially inflated the overall housing requirement.

Having comprehensively updated the data informing the Standard Methodology, including revising the migration figure, the recommendation from the Local Housing Needs Assessment is that there is a need for 255 new homes p.a. between 2023-2043 (5,100 total). A household telephone survey that was conducted as part of the local housing needs assessment and alongside the analysis of statistical data confirmed that this would meet the needs identified by local people.



What are the constraints to development?

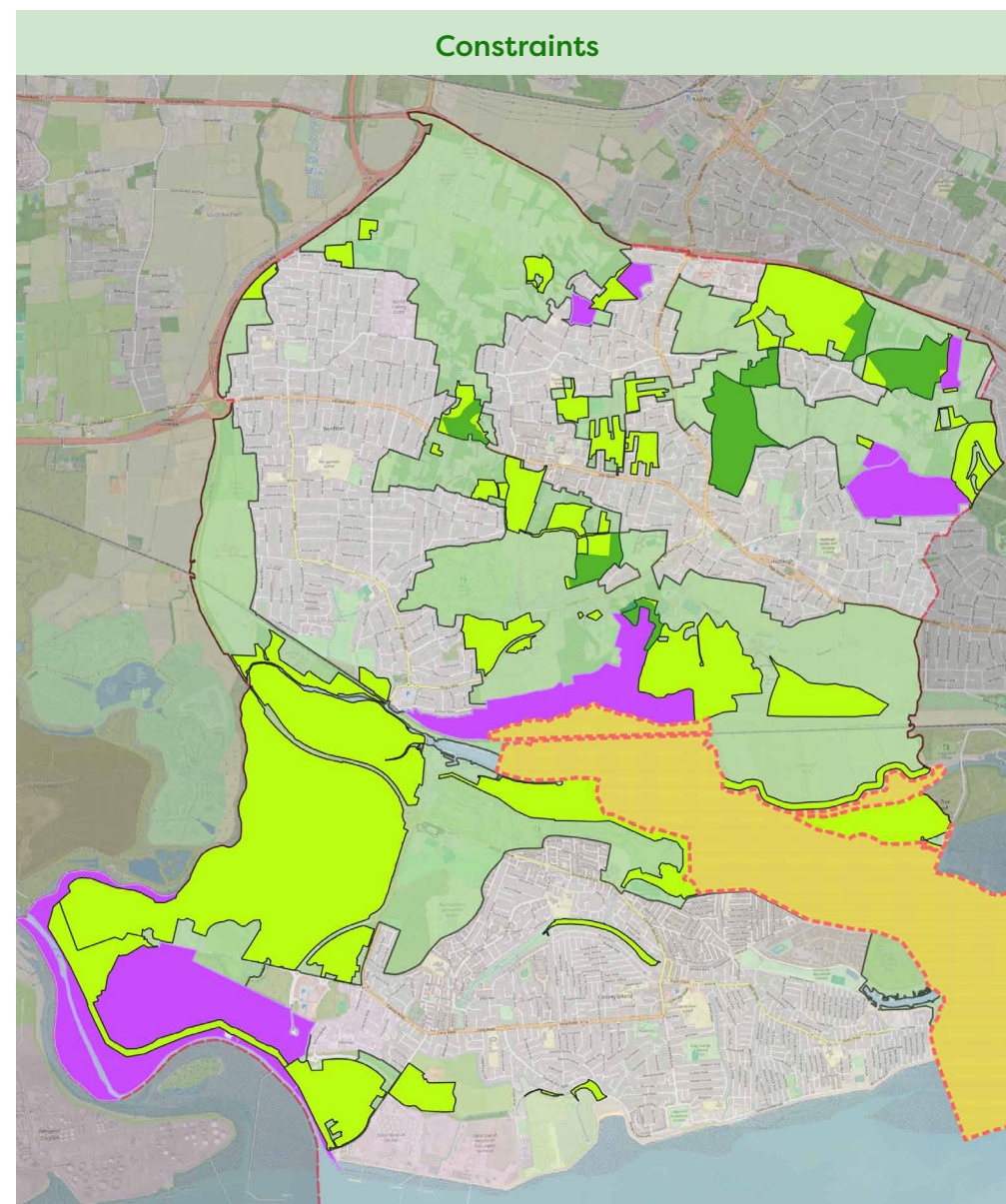
Castle Point is not a large borough, and developable land is limited. The borough is within the Green Belt, which principally acts to restrict the outward expansion of existing settlements, but also provides an abundance of open space and nature habitats. The capacity of the urban area is also limited by flood risk, and existing urban character, which needs to be reflected when considering growth options within the existing urban areas of the borough.

The capacity of local infrastructure may also be a constraint on future development. Local roads already suffer from congestion at key junctions, which means that they may be unable to accommodate the additional traffic demands arising from significant new housing growth.

Additionally, there are concerns around the provision of infrastructure locally, including the provision of good quality health and education facilities, in increased pressure on parks and open spaces.

Borough-wide Development Options

There are choices about how development needs can be met in the Castle Point Plan, and a range of Options are set out below. These cater for different overall amounts of growth, and frame the choices that can be made in the Development Strategy. The Options are not exhaustive, they provide a basis for consultation on the choices between locations that need to be made.



Map Key:

 Green Belt	 Local Wildlife Sites	 Site of Special Scientific Interest
 Ancient Woodland	 Special Protection Area and Ramsar	

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Extant Permissions & Completions.

As the Plan period has already started (1st April 2023), some development has started, some has planning permission, and some has been completed. This is “known growth”, and forms the starting point for the housing growth that will happen over the Plan period.

In the 2023/24 monitoring year, year 1 of the Plan, traditionally built housing completions contributed 77 net additional dwellings to the stock of housing in the borough.

An element of this known growth is the replacement of old style holiday caravans at Thorney Bay Park with new style park homes. As the site is a caravan park, the siting of the park homes do not need planning consent but do contribute to housing supply. Over the period from 2023 to 2028 it is anticipated that 565 park homes will be sited replacing 426 caravans. In 2023/24 151 old style caravans were removed, and not replaced with new-style park homes.

There remains space for the provision of 139 additional park homes to be provided at Thorney Bay Park, which is included in the overall housing capacity of the borough.

Accounting for both traditional housing completions and changes in the number of caravans at Thorney Bay Park, there was a net loss of 58 homes in 2023/24.

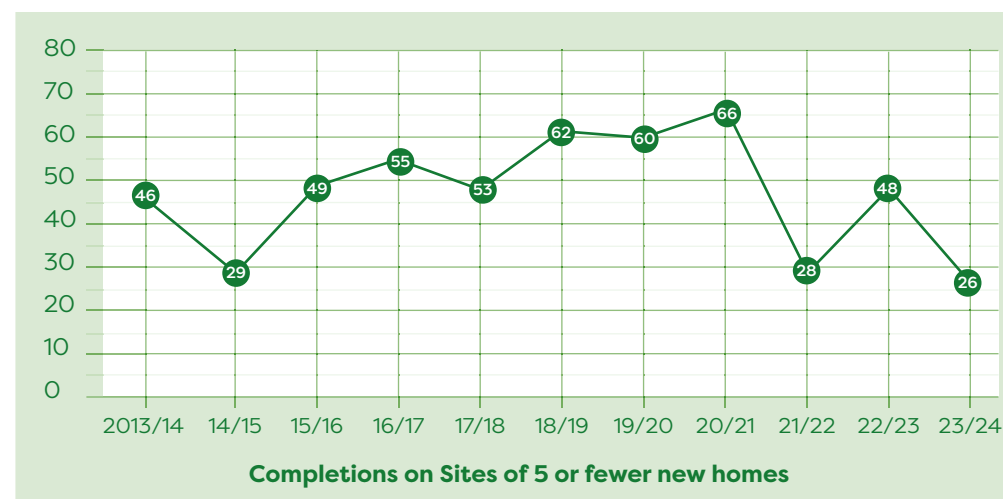
As of 1st April 2024, development totalling 706 new homes had planning permission. A further 61 homes (net) have determined consent, subject to the completion of a section 106 agreement. Combined, the total supply of extant consents is 767 new homes.

Based on an expectation that 10% of planning permissions do not progress into new development completions, 690 new homes are forecast to be delivered. These are expected to be delivered in years 2-4 of the Plan period (2024/25-2026/27), reflect the three-year period for a planning permission.

Windfall

Windfall development can be defined as when a site which is not specifically allocated for development in a local plan, becomes available for development during the lifetime of that plan. Most windfall sites are for one or a small number of homes.

The Council has recorded the number of housing completions on sites of five or fewer new homes for the last 10 years. It is considered that this provides a robust dataset for the estimating of future development on sites of five or fewer new homes. The 10-year average is 47 new homes per year.



Windfall is expected to come forward at a rate of 47 new homes per year for each of years 5-20 of the plan period (2027/28-2042/43) (16 years), totalling 752 new homes.

Combined, completions, extant permissions, park home capacity, and windfall development together account for 1,523 new homes over the duration of the Castle Point Plan. This development will be included in every development option presented in this document.

Option 1 – Deliver growth within the existing urban area

It is important to reiterate that no decision has yet been taken as to which sites will be included in the draft Castle Point Plan.

The Council, in line with the NPPF, is pursuing a brownfield-first approach to development in the borough. This means a primary focus on meeting

development needs within existing urban areas where possible. The Council has so far undertaken a Call for Sites, to understand what land is available for development, and a draft Urban Capacity Study, to proactively seek urban capacity in the borough.

Call for Sites 2023

In order to understand the options for meeting local development needs the Council opened a Call for Sites window between January and February 2024.

The Call for Sites was undertaken to understand what land is available to inform the production of the Castle Point Plan. 271 sites were received, and these have been assessed by the Council for developability. A summary of all sites received in the Call for Sites is included as part of the Development Options Technical Paper which is available [here](#).

Urban Capacity

The Council has undertaken a Draft Urban Capacity Assessment as part of the emerging Strategic Land Availability Assessment (SLAA). In addition to sites received during the Call for Sites process, the Council has identified additional sites that have development capacity, and these are also included in the draft Urban Capacity Assessment.

The Council is continuing to work on the SLAA, which will be completed in time for the Publication of the Castle Point Plan. As the SLAA is completed, the urban capacity will be confirmed, but it is important for the basis of consultation, that the Council is clear on which sites have been included in the draft Urban Capacity Assessment.

The potential capacity of each potential development site is quoted in the area based tables set out earlier in this document, but the overall urban capacity quoted is a reduced figure, to account for uncertainty around

availability of some sites. Details of each site's capacity and estimated urban capacity of the borough are set out at **Appendix A** of this document. All urban sites are in sustainable locations, with good access to services, often in and around town or local centres, or on bus routes. Most of the urban sites have existing uses, which in many cases will need to be replaced. Some uses are not suitable for their current location, and should be rehoused in a more suitable location. For example, industrial uses may be more appropriate on industrial estates.

It has been assumed at this stage that all urban sites will include an active ground floor use. This could be a new or replacement shop or service, an opportunity to provide community infrastructure, or a new location for a local business.

Development within the urban area is relatively clustered, with sites with capacity generally being in and around town centres, and on bus routes. The list of sites has been broken down into clusters:

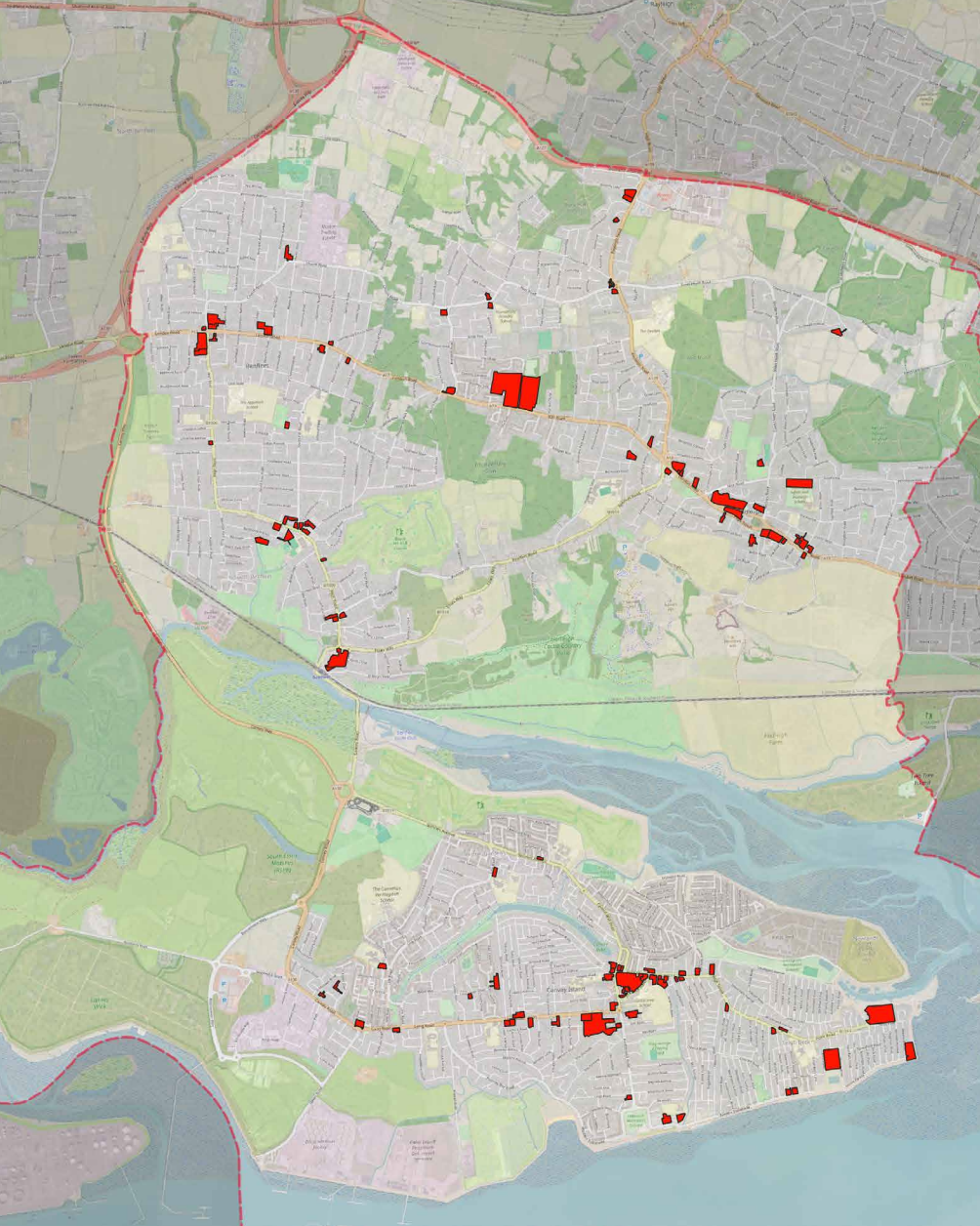
Development Clusters

Development densities have been modelled on recent developments in clusters around the borough. This means that while the density of site allocations will increase from their existing use, developments will be in keeping with the character of the existing area.

This process has identified that there is a capacity of 2,204 units on sites within the urban area. This is a modelled figure to reflect that some of the identified sites may not come forward for development.

Combined, extant permissions & completions, windfall development, and urban capacity gives a total of 3,727 new homes 2023-2043. As the Council is proposing a brownfield-first local plan, the urban area is the preferred location for new development in the borough.

Potential Urban Capacity Sites



Map Key: Urban Sites

Option 1a - Limit new development to brownfield sites within the Urban Area

In this development option, development will be limited to sites within the existing urban area. This will mean a significant redevelopment of existing brownfield sites for new, more intense development. This would generally be multi-storey development in sustainable locations, principally in and around town centres and along bus routes.

There is considerable scope for mixed use development in this option, generally at ground floor level where new employment, new and improved town centre floorspace, including community services could be provided.

It is these development opportunities that were presented in the town based sections previously, and provide the baseline for any potential plan. This option is the foundation for all other options, and delivers the urban first approach.

Pros of Option 1a	Cons of Option 1a
Green Belt and open spaces are protected.	Local housing need is not fully met, exacerbating housing need and homelessness and reducing affordability further.
Growth is targeted around existing infrastructure presenting opportunities for existing infrastructure to be improved.	Reduced development contributions available to fund new infrastructure.
	Housing growth may be insufficient to support the supply of labour needed for local businesses to grow and thrive.

Option 1b – Regenerate Designated Employment Areas within the urban area

There are three allocated employment areas in the borough; at Manor Trading Estate Benfleet, Stadium way at Rayleigh Weir, and Charfleets on Canvey. These sites are within the urban area, and represent significant brownfield areas with the potential to accommodate new development. Due to the relative capital values of residential (high) and commercial (low) land, the redevelopment of employment land for residential may be a viable developable option.

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This option is the same as option 1a with the additional redevelopment of a portion of the borough’s Designated Employment Areas to deliver the balance of new homes (1,373) to meet local housing needs. The specific amount of land has not been identified, but would include some or all of Manor Trading Estate, Stadium Way, and/or Charfleets industrial estates. In this option, new land is not identified for replacement employment uses, but there may be some scope for mixed use development on some sites to replace employment floorspace as part of any employment land regeneration.

The most significant impact of regenerating employment areas for new housing would be the loss of local industrial land, which could negatively reinforce the existing commuting outflow position.

Depending on the mix of new uses, there is some potential to further strengthen the co-location of homes and services, as well as create space within new development for new jobs, although these would likely be office-based rather than industrial.

Pros of Option 1b	Cons of Option 1b
Green Belt and open spaces are protected. Local housing need would be met. Growth is targeted around existing infrastructure presenting opportunities for existing infrastructure to be improved.	Loss of employment land and consequential loss of access to local jobs. Housing provision largely on small brownfield sites, limiting the provision of affordable housing.

Option 1c – Increase density in the urban area

This option has the same sites as Option 1a. The difference is that in this option, higher densities would be sought, thereby meeting local development needs on the same amount of land. This would mean new development being above recent development densities, and an evolution of local character in some areas.

In order to meet local housing need on the same land area as option 1a, the density (for example through increased height or a proportionate increase in intensity by building on a larger proportion of a site or reducing parking requirements) would need to be increased by approximately one-third. This may, alongside increasing local residential density, create increased opportunities for new and replacement town centre visitation due to the relatively high numbers of people living adjacent to town centre areas.

This option has the potential to create larger regenerative benefits as increasing density further increases the co-location benefits of new homes and existing services by building more in town centres and along bus routes. This comes at the potential expense of impact on local character from larger and taller new developments. It protects existing employment and environmental assets.

Pros of Option 1c	Cons of Option 1c
Green belt and open spaces are protected. Local housing need would be met. Growth is targeted around existing infrastructure presenting opportunities for existing infrastructure to be improved. Town Centre regeneration stimulated to a more significant degree than under other options.	Potential impact on local character from taller and bigger buildings. Housing provision largely on brownfield sites, limiting the provision of affordable housing. Growth may be too significant for those parts of infrastructure that are already at capacity and cannot be improved. Reduced parking in new developments and within town centres, causing on-street parking issues.

Summary – Option 1

It is evident that meeting local housing need in full, within the urban area is very challenging. There is considerable risk in preparing a plan that does not meet local housing needs, as it may not be found sound at Examination.

Equally, there are considerable impacts to “cramming” development into the urban area at the expense of local character or long-term economic potential if provided at the expense of employment land.

The impacts of Options 1a, 1b and 1c suggest that it is appropriate to consider further options for how to meet housing needs. This means considering Options that include Green Belt land.

Option 2 – Limited use of Green Belt land to meet local housing needs

It is important to reiterate that no decision has yet been taken as to which sites will be included in the draft Castle Point Plan.

There are 2,750ha of land designated as Green Belt in Castle Point. This is the equivalent of 3,928 Wembley football pitches.

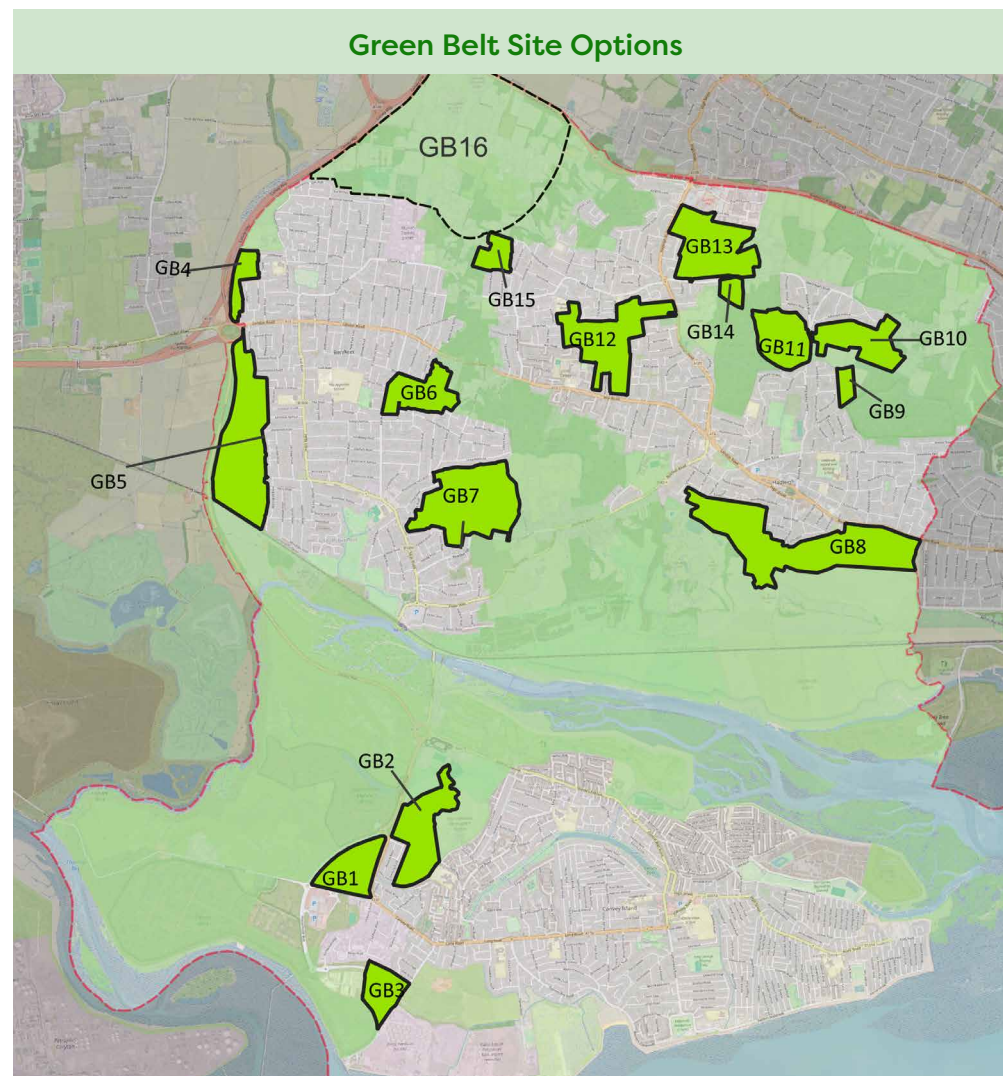
Green Belt land is significantly protected from new development, and can only be released in a Local Plan Review that is supported by a Green Belt review. The Council has not yet decided whether or not it will undertake a Green Belt review. The outcomes of this engagement will inform whether a Green Belt review should be undertaken.

There are different levels of potential Green Belt release. This is in part based on the housing requirement we choose to meet. The Standard Methodology requirement is higher than the Local Assessed Housing Need, so meeting the Standard Methodology requirement would require more land to accommodate the higher number of homes (See Option 3).

There is also the option to release Green Belt land for a use other than housing. For example, if a significant new employment facility was created in the Green Belt, there would be potential to release existing designated employment areas for new housing development.

A range of sites within the Green Belt were submitted through the Call for Sites. The Council has grouped these into 16 site options for the purpose of

consultation in this document. This ensures that the site options identified would not leave “gaps” between the existing and any future green belt boundary. The site options have not considered the existing uses within their boundary, but it should be noted that where valuable uses, such as parks and allotments are located within these options, there is scope for their retention as part of any future development.



Map Key: Green Belt Green Belt Site Options North West Thundersley Option

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List and summary of Green Belt Site Options

Ref	Site Name	Description of Site Option
GB1	Land to the west of Canvey Road	16 Ha area comprising fields with limited employment activity to the west of Canvey, bounded by Roscommon Way.
GB2	Land to the east of Canvey Road	27 Ha area comprising fields and marshland protruding north from the western flank of Canvey's urban area.
GB3	Land south of Charfleets	8 Ha open area to the south of Canvey urban area, in between Charfleets industrial estate and the Oikos storage facility.
GB4	Land off Glebelands	8 Ha grassland between the western edge of Benfleet urban area and the A130, north of the Sadlers Farm roundabout.
GB5	Land west of Benfleet	39 Ha grassland with some wooded areas and limited industrial activity between the western edge of Benfleet urban area and the A130, south of the Sadlers Farm roundabout.
GB6	Land between Felstead Road and Catherine Road	13 Ha largely wooded site adjacent to the eastern edge of Benfleet urban area just south of the A13.
GB7	Boyce Hill Golf Course	42 Ha golf course to the east of the southern portion of Benfleet urban area, north of the rail station.
GB8	Land south of Hadleigh	64 Ha of agricultural fields adjoining almost all of the southern edge of Hadleigh urban area.

GB9	Oak Tree Farm	4 Ha of fields east of the northern part of Hadleigh, to the east of Daws Heath Rd.
GB10	Land south east of Daws Heath	19 Ha collection of large fields attached to the south western part of Daws Heath Village.
GB11	Land south west of Daws Heath	17 Ha collection of large fields attached to the southern flank of Daws Heath Village, east of Daws Heath Rd.
GB12	The Chase	27 Ha collection of land parcels around the Chase in a semi-enclosed Green Belt enclave within Thundersley.
GB13	East of Rayleigh Road	28 Ha of land bounded to the north by Rayleigh Weir retail park, and Thundersley across Rayleigh Rd to the south and west.
GB14	South of Daws Heath Road	4 Ha collection of fields to the east of the Thundersley urban area on Daws Heath Road.
GB15	Land north of Grasmere Road and Borrowdale Road	8 Ha collection of fields and woodland adjacent to the northwest of Thundersley west of Langford Crescent.
GB16	North West of Thundersley	160 Ha collection of "plotlands" north of the Benfleet urban area on the junction of A127/ A130/ A1245. There are existing low density industrial units and homes within this area.

PLEASE NOTE THAT ALL SITES SHOWN ARE IDENTIFIED AS POTENTIAL SOURCES OF DEVELOPMENT ONLY, THEY ARE NOT ALLOCATIONS AT THIS STAGE

Option 2a – Release a limited amount of Green Belt to meet local housing need

This option includes the urban sites identified in Option 1a, but would also include Green Belt sites to deliver the local development needs in the borough. The amount of Green Belt land required to meet local housing needs is estimated at 50Ha, in order to develop 1,373 additional new homes. This is the equivalent of approximately 70 Wembley football pitches.

Land would only be identified following a Green Belt review, which would test the relative contribution that all parts of the Green Belt make to the purposes of the Green Belt. Any substantial Green Belt sites would include proportionate infrastructure and services to balance the increase in new homes.

Pros of Option 2a	Cons of Option 2a
Local housing need is met in full, including the need for affordable homes. Relatively higher infrastructure contributions.	Loss of Green Belt. Environmental impacts arising from the development of greenfield land.

Option 2b – Create a substantial new development area in NW of Thundersley

In this option, in addition to the sites identified in Option 1a, a comprehensive regeneration of the “plotlands” area in the north of the borough to deliver mixed use development comprising space for both homes and jobs. In terms of meeting local housing needs, as in Option 2a, approximately 50 Hectares of Green Belt land would be required during the period to 2043.

The “plotlands” area to the north west of Thundersley forms a significant area of land that is in highly fragmented ownership, and although within the Green Belt, contains a wide range of build development, from small leisure buildings,

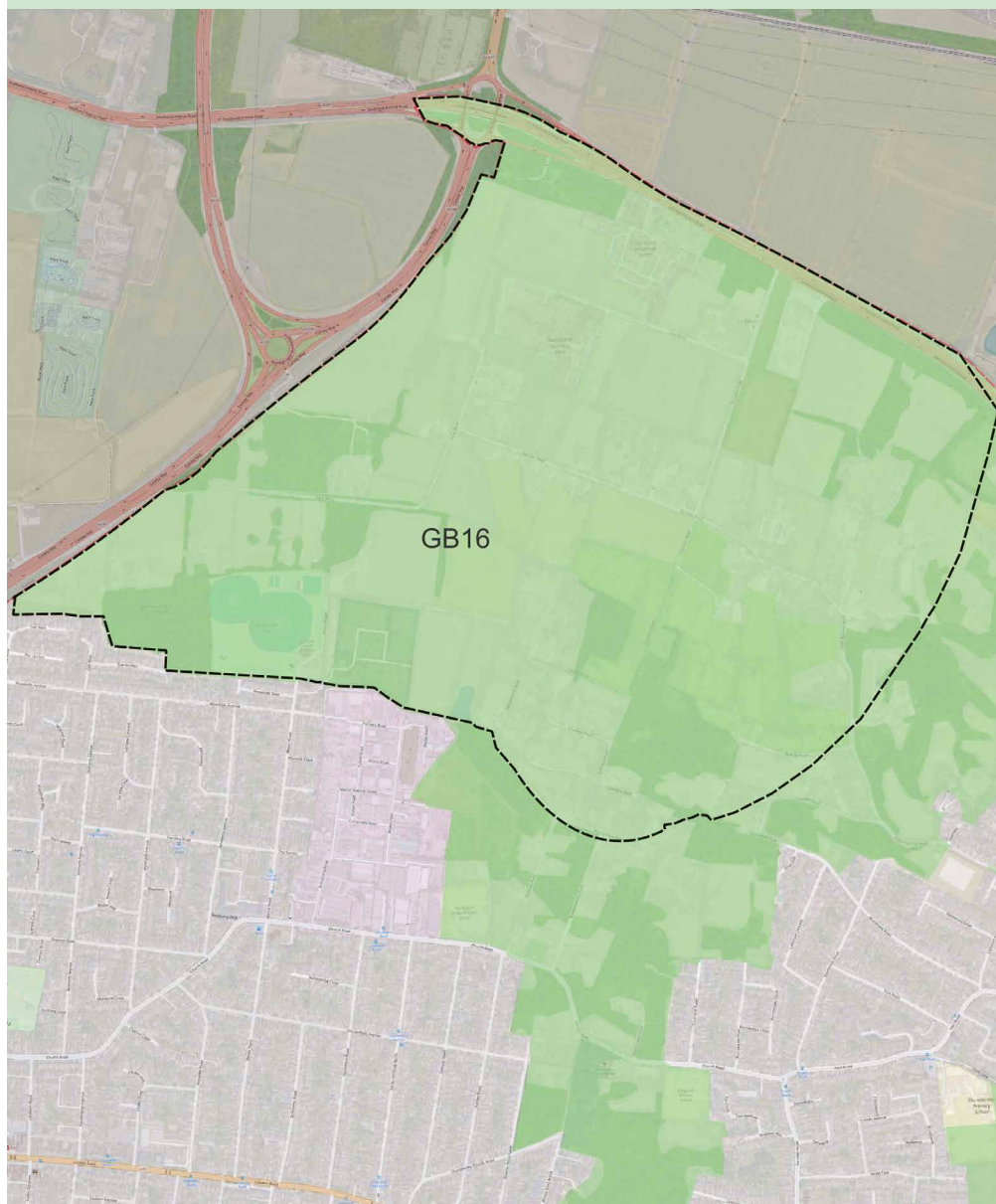
through houses, to industrial uses. This is currently the borough’s fourth largest employment area, although it is highly fragmented and comprises a poor quality stock of premises.

A significant amount of land was submitted in this area through the Call for Sites exercise. At present there are not suitable accesses into these sites to consider them developable in planning terms, in addition to their Green Belt designation. The Council considers that a comprehensive approach would be required in order to enable all land parcels to contribute to a masterplan which sets out the business case for new access from the A127/ A130.

Given the above, it is anticipated that should this area be allocated, that the area remains in the Green Belt until a master plan has been prepared and the area allocated in a review of this Plan. In the north west of Thundersley area, any development would need to not only be large enough to meet local development needs, but would also need to generate sufficient value to deliver a new access from A127/ A130. This could, subject to agreement from other neighbouring authorities be in combination with other sites in Basildon and Rochford that could help to build the business case for a future junction improvement.

Pros of Option 2b	Cons of Option 2b
Local housing need is met in full, including the need for affordable homes. Scope to deliver employment growth alongside new homes. Scale of opportunity may enable infrastructure needs to be met on-site limiting impact on existing provision.	Loss of Green Belt. Environmental impacts arising from the development of greenfield land. Relatively high cost of new infrastructure required to support new development.

North West Thundersley Option



Map Key: Green Belt - - - - North West Thundersley Option

Option 3 – Release significant Green Belt land to meet standard methodology housing need

It is important to reiterate that no decision has yet been taken as to which sites will be included in the draft Castle Point Plan.

The Council could aim to achieve the amount of housing set out in the Government's standard methodology (7,100 new homes 2023-2043). Of this 3,727 would be in the urban area as per Option 1, leaving 3,373 that would have to be met in the Green Belt. This is 2,000 more in total than in Option 2a, and would require approximately 70 additional hectares of land (120 Hectares in total) in order to be delivered. This is equivalent to 170 Wembley football pitches.

In this option, a Green Belt review would inform a more substantial release of Green Belt to deliver sites that would meet development needs as defined by the Government's standard methodology for housing need in the Borough. Land would be identified following a Green Belt review, and any substantial Green Belt sites would include proportionate employment, infrastructure, and services to balance the increase in new homes. This would be in addition to the sites identified in Option 1a.

By meeting the Government's standard methodology housing target, this option would provide significant opportunity for choice in the housing market. The release of Green Belt sites is considered to have significant environmental impacts.

Pros of Option 3

Local housing need is exceeded, producing extra choice in the local housing market.

Relatively high infrastructure contributions.

This level of growth will generate surplus labour, which may have positive consequences for the local economy.

Cons of Option 3

Significant loss of Green Belt.

Significant environmental impacts arising from the development of greenfield land.

Increased population may increase out commuting and associated congestion on local roads and the strategic road network.

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Summary of Growth Options

Options	Urban Area	Employment Land	Green Belt	Total
1a - Limit new development to the Urban Area	3,727	-	-	3,727
1b - Regenerate Designated Employment Areas within the urban area	3,727,	1,373	-	5,100
1c - Increase density in the urban area		5,100	-	5,100
2a - Release a limited amount of Green Belt to meet local housing need	3,727	-	1,373	5,100
2b - Create a substantial new development area in NW of Thundersley	3,727	-	1,373	5,100
3 - Release significant Green Belt land to meet standard methodology need	3,727	-	3,373	7,100

About the Options

These options are not mutually exclusive; each has a range of potential sites associated with them, and as the Plan progresses, more information on each of the sites will influence the eventual spatial strategy.

Similarly, the total amount of development, which varies by option, can and will change. The Council, in determining a preferred development strategy for the Castle Point Plan, is seeking to develop sites that make a positive contribution to the borough's local areas.

As such, you may have comments about potential sites, areas, patterns of development, densities of development, and/or uses on individual or clusters of sites.

These Options have been provided to illustrate the choices available for the location of development in the Castle Point Plan. We have presented them in this way to enable consultation feedback to be given clearly. It is important to note that it is possible to combine parts of the different options together.



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Tell us what you think:

Q41. What do you think the Castle Point Plan housing requirement need figure should be? Please select your preferred choice from the options below:

Options for delivering the housing growth we need	Choice
Urban Area Capacity Only (c3,727)	
Local Housing Need (c5,100)	
Standard Methodology Housing Need (c7,100)	
Other (please state)	

Q42. Please rank the following options in your order of preference for delivering the housing growth we need:

Options for delivering the housing growth we need	Preference Ranking
1. Option 1a – Limit new development to the Urban Area	
2. Option 1b – Regenerate Designated Employment Areas within the urban area to meet local housing needs	
3. Option 1c – Increase density in the urban area to meet local housing needs	
4. Option 2a – Release c50 Ha of Green Belt to meet local housing needs	
5. Option 2b – Create a substantial new employment area in NW of Thundersley to release some existing employment land for new homes to meet local housing needs	
6. Option 3 – Release c120 Ha of Green Belt land to meet the Standard Methodology housing requirement	

Q43. Do you have any comments on the implications of the Options opposite?

Q44. Do you have another preferred option, which may include a combination of the above, or alternative land sources?

Q45. What do you think about the sources of urban land identified, and how should they be managed if they are redeveloped, for example, should existing service capacity be retained on site or within the borough?

Q46. What types of development could be considered as appropriate within the North West of Thundersley area?

Deciding the Council's priorities for developer contributions

It is important to have realistic expectations about what the Council can achieve via the planning system and prioritise what is necessary, both to ensure that new development can take place and to sustain that development in the longer term.

The Castle Point Plan will expect house builders to provide high quality developments with the necessary services and infrastructure to support the needs of the future occupiers. However, the amount of on-site infrastructure and contributions that the Council can require of new development is affected by financial viability – i.e., what the development can afford to provide.

The financial viability of development and the amount that it can afford to contribute towards infrastructure is affected by: the cost of construction; the type and number of specific on-site requirements for the development to meet; the value of land that is being developed; and the sale price of the development once it has been completed.

The Council's expectations in the Castle Point Plan must therefore be very clear, so that developers do not pay too much for a piece of land and then calculate that they cannot afford to meet our policy requirements. We will

be commissioning viability assessments to help us set any new policy requirements at a level that is viable for development to go ahead.

Clearly, all the Council’s planning policy requirements are important, but no requirement should be so high that it makes development unviable, and therefore the Castle Point Plan undeliverable, which will lead to more speculative development (including in the Green Belt) and loss of appeals.

Consequently, if one policy requirement is increased, another may need to be reduced. The Council wants to understand what you think is the most important.

Q47. Please rank the following outcome options in your order of preference to show what you feel should be delivered alongside new housing in the Plan:

Outcome options you would like to see delivered with new development	Preference Ranking
1. Increase affordable housing contributions from new developments	
2. Emphasise design quality in new developments	
3. Focus on the delivery of new community infrastructure within new developments	
4. Focus on creating exemplary environmental sustainability in new developments	
5. Focus on improving the operation of the transport network	

Q48. Are there any other priorities not listed above which you feel should be delivered alongside new housing in the plan?

Q49. What benefits could justify increased density in new development in the borough?

Benefits afforded by increasing development density	Preference Ranking
1. Development should focus on being in keeping with existing character	
2. Some increased density could be acceptable if it delivers more affordable housing	
3. Some increased density could be acceptable if it safeguards the Green Belt	
4. Some increased density could be acceptable if it delivers more infrastructure	
5. Some increased density could be acceptable if it delivers town centre improvements	

Q50. Are there any other benefits that you think it would be appropriate for higher density development to deliver?

Supporting Documents & Information

- [Development Site Options Technical Paper 2024](#)
- [Local Housing Needs Assessment 2023](#)
- [Infrastructure Delivery Plan – Baseline Assessment 2024](#)



Photography: Tessa Hallmann, for *This is Us*.

Providing the Right Types of New Homes

The affordability of housing is a significant concern for people living in the borough. This includes younger people looking to move into their first home, and those who cannot currently afford to buy a home. It is important that the Council tries to meet the needs of all its communities and to ensure that younger generations can continue to live in the borough.

During the initial engagement you told us:

- More social housing and affordable housing is required, with private rental properties not being affordable to many in the borough.
- To help local people buy their first home, low-cost home ownership provision should be provided. There is support for giving local residents the first option on new affordable housing.
- New homes should be for a lifetime, so that they are suitable for families, the elderly and have disability compliant features.

Castle Point has a range of housing needs, and these have been identified through a Local Housing Needs Assessment. Housing need is sometimes seen simply as a Government requirement to build a certain number of houses in a particular area. While new homes are needed, what the Local Housing Needs Assessment does is look at the demographics of the borough and identify the types of people that could benefit from new homes being built.

The total housing requirement is consulted on in the earlier chapters, this chapter focuses on the types and size of new homes that should be developed.

By understanding the needs of local residents, the Castle Point Plan will be well positioned to deliver a mix of homes that will increase residents opportunities to own or rent an appropriately sized home.

Affordable Housing

The Housing Needs Assessment identified an emerging affordable housing need of 1,387 new homes 2023-2043. This equates to 69 new homes p.a. There are different types of affordable housing, broadly split between low cost rental properties (social rent and affordable rent), and discounted first-time buyer homes (shared ownership or First Homes). The Local Housing Needs Assessment identified that affordable housing need is 72% social rent, 10% Affordable rent, 18% First Home type product.

Current Government policy requires that 25% of all new affordable housing provision comes forward in the form of First Homes. Based on First Homes being 25% of overall affordable housing need, this would be equivalent to 17 new homes per annum. This is higher than identified local need for this use (12 new homes per annum), so if First Homes are prioritised in the mix of affordable housing delivered, there may be a need to vary the rest of the affordable housing offer.

Social housing is by far the largest component of local affordable housing need. It is also the product which requires the greatest subsidy to be provided within new developments. A development site will generally be able to deliver a higher number of comparably-sized homes for affordable rent or First Homes than socially rented homes.

Public subsidy is sometimes available to aid delivery of new affordable housing. It is also possible to accrue money from developments to deliver affordable housing off-site. Due to the different management arrangements of social housing, it is sometimes beneficial to social housing providers to have dedicated sites or blocks within new developments.

Combining monies from several development sites has the potential to deliver increased numbers of affordable homes, in particular socially rented affordable homes. The disbenefit of pooling is that it can potentially dilute the mix of types of new homes on sites by separating out affordable and market houses into different blocks or sites.

The ability to deliver new affordable housing on development sites is constrained by the size, layout, and viability of development sites. In

particular, an outcome of an urban first approach is that average site size is relatively small, and as such may not be able to deliver the full suite of affordable products on-site. Some sites will be too small to be split into multiple tenures, and some sites will not have sufficient development value to provide tenure split that meets all housing needs.

Q51. Which type of affordable housing product do you want to see prioritised?

Type of product	Gov/Evidence benchmark	Higher	Just right	Lower
First Homes	17 p.a.			
Social Housing	50 p.a.			
Affordable Rent	7 p.a.			
Total Affordable Housing	69 p.a.			

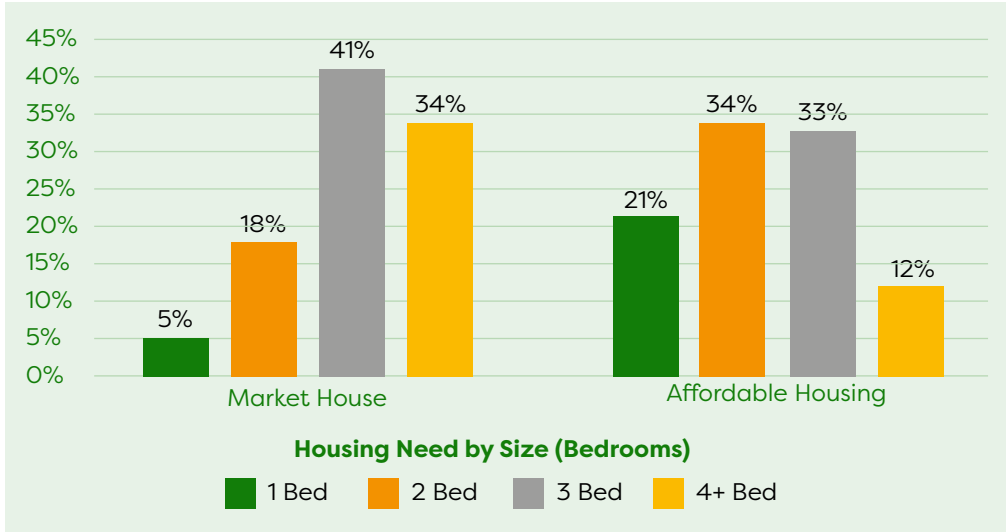
Please note, that the overall housing need is lower than the aggregate of different types of affordable product. This is because some products will be suitable for multiple households, it is expected that the Council will need to make choices within the overall housing need figure based on the types of need, viability, and responses to this consultation.

Housing Mix

Local planning policy needs to ensure that the size, type and tenure of housing needed for different groups in the community are reflected in planning policies, and that policies aim to meet as much of an area’s identified housing need as possible, including with an appropriate mix of housing types for the local community.

From the Local Housing Needs Assessment, there is evidence that due to the relatively high house prices in the borough, many local people are living in housing that doesn’t appropriately meet their needs. To address this, it is

important that new homes are created that are the right size to meet local residents’ needs. The recommended mix from the Local Housing Needs Assessment is in the figure opposite:



Broadly for market housing, larger units are needed, with 75% of new homes needed to be 3+ bedrooms. Delivery of this type of new homes will allow residents to move up the housing ladder, and find the most suitable homes for their circumstances. By prioritising smaller home sizes in affordable housing, more young residents will be able to find a home that meets their need.

Q52. Do you think there should be a different split of housing unit sizes than identified in the Local Housing Needs Assessment for market housing?

Unit Size	Local Housing Need - Market	Higher	Just right	Lower
1 Bed	5%			
2 Bed	18%			
3 Bed	41%			
4+ Beds	34%			

Q53. Do you think there should be a different split of housing unit sizes than identified in the Local Housing Needs Assessment for affordable housing?

Unit Size	Local Housing Need - Market	Higher	Just right	Lower
1 Bed	21%			
2 Bed	34%			
3 Bed	33%			
4+ Beds	12%			

Specialist housing

Adapted/ Accessible Housing

It is important that new homes in the borough are built to standards that enable residents to live long, self-sufficient lifestyles. As our population continues to age, more homes will need to be more accessible to enable people to continue living in them for as long as possible. Building Regulations require that all new homes meet the (M4(1)) standard of being Visitable, but there are optional standards of Accessible and adaptable (M4(2)), similar to Lifetime Home standard), and Wheelchair user dwelling (M4(3)).

The Housing Needs Assessment identifies that at present 8.8% of existing households have one or more person living in them that require some sort of adaptation. This is forecast to increase over the plan period to 29% of housing, and to match the increase, up to 4,018 new Accessible and adaptable (M4(2)) homes would need to be provided.

In reality, demand for accessible new homes will not be provided only in new built homes; people will adapt their existing homes in most cases, and some homes will also already be adapted. In order to provide choice within the market, and ensure that new homes are ready to be lived in for a lifetime, a target of 100% M4(2) standard homes may be appropriate.

Evidence from the Local Housing Needs Assessment suggests that there is an existing need for 1,140 wheelchair adapted (M4(3)) homes in the borough, which will rise by 400 units 2023-2043. This would represent 8.1% of the Local Housing Need figure. To provide for choice within the market, it may be appropriate to provide more than the modelled amount of wheelchair accessible new homes.

Q54. What proportion of new housing stock should be built to enhanced accessibility standards?

Accessible Housing	Evidence benchmark	Higher	Just right	Lower
M4 (2) – Adaptable	100%			
M4 (3) – wheelchair adapted	8%			

Caravan & Park Homes

The borough has a significant, and growing supply of Park Homes in the borough, there are over 800 at Kings Park Village, and there are expected to be over 800 at Sandy Bay by 2030. Smaller residential caravan sites are located at Haven Road on Canvey and on Hart Road in Thundersley.

Park Homes are typically prefabricated single-storey houses that are manufactured off-site and then installed on-site. Park Homes meet the definition of a caravan. To do so the home must be capable of being moved from one place to another, either on its own wheels or by being towed or transported by another vehicle. It must not be more than 20 metres in length, 6.8 metres in width, and 3.05 metres from floor to the ceiling internally.

Previously, caravans were rented to a range of users, including families on a permanent basis. This trend is phasing out, with the majority of caravans having been replaced with park homes now being sold to older (55+) residents as retirement accommodation. As of 1st April 2024 there was an estimated future supply of 139 additional park homes on Thorney Bay.

Q55. How do you feel about the supply of Caravan & Park Homes in the borough?

Older Persons Housing

As our residents continue to live longer, there is a need to increase housing for older people's accommodation in the borough. The Local Housing Needs Assessment forecasts an increase of 3,500 people aged 75+ in the borough between 2023-2043.

Castle Point currently has a very low proportion of sheltered housing for older people (46 units per 1,000 people) compared to the national average (120 per 1,000). The Local Housing Needs Assessment suggests increasing older persons housing by the national average, rather than by existing provision levels. This would create a need for 423 new specialist homes for older people over the Plan period.

Q56. How do you feel about the provision of specialist housing (ie. homes for older people)?

Care Home & Hostel Accommodation

An estimate of emerging demand for care home bed spaces is made in the Local Housing Needs Assessment. It is estimated that 107 dwellings will be vacated by residents moving into care homes. Using a bed space to homes ratio of 1.8 beds/home, there is an emerging need for an additional 193 bed spaces in care homes over the plan period.

Q57. Question 57. How much of a priority do you consider the provision of care homes to have?

Gypsy & Traveller Housing

An Essex wide Gypsy, Traveller and Travelling Showpeople Accommodation Assessment is currently underway. The initial outputs from this assessment for Castle Point show that there are currently 15 gypsy and traveller pitches in the borough, of which four are vacant and two are unauthorised. There are no travelling Showpeople yards in the borough.

The emerging outcome of this work indicates that over the period to 2043 there will be a need for 15 additional pitches to address existing unmet need, overcrowding and future household growth. Considering the existing vacant pitches, there is a need for 13 additional pitches for gypsies and travellers to 2043.

Q58. How should we meet the needs for new Gypsy & Traveller homes?

Supporting Documents & Information

- [Local Housing Needs Assessment 2023](#)
- Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2024 - emerging



Developing Castle Point's Economy

Castle Point lies within a significant radial economic corridor centred on London, defined by the Thames Estuary to the south, and the A12/A127 to the North. The A127, A13/A130, and a regular rail link, connect the borough with the regional employment locations of Docklands, the City, the Thames Gateway, and Southend. There are also road links to important local employment locations in Basildon and Chelmsford.

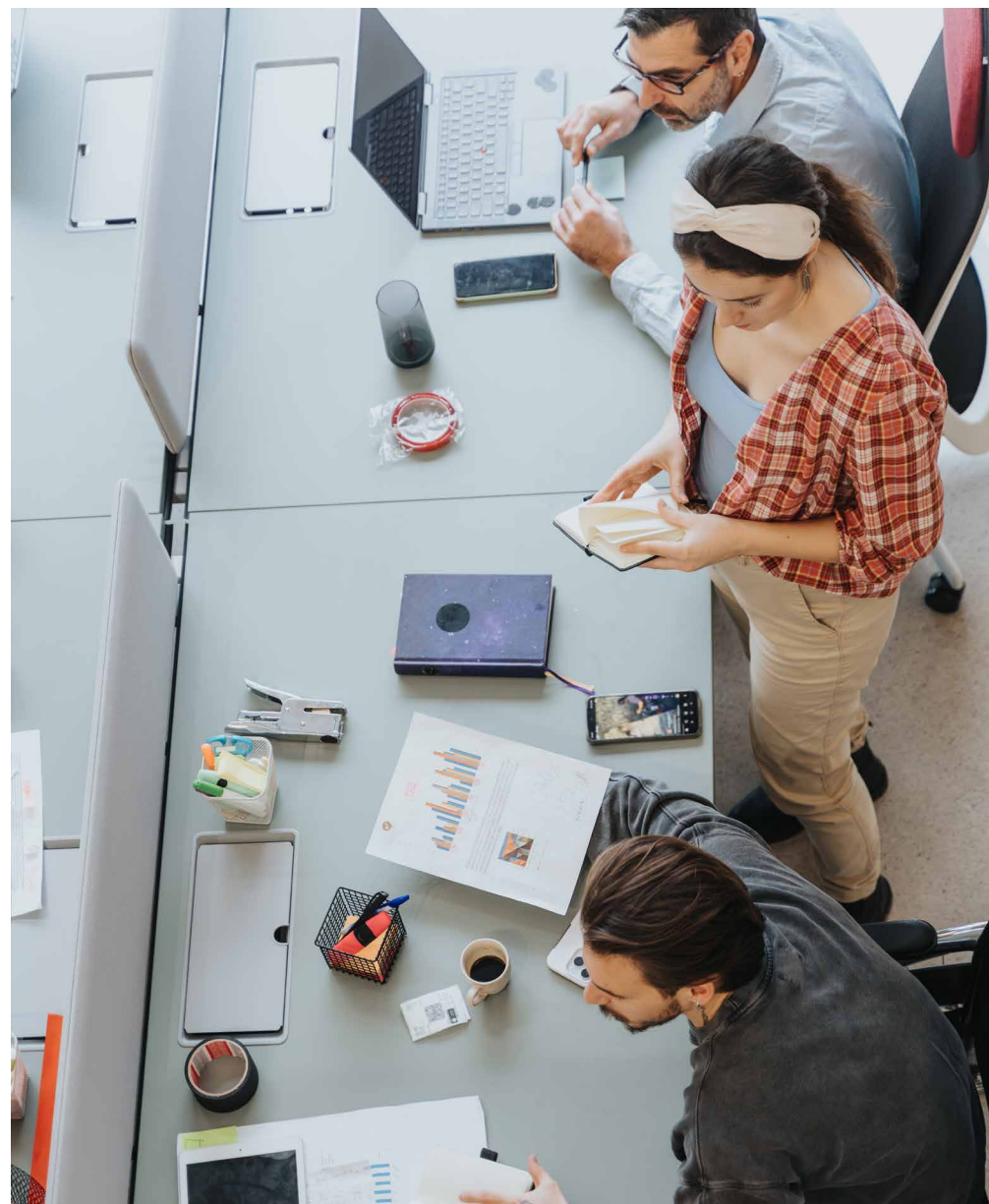
According to the 2021 census there are 26,000 jobs in Castle Point. They are primarily located in the major employment sites of Manor Trading Estate, Charfleets, and Stadium Way. Canvey has the highest existing employment density, and also has the most undeveloped industrial land, and therefore existing potential for growth.

Canvey is a port location, with gas and oil storage facilities. Port related development is an important and growing source of local employment, particularly in the Thurrock area as the Thames Freeport project develops. Castle Point, as a part of the A13/A127 corridor has an opportunity to capitalise on this by providing land for industries that operate within the supply chain of goods arriving and departing the UK by sea.

In terms of business make-up, Castle Point is heavily represented by Micro (less than 10 employees) and small businesses (10-49 employees). The plan will need to help nurture these businesses, and provide the conditions and space for them to grow.

Castle Point has a high economic activity rate, with unemployment at 2.8% being below the national average of 3.8%. Qualification levels are generally lower in the borough than nationally, particularly in higher education, which is significantly below national average – 15.6% of residents have a degree or higher, compared to the national average of 33.9%. The number of people aged between 16 to 64 with a Level 3 qualification is also below the national average. There are currently no Higher Education Institutions in the borough, and no Adult Education provision on Canvey Island. This contributes to a “knowledge drain”, with young people often leaving the borough to pursue careers after completing their education (something seen across South Essex).

The borough's average income is below the national average salary. Presently fewer people work in Castle Point than commute out of the borough for employment. Principally, they commute to the larger economies of Thurrock, Basildon, London, and Southend.



During the initial engagement you told us:

- There is a desire to create more local jobs, and attract more businesses into the borough.
- Support small businesses to thrive and encourage local entrepreneurs to want to develop business here rather than going elsewhere.
- The local economy needs a boost in the right areas of the borough to attract more business and more customers for those businesses.
- Improve childcare options/initiatives to allow parents to get back to work.
- Ensure the borough's best assets are protected, improved, and advertised for better employment use.
- Invest in the borough's coastline to cater for tourism, which will provide an additional boost to the local economy.
- Manage employment areas to ensure they are not unoccupied, provide opportunities for local businesses to grow, and create more job opportunities for school and college leavers and give young people a chance to succeed.
- A new industrial area in north west of Thundersley would create much needed local jobs in the borough and provide an opportunity to move existing companies from the Manor Trading Estate to make way for much needed homes.
- Parking must be available for workers in town centres. Encourage car sharing by commuters by allowing free parking in local car parks.
- Encourage businesses working from residential premises, but deter the negative impact of parking commercial vehicles in residential areas.
- Improve the visual appeal of existing commercial premises by tidying them up and replacing derelict/disused buildings with new well-designed buildings.

Economic Strategy

Siting at the heart of South Essex, the economy of Castle Point is intrinsically linked to the economies of Basildon, Southend and Thurrock. There are significant opportunities for economic growth in those locations in the A127

Enterprise Corridor, at Southend Airport and at the ports in Thurrock.

Critical to the Castle Point economy is ensuring that there are strong relationships into this wider economy so that local businesses can benefit from supply chain opportunities, and so that residents can access the jobs available both in the borough and in this wider economy.

This means that within the borough there is a need for employment space and infrastructure to help attract investment, and to support the growth in the supply chain opportunities.

It also means that there is a need to ensure that our residents have access to the training they need to access jobs within the local and wider south Essex economy, and access to those jobs. Education, transport and digital infrastructure is therefore key to local economic growth and development.

Fundamentally, Castle Point is a place to live as part of the South Essex economy, and it is important that it is a good place to live so that skilled people who can support the economy and economic growth want to live here. It is therefore also important that we stimulate those sectors of the economy that improve place, such as retail and hospitality, environmental management, healthcare and the cultural and creative sectors.



The supply of Employment Land

Castle Point has a wide range of types of employment sites, ranging from large scale industrial estates at Charfleets, Manor Trading Estate, and Stadium Way, to businesses embedded within the residential and retail fabric of the borough. Vacancy rates are generally low at present, in line with much of the region.

The South Essex Economic Development Needs Assessment identifies the number of jobs the borough is likely to need over the period 2016-2036, and translates that job number into floorspace need, and land need. The results of two scenarios (historical trend based, and what happens if some industrial demand relocates from London outwards to Essex) are set out below.

	Scenario	
	Trend-Based	London redistribution
Office	+3,500m2	+3,500m2
Industrial	-4 Ha	+2 Ha
Warehousing	-4 Ha	- 2 Ha

While there is a forecast loss of warehouse floorspace across the plan period, it does not necessarily mean that the Castle Point Plan should actively seek to decrease the borough’s stock of warehouse units. A small vacancy can assist businesses to find appropriate premises (this is called “frictional vacancy”), which helps them to expand their businesses when the time is right. It can also position the borough to respond positively to any upturn in the market.

Recent development trends suggest that there is a positive market for industrial land in Canvey, with the development at Roscommon Way being completed, and successfully let in recent years.

Development within Designated Employment Areas

The use of employment sites evolve over time as business needs change. Designated Employment Areas provide a reservoir of employment land, and a sufficiency of land should be provided to ensure price certainty for businesses.

There is often potential to intensify employment areas. This may be done to respond to changes in technology, or to increase the economic value of the site. Intensification could create jobs, for example if offices replace warehouses, but it could also come in the form of capital investments displacing labour operation (mechanisation). Some estates may be more suitable for certain intensifications, for example, sites with good connections to the strategic road network more suitable for intensified industrial or warehouse, with residential-linked designations more suitable for intensification of knowledge-oriented uses such as offices or creative workspace.

Certain uses are ancillary to the principal employment uses, actively complementing them and enabling them to be successful. An example of this might be a café or crèche on an industrial estate.

Q59. Do you have any comments on the continued safeguarding of the Council’s three principal employment areas for employment?

- a. Manor Trading Estate
- b. Charfleets
- c. Stadium Way, Rayleigh Weir

Q60. What additional uses should be introduced to help improve the operation of the borough’s employment sites?



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Employment Uses outside Designated Employment Areas

Castle Point has hundreds of premises in employment use that are not on allocated employment land. These range from garages and workshops within the urban area, small office blocks, services above shops, to large, unallocated uses in the Green Belt.

Together these uses make a very significant contribution to Castle Point's economy, but their financial viability is coming under pressure from alternative (residential) land values. It is important that policy acts to ensure that a sufficient range and type of employment space exists to enable businesses to operate, grow, and when appropriate move on.

There are a number of undesigned sites across the borough. There may be a benefit in designating some of these as employment areas, and there may be value in having a differential approach to retention and intensification of employment assets in different parts of the borough.

The South Essex Employment Development Needs Assessment identifies 3 areas of employment in the borough:

- Canvey, which has a strong supply of designated employment land, strong local amenity assets, but limited connectivity to other parts of the regional economy.
- The A13 corridor, which has good labour supply, services, and public transport accessibility.
- The A127 corridor, which has a number of undesigned industrial sites, good road connectivity, but limited local amenities.

Q 61. How much protection do you feel undesigned smaller employment sites should be given?



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Working From and Near Home

The Covid 19 pandemic radically increased rates of home working across the world, and especially in developed economies like the UK. Some recovery in commuting has happened, but it is becoming clear that levels will not return to pre-pandemic levels. This has implications for dedicated employment premises, and the amount of office that is needed. We have seen the need for this demonstrated locally, an example being International House Business Centre, which opened on Canvey Island just after the pandemic. Demand for the small, flexible offices spaces provided at the centre was very high, and the centre quickly became fully occupied.

It has also changed the way that residents use their homes, with a greater emphasis on finding space to work as well as live. This has seen bedrooms turned into workspace, and the creation of annexes and outbuildings for use as home offices.

Working near home is an emerging use that sits between working from home and traditional workplaces. It has the potential to offer some of the benefits of working from home in terms of reduced commuting distances, while also offering a separation between the domestic and employment setting. This use is already offered informally by some cafés and other spaces, and there are businesses that offer flexible rental workspace that also provide this type of offer.

Employment in and around town and local centres is crucial to supporting the local businesses that operate there. Working near home, if adequately provided for, has the potential to benefit local centres through drawing in a diverse range of workers at different times of the day. There is further opportunity to capitalise on this pattern by co-locating local services alongside flexible workspace in centres. The visitor to the centre then can combine doing work, obtaining local services, shopping and potentially leisure activities into a single trip.

Q62. Do you think that new development should be designed to support working from home?

Q63. Do you think new facilities that aid working near home should be supported?

Tourism

The borough has a number of tourist attractions including Canvey seafront and Hadleigh Castle and Country Park, including the 2012 Olympics Cycling track. Tourism is an excellent way of securing investment into the local economy to support local jobs and ensure that local assets remain viable into the future. In 2022 tourism accounted for a spend in the borough of approximately £26m, supporting an estimated 1,568 jobs.

Specific assets that could be protected include the Canvey pools, entertainment area on the Esplanade, Canvey market, and Hadleigh Castle & Country Park. There are also opportunities to link the food and beverage opportunities in South Benfleet to walking/hiking opportunities through and to Hadleigh and Thundersley.

Q64. How can the Castle Point Plan help to support the tourist economy of the borough?



Local Skills

Castle Point sits within an area of significant economic opportunity, but local workers are not earning either the regional or national average wage. It is very likely that the number and value, and hence range of skills required to match the jobs in the Thames Gateway area will continue to grow over the plan period. There is also the potential to grow the number and range of jobs in Castle Point.

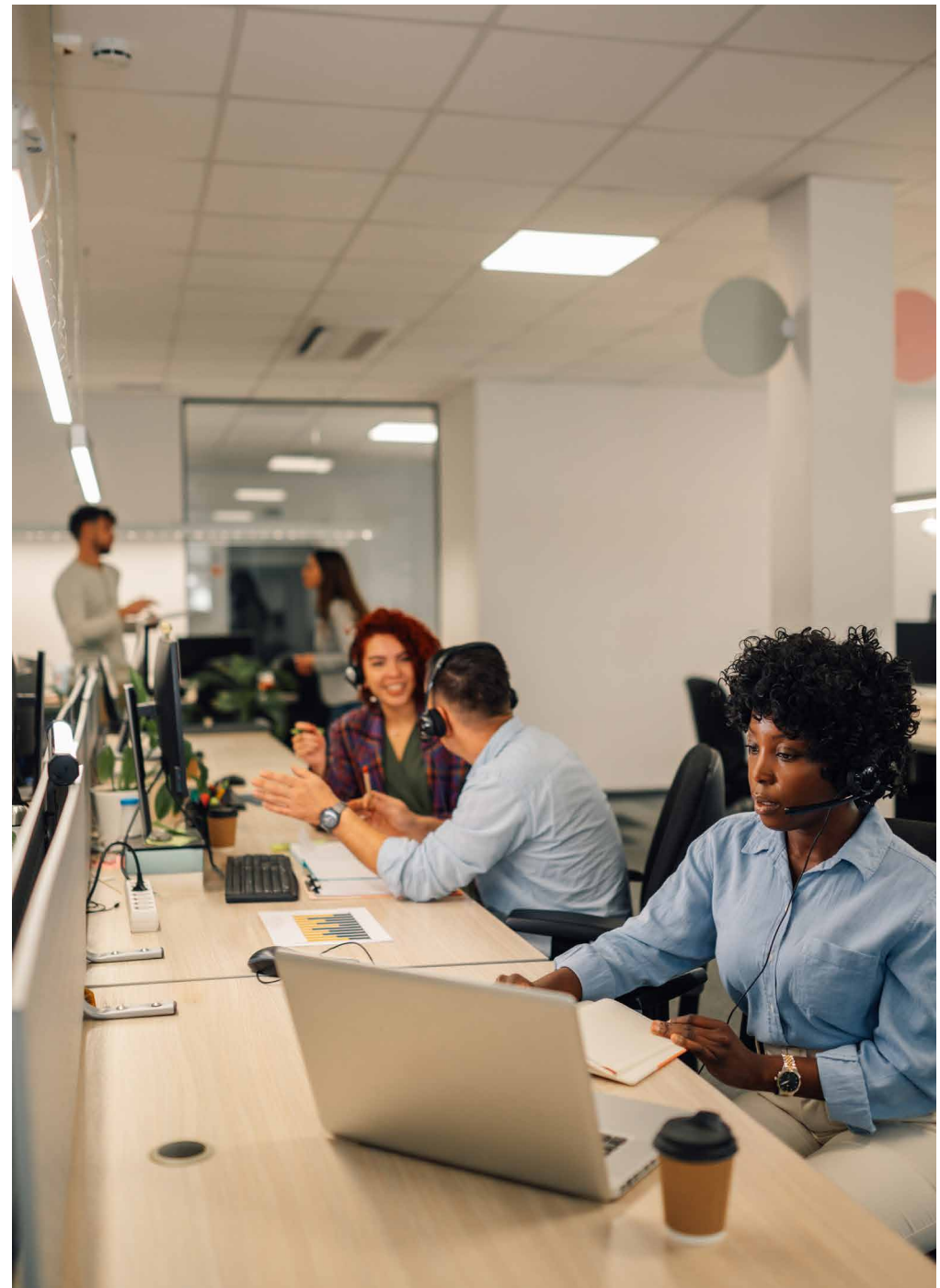
It is therefore appropriate that measures to support Castle Point residents' ability to access these jobs are brought forward. Guidance around securing Employment and Skills Plans to increase the volume and quality of employment opportunities in the construction and in the end use on the site are set out in the Essex County Council's Developers' Guide to Infrastructure Contributions.

Q65. How can the plan support the development of skills within the borough's workforce?

Q66. Would you support the development of a new facility to help improve local skills, and the ability of residents to improve their opportunities to find work locally?

Supporting Documents & Information

- [Review of Economic Impact of Tourism, Castle Point Borough 2022 \(Destination Research\) Report](#)
- [South Essex Economic Development Needs Assessment, 2017](#)
- [Economic Sites Review \(Deyton Bell\) 2024](#)



Ensuring the vibrancy of the borough's town centres

The borough has a network of centres which provide local services for residents, and which also support local businesses. The South Essex retail Study 2017 identifies Canvey and Hadleigh as existing town centres, and Tarpots and South Benfleet are identified as existing local centres.

Out of town shopping, such as at retail parks, represents a significant portion of provision in Castle Point. This is complemented by provision along the A127 corridor in Southend and Basildon. The borough leaks retail demand to Lakeside, and this would increase with expanded provision there.

The study identifies no net additional need for comparison retail space up to 2037. Indeed, the risk is of loss. There is an identified need for c1,400m2 net additional convenience retail up to 2037, however since the study three new supermarkets have opened on Canvey, which has most likely satisfied need.

There is also an unmet need for 3 cinema screens across the borough.

During the initial engagement you told us:

- Regeneration is overdue and urgently required, particularly for Hadleigh and Canvey Island town centres. Old, empty, and disused spaces should be redeveloped with town squares and modern, mixed-use buildings.
- Town centres need shops that provide key products, ie groceries. Some uses detract from the experience of town centres and should not be supported.
- Town centres require a more diverse variety of shops and services to attract people.
- More restaurants and bars for the night-time economy as well as facilities for families.
- To mitigate the closure of local bank branches, new banking 'hubs' are needed.
- Libraries should be retained.
- Spaces that enable markets are supported.

- Town centres need to be kept clean to ensure they remain high quality and to deter commercial units from becoming or remaining vacant.
- Parking plays a huge part in the success of town centres, and should be seen as supporting this success rather than something that should be charged for. Parking needs to also be provided for workers in the town centres to deter on-street parking in neighbouring residential roads.
- Access to town centres should be improved, with bus stops and taxi ranks being more suitably located.

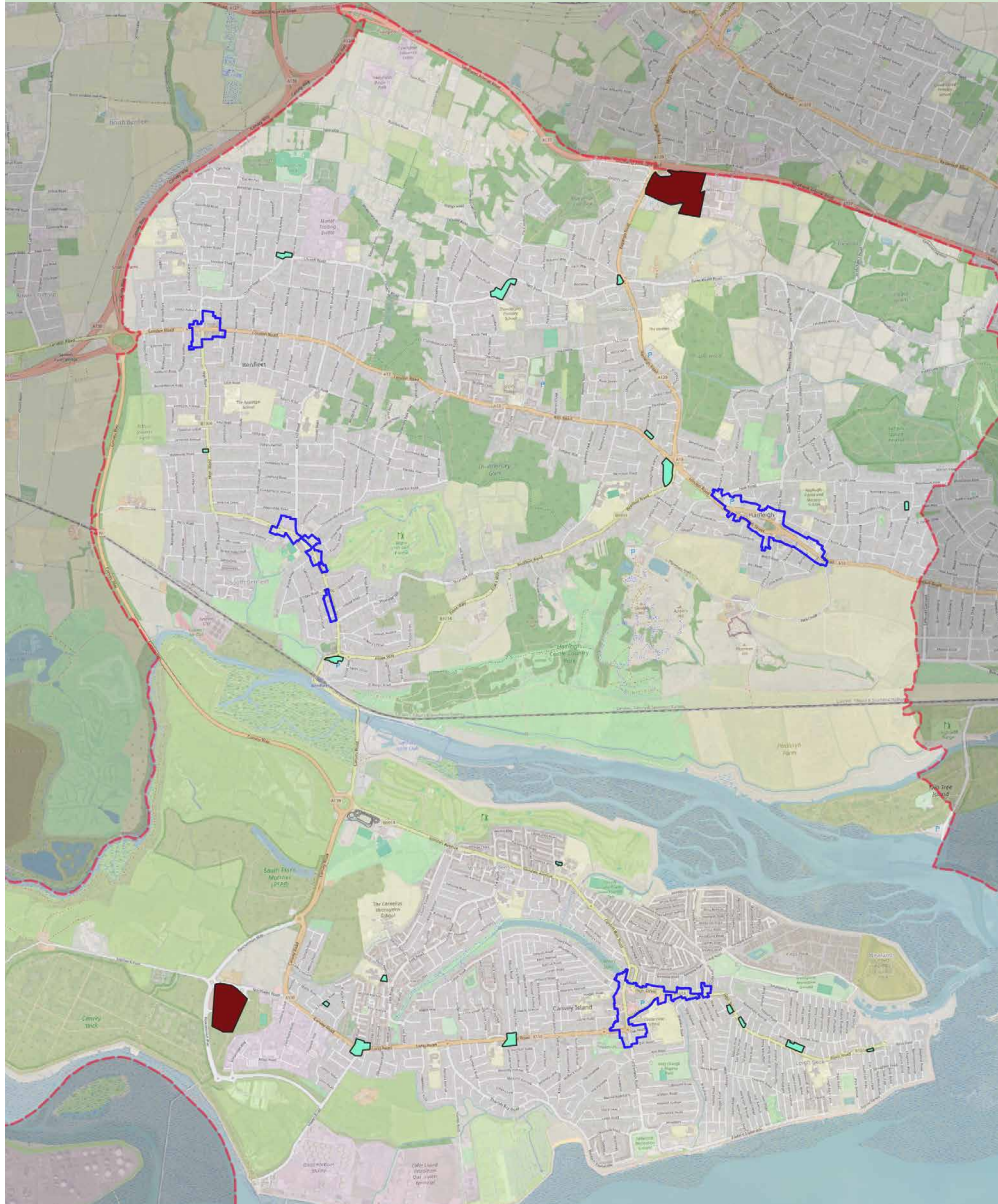
The Town Centre Hierarchy

There are currently two town centres in the borough, at Canvey and Hadleigh, and two local centres at South Benfleet, and Tarpots. There are 18 local parades, six in Thundersley, two in South Benfleet, one in Hadleigh, and nine in Canvey Island. Daws Heath doesn't have a parade, and there is no cluster suitable for designation within the village, with only a local shop present.

If brought forward, development at Kiln Road, Thundersley will likely create an opportunity for a new local centre. If School Lane car park in South Benfleet is redeveloped, there would be an expectation that a local centre is created as part of this. There is also the potential for a new type of centre at Rayleigh Weir, with a local centre replacing the retail warehousing uses if this area is redeveloped. Similarly, new local centres may be needed as part of any redevelopment of Charfleets or Manor Trading estates to serve the increased local population in these areas, if these areas are redeveloped or intensified.

Q67. Are there any changes you would propose to the borough's network of centres?

Town Centres



Map Key:



PLEASE NOTE THAT ALL SITES SHOWN ARE IDENTIFIED AS POTENTIAL SOURCES OF DEVELOPMENT ONLY, THEY ARE NOT ALLOCATIONS AT THIS STAGE

Development within Town and Local Centres

Town centres provide key shopping and service facilities for local residents. In turn, these locations are also important employment and leisure locations.

Town and local centres have designated Primary Shopping Areas defined within them. The role of this designation is to ensure a critical mass of retail uses is retained in the centre, and thus ensure that the centres can fulfil their role of providing retail services to local residents.

At present there are limited evening/ night time activities within centres with most operating primarily during the daytime. This is potentially partially because of existing policy which focuses on retaining retail as the most highly protected use within centres. A lack of an evening economy can leave centres feeling less safe in the evening, and a wider range of leisure activities could help to strengthen the function of the borough's centres. The presence of nearby residential use to most of the local town centres means that some night time uses such as clubs are not suitable to be introduced into these areas, however family leisure, and enhanced food and drink opportunities that extend the active time the centres operate could be improved.

There are a range of land uses in and around the borough's centres that are either not making a full contribution to the centre, or are opportunities for relocation and replacement with more suitable uses. Sites that are generally single-storey, run down, or derelict, are opportunities to be replaced with uses which make new, and multiple (ie through a mix of uses) contributions to local economies. Other uses are not ideally suited to town centre locations; uses which create larger vehicle movements, such as car sales, garages, and industrial uses could be better located on industrial estates, creating new opportunities for town centre uses, including new employment and community uses as well as homes.

Focusing these locations for additional housing will support the continued success of local businesses, as well as providing a sustainable location for population growth. Development sites in town centres should be optimised in terms of capacity, while ensuring they provide active frontages where appropriate, including creating new or replacement town centre floorspace.

Q68. How important is the safeguarding of retail floorspace within the heart of local centres to you?

Development within Local Parades

Local shopping parades perform a vital role in providing local services. They are generally within walking distance of the residential areas which they serve. Currently policy exists to protect retail uses on the ground floor of local parades, to ensure that essential shopping needs are met within them.

Q69. Do you have any improvements that you would like to see in your local centre or shopping parade?

Shops outside of designated centres

Shops located outside of designated parades or centres can provide an important ultra local service for residents. These are different to shops that have become detached from centres, which may be appropriate for redevelopment, unless the centre is going to expand to bring them back within the centre's expanded boundary.

Local shops more than 1km from each other have restrictions on being able to be converted for other uses. The Council could seek to reduce this distance, thereby granting further protection to more individual local shops.

Q70. Do you support greater protection for individual shops outside of local centres and parades?

Town Centre Parking

Parking in town centres underpins residents' ability to access the services within them, which in turn supports the function of local centres. There are a number of surface car parks in town centres, these range from large car parks operated by supermarkets and other businesses to smaller Council-operated car parks.

There are many different users who visit town centres by car, from people doing their daily or weekly shop, through to workers who need to park for longer periods in order to work in the town centre. All of these users need to be catered for, in order to stop parking issues arising in residential streets surrounding town centres.

Surface car parking represents a poor use of land in some of the most sustainable areas of the borough. There is an opportunity to consolidate surface parking into multi-storey car parking to both optimise the parking offer within town centres, and free up land for development to deliver the homes and premises that would support the operation of local town centres.

Q 71. What should the Council's approach to provision of parking in town centres be?

Retail Warehouses

The borough has two retail parks: Stadium Way, Thundersley, and Canvey Retail Park, Northwick Road, Canvey Island. Alongside Lakeside in Thurrock, and other locations along the A127, these sites provide a major supplier of, and draw for, retail and leisure uses. There are benefits and costs to large-scale retail provision. They offer convenience, with a large range of services available, and due to the large scale, efficient pricing. They also increase trips by car, and draw spend away from local centres.

Rayleigh Weir has good access by car, and potentially by bus, to Rayleigh, including the rail station. This site is a potential opportunity for redevelopment over the plan period to help meet local housing need. Any redevelopment at this location would need to be replaced with a new local centre to provide services for local residents.

Q72. What is your opinion of retail parks?



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Hot Food Takeaways

Hot food takeaways are a common use within town centres and local parades across the borough, fulfilling demand for fast, affordable, and convenient meals.

The Council has completed a briefing note that suggests a link between a high level of hot food takeaways and higher than average levels of obesity in the borough. Public Health England has advised that increased exposure and opportunity to buy fast food can have negative effects on health. Not all takeaway food is unhealthy, but the necessity for high speed and low prices means health is not the main priority.

Castle Point has an above average obesity level, and as such there is an imperative to support residents moving to a healthier diet. This is true in children as well as adults, and there may be long-term benefits in ensuring children eat a healthy diet through, for example, restricting hot food takeaways within a certain distance of a school.

A recent increase in takeaway delivery is having an impact in terms of traffic impact, in particular close to hot food takeaway premises. There may be ways to address this by altering road layouts and providing designated pick-up areas in local centres.



Q73. How should hot food takeaways be managed in the borough?

Q74. Do you support a more diverse range of uses in town centres, for example offices which would support the daytime economy, and flats, restaurants, and bars that would support the evening economy?

Supporting Documents & Information

- [South Essex Retail Study Volume 1, 2017](#)
- [Castle Point Town Centre Shopping Frontages Assessment \(2019\)](#)
- [Fast food ECC briefing note](#)

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Creating Well Designed Development and Protecting the Borough's Character

The NPPF places great emphasis on the creation of beauty and beautifully designed places. Good design of new development goes beyond simply producing high quality buildings that sit within their local context, respect character, and are beautiful. Good design has a key role in supporting health and well-being of the community, for example through the creation of active environments and by designing development to encourage physical activity.

Castle Point is rich in heritage assets, with valuable historic buildings and landscapes protected by local policies. Whilst heritage assets are distributed throughout the borough, there is a large concentration of listed buildings in the High Street in South Benfleet. This area was designated as the South Benfleet Conservation Area in 1988, and benefits from a Conservation Area Management Plan. Florence Gardens has also been designated as a conservation area, taking into account the design, layout, and uniformity cottages in the area.

Essex County Council's Essex Historic Environment Record (EHER) database holds records for other significant archaeological finds in Castle Point. The records indicate finds dating back to the Palaeolithic, Mesolithic and Neolithic eras, as well as from Anglo Saxons, Romans, and Vikings. More recent finds relate to Medieval times and World War Two structures.

During the initial engagement you told us:

- The design of any new housing should be sympathetic to the surrounding Castle Point area. The character of the area should be retained as best as possible.
- New development should help to create a sense of space, rather than an overdeveloped/ cramped feel.
- Design new development to be peaceful, quiet, and attractive, allowing for wildlife to co-exist.

- The emphasis should be on quality over quantity. Some recent developments were not considered to be high quality. It is important that standards agreed at planning are carried through into construction.
- Flats may be required, but these should be well-designed and blend in with surrounding areas.
- New development should include well-designed sections of each residence to conceal wheelie bins.
- Integrate well-lit walking routes, to provide residents with a sense of well being. Residents should have close access to local services, and these should be incorporated into the design of new development.
- There should be consideration of how sites can be delivered and maintained with minimal disruption.
- The heritage of Castle Point is of the utmost importance to its residents, and its history should be protected and promoted for the future. The design of any new development should be in keeping with this.

Design Codes

Design Codes are a new type of planning document that set out the design requirements for the physical development of an area. Castle Point is currently producing a draft Design Code for the borough, which is expected to be published as an addendum to the Castle Point Plan. Guidance covering the suggested content of a Design Code can be found [here](#).

A further Design Code is being prepared specifically for the South Benfleet conservation area. The Castle Point Plan will provide a strategic policy hook that underpins the implementation of the Castle Point Design Code. Topics that the Design Code will cover include Movement, Heritage, Nature and public space, Uses, Homes and buildings, Resources, Lifespan, Built form, and Identity.

Q75. What issues do you think should be addressed through the borough-wide Design Code?

Residential Densities

There is considerable pressure for development, and constraints on developable land in the borough. The Castle Point Plan seeks to make the best use of existing urban land to meet local development needs, in order to protect the borough's green spaces. This “build up not out” approach means that it will be important that development sites optimise densities to ensure that the best use is made of the borough's developable land. To that end optimum densities will be proposed to ensure urban land is fulfilling its potential.

Increased density needs to be balanced against potential impact on the character of local areas. Balancing these matters through appropriate density of development is an important challenge in the Castle Point Plan. Recommended densities for different parts of the borough are set out in the draft Castle Point Design Code.

Q76. What issues do you think should inform the density of new development in the borough?

Masterplans for Larger Developments

Large sites, and clusters of sites offer opportunities to deliver benefit locally, beyond simply the new uses created. The benefits that development can make can be increased by co-ordinating the planning of sites within an area. Doing this ensures that sites work together to deliver positive outcomes, and opportunities are not missed by sites coming forward in a piecemeal fashion.

In addition to adjacent sites being designed together, there may be opportunities for groups of non-contiguous sites (“clusters”) to share design outcomes that increase local benefits, and manage their design to complement the character of the local area.

Some sites may have a particularly high local importance, either in terms of impact within a local area, or the delivery of the strategic objectives of the Castle Point Plan. On such sites, there may be benefit in the Council providing site specific design guidance in the form of a Masterplan or Planning Brief for the site or area.

Q77. If a planning application for a large development (100+ homes) comes forward, should a master plan be created guiding how the development should take place?

Protecting Residential Amenity

The Castle Point Plan will include policies that ensure that future development protects existing amenity and offer opportunities to improve it wherever possible. This will include managing potential impacts ranging from the local, such as amenity considerations of immediate neighbours, to the impacts of a development on the wider landscape.

The range of amenity issues that development should address by virtue of its design, layout, and landscaping could include ensuring that the area remains safely and conveniently accessible by a range of modes of transport, ensuring that new development assists in managing crime, and is secure by design.

New development should not have an adverse visual impact on neighbouring properties, including by virtue of overlooking or other forms of disturbance. Additionally, development should not have a significant adverse visual impact on the surrounding landscape.

Q78. What amenity considerations should be applied when considering new developments adjacent to existing homes?



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Residential Annexes

Residential annexes are a common type of development in the borough. Well-designed annexes can add valuable floorspace to properties that enable them to meet the needs of residents and their families for longer, thus reducing stress on specialist accommodation.

Annexes, like any other type of development has the potential to affect local character. Annexes to the rear of, and that are smaller than, existing properties have a generally lower impact than larger, street-facing ones.

Annexes should deliver new space that is related to the main house, and any additional space should provide room sizes and facilities consistent with the creation of good quality building decent home.

Q79. What are your feelings on the development of residential annexes within the curtilage of existing homes?

Public Art

Public art offers several potential benefits to local communities including reflecting and recognising local culture and history, enhancing and creating uniqueness in public spaces, humanising the built environment, assist in building community cohesion, and by connecting us to the past, present, and future.

The ongoing maintenance and ownership of local public art will need to be established to ensure that the asset does not fall into disrepair once it has been completed.

Q80. How do you feel about public art being incorporated in new development (i.e. sculptures or murals)?



Photography: Tessa Hallmann, for *This is Us*.

Local Heritage Assets

Designated heritage assets benefit from nationally backed protection from impacts from new development. The designated heritage assets in the borough consist of Conservation Areas, listed buildings, and scheduled monuments. there are 43 sites on Historic England's National Heritage List.

There are two Conservation Areas and 36 listed buildings in the borough; 20 in Benfleet, five in Canvey, six in Hadleigh, and five in Thundersley. The Florence Gardens Conservation Area Management Plan (CAMP) is considered to be fulfilling its purpose, and is expected to remain unchanged, but there has been change in South Benfleet, and an update to the CAMP is expected to be consulted on in 2024. There are seven Scheduled Monuments in the borough; three on Canvey and four in Hadleigh.

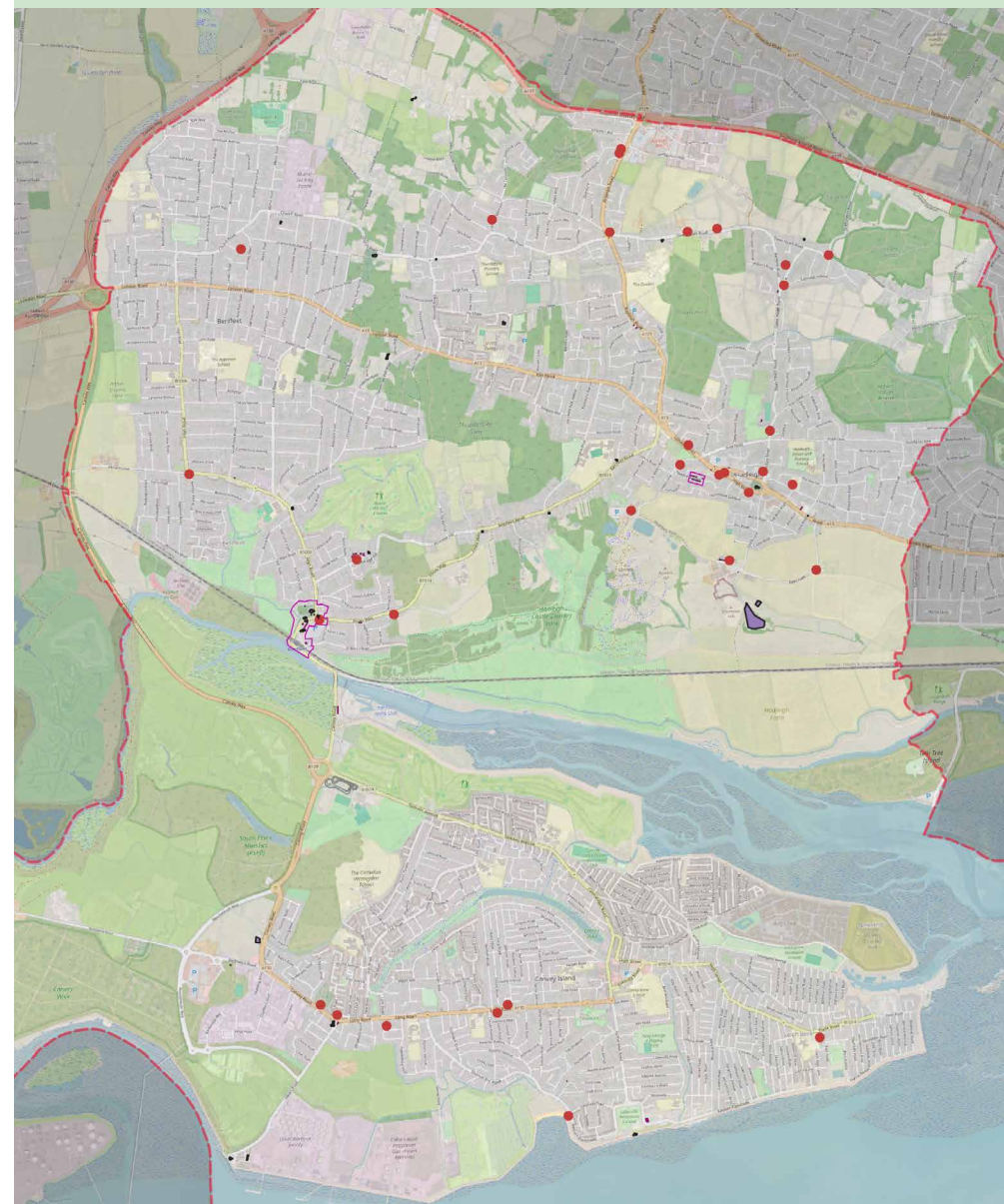
Local Heritage Assets are of significant local value, but do not benefit from national designation, and therefore have a lower level of protection, principally through the Castle Point Plan. There are 37 locally listed buildings in the borough. A new schedule is in the process of being produced following a review of heritage assets in the borough.

Development of Local Heritage Assets

Development in the future could place increased pressure on heritage assets and their wider settings. However, it also presents potential opportunities to reinforce and reveal the historic environment through incorporating it rather than isolating or losing it. Development will need to protect, and enhance the historic environment and manage new development in ways which will make a positive contribution to its character.

Q81. Do you have any views on protecting and enhancing the boroughs heritage assets as set out above?

Local Heritage Sites



Map Key:



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Supporting Documents & Information

- [South Benfleet Conservation Area Character Appraisal Management Plan 2024](#)
- [Castle Point Local List 2024 Update](#)
- [Florence Gardens Conservation Area Review and Management Plan](#)
- [Essex Landscape Character Assessment, 2003](#)
- [The Essex Historic Environment Record](#)
- [Essex Thames Gateway Historic Environment Characterisation, ECC, 2005](#)
- [South Benfleet Conservation Area Appraisal and Management Plan 2005](#)
- [Hadleigh and Daws Heath Living Landscape Vision, Essex Wildlife Trust, 2010](#)



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Creating Environmentally Sustainable New Development

In line with international agreements, the UK aims to remain consistent with the Paris agreement temperature goal to limit global warming to below 2°C and pursue efforts towards 1.5°C. The Climate Change Act commits the UK government by law to reducing greenhouse gas emissions by at least 100% of 1990 levels (i.e. to a net zero level) by 2050. So far, the UK has cut its greenhouse gas emission by 50% between 1990 and 2022.

Average per capita carbon dioxide emissions with the UK stood at 4.95 tons in 2021, however in Castle Point the emissions per capita was 3.7 tons. This is potentially due to relatively low levels of industrial uses in the borough. To restrict global temperature increases to 1.5C, per capita global consumption needs to be around 2.3tonnes per capita per annum.

The climate is already changing. Hotter and wetter summers carry an increased flood risk due to more intense rainfall events. There is also risk from rising sea levels. Canvey Island and the southern part of Benfleet are substantially defended from tidal flooding, but at risk from surface water, and it will be important that this is factored into the design of future development.

During the initial engagement you told us:

- Support for improved rainwater collection systems and drainage infrastructure to help address local flooding and water pressure issues.
- There was also support for preventing sewage leaks into waterways and improved protection to reduce flood risk.
- Incorporate and incentivise renewable energy generation in new developments, and reduce the use of fossil fuels, thereby also improving Air Quality.
- There was support for increasing achieving biodiversity net gain, and ensuring ecological protection within new development.

Making energy efficient development

The Government's future buildings standard, which will be implemented through building regulations in 2025, will require all new buildings to be 75-80% more energy efficient than 1990 levels.

By 2050 the target is for the UK to become carbon neutral. Going beyond building regulations to accelerate the delivery of net zero dwellings in the borough needs to be secured through policy in this Plan, and it is important to note that there are increased building costs associated with doing so, which will need to be factored into viability considerations.

The ECC Climate Action Plan sets out a roadmap for how new development today can be designed to meet a net zero carbon standard and shows that the additional cost for making a new development net zero today is a 3-7% capital uplift, or c£2-3k per dwelling when compared to the requirements of the future homes standard 2025.

Q82. What are your views on building new homes to a net zero standard in advance of national policy time frames?

Q 83. What do you think about large scale renewable energy generation (i.e. a solar farm) in Green Belt locations?



Retrofitting

Retrofitting is the process of upgrading an existing building to make it more energy efficient. This is important as the existing buildings vastly outnumber the number of new buildings to be delivered over the Plan period, and as such it represents the largest opportunity to improve the energy efficiency of the borough's stock of buildings. This is recognised through the Essex Climate Action Commission work which seeks all existing homes to be retrofitted by 2040.

Retrofitting can include adding new, or improving existing insulation, upgrading existing heating systems/boilers, or improving the transfer of heat around a building. While a “full” retrofit is possible for a building to operate on a net neutral basis, sometimes it is appropriate to make short term improvements to a building in order to improve its energy efficiency. These short-term improvements may offer a significant carbon, and cost benefit for limited expense in terms of improving energy efficiency of existing stock.

Q84. Do you feel existing homes/buildings in the borough should be retrofitted to improve their energy efficiency?



Water Efficiency

The South East of England faces a potential shortfall of 1 billion litres of water a day, equivalent to about 20% of the water currently supplied to the region, unless action is taken to maintain supply. Action can include measures to increase water supply and reduce water usage. The South Essex Water Cycle Study 2012 suggests that by improving water efficiency, consumption levels could be reduced by up to 105 litres per person per day. A draft protocol for Local Authorities and water companies is being produced to help to address the sustainable use of water resources in the East of England region.

Part G of the Building Regulations sets a water efficiency requirement for new development to meet of 125l/person/day, and includes an optional target of 110l/person/day.

Essex County Council have produced a Water Strategy for Essex, which sets out 30 recommendations for how to manage water use in the County.

Q85. Should the plan apply the optional requirement for increased water efficiency in new development?

Sustainable Drainage Systems

Sustainable drainage systems (SuDS) act to slow the rate of water run-off from developments. When well-designed they can also be co-located to provide amenity and biodiversity benefits.

SuDS are already required in major developments. Essex County Council as the Lead Local Flood Authority, have responsibility for approving SuDS, and they have produced a Sustainable Drainage Systems Design Guide for Essex.

Q86. Do you feel that SuDS should be incorporated into smaller, as well as major developments?

Ensuring Healthy Design

New development should be designed in such a way as to encourage healthy lifestyles. This includes making them accessible by active travel modes, and through ensuring there is local access to spaces that local residents can use for daily exercise.

A Health Impact Assessment (HIA) is a process that identifies the health and well-being impacts of a plan or development project, and recommends measures to enhance positive impacts, minimise negative impacts, and reduce health inequalities.

HIAs can provide valuable evidence and recommendations to inform planning decisions, enhance the quality and design of plans and projects, and deliver co-benefits across a range of policy areas, such as climate change, biodiversity, and social justice. HIAs are not currently required as part of a planning application in Castle Point but are being used effectively elsewhere in Essex.

Q87. What do you think new development should be required to do in order to support a healthy design in new development?

Pollution Control

Light pollution from new developments can affect the night sky, and increased visitation to habitats from an increasing population can disrupt wildlife and erode habitats. Noise pollution also has the potential to disrupt local habitats.

Developments have the potential to add to land and water pollution through run-off if not appropriately designed. The management of SuDS infrastructure needs to be examined in order to ensure any pollutants do not contaminate local water courses.

Development can also contribute to worsening air quality through installation of heating systems and by generating additional car trips. Managing both will mitigate the effect that developments will have on air quality.

Q88. How do you feel the Plan should help to address existing and potential new pollution impacts?

Supporting Documents & Information

- [South Essex Outline Water Cycle Study 2011](#)
- [Essex Climate Action Commission Work](#)
- [The Water Strategy for Essex, 2024, ECC Water strategy for Essex 2024](#)
- [HIA Essex guidance, Health Impact Assessments | Essex Design Guide](#)



Photography: Jack Delmonte, for *This is Us*.

Protecting & Enhancing Green & Blue Infrastructure

The high quality of the natural environment contributes to the quality of life for people living and working in the borough. It also helps to attract tourists and visitors who help to support the local economy. The varied landscapes, including grasslands, river floodplains, and ancient woodland, are also important in terms of maintaining biodiversity value.

The Council is part of the SEEPARK project, which seeks to link and nurture landscapes including woodland, parkland, wetland and marshland across the south Essex area, bringing the benefits of ecological diversity and carbon capture as well as opportunities for leisure, tourism and business.

During the initial engagement you told us:

- The protection of Castle Point Borough's Green Belt areas should be the main priority when considering any development in the new Castle Point Plan.
- Opportunities should be sought to increase and improve green spaces. There was a perception from some that the standard of maintenance of open spaces has declined in recent years.
- To prevent further erosion of green spaces more planting of trees is suggested.
- Fields and farmland form part of the rural backdrop to the borough. Urban sprawl threatens the beauty of our open spaces.
- The conservation of the countryside and woodland areas of the borough are essential to preserve and protect nature and habitats.
- Creating Green Corridors for the wildlife to thrive rather than just survive would be beneficial.
- The seafront is unique part of the Essex coastline that should be better advertised. Maintenance of the Seawall and the Beach for the safety of the Island and for people to enjoy is supported.
- More trees were recommended to improve air quality, and shrubs to provide habitats.

- Prevent building on flood plains due to the increasing risk of flooding from climate change.
- Accessibility to all our green and blue infrastructure sites is essential, and should be improved.

Acceptable uses in the Green Belt

Castle Point sits within the London Metropolitan Green Belt. Green Belt plays an active role in restricting development, ensuring that settlements do not merge into one another, that local landscape character is maintained, and that countryside is protected.

The Green Belt is a valuable asset for local communities, providing a reservoir of open space for leisure and recreation activity, as well as ecological habitat, and agricultural uses. There is, and there is the potential for Green Belt to be improved for this role to be strengthened.

In some circumstances, built development in the Green Belt can help to enhance the use of the Green Belt. Buildings related to agriculture, sports and leisure activities, and habitat maintenance for example may be appropriate.

All development in the Green Belt needs to be carefully designed to ensure that it does not adversely impact the character and function of the Green Belt. Acceptable uses need to be well designed to be complementary to their setting. Inappropriate uses in the Green Belt will continue to be restricted.

Q89. What new uses could be acceptable within the Green Belt area to support and enhance its use (i.e. cafés or sports infrastructure etc)?

Managing Flood Risk

The borough sits on the northern coast of the Thames Estuary, and there is a high risk from flooding. Significant flood defences exist on Canvey Island and along the northern banks of Benfleet Creek, and there is flood storage in place to manage tidal and fluvial inundation in South Benfleet. However, risk levels are measured before such measures are considered and therefore Canvey,

Hadleigh Marshes and South Benfleet carry a residual risk of tidal flooding and are in flood risk zone 3.

Additional mitigations that can reasonably be delivered are railway operation safeguarding between Benfleet and Leigh stations to ensure ongoing provision of service as the climate changes, and maintaining a 19m buffer inland of the existing defences on Canvey to enable future sea defence improvements later in the 21st Century.

The sequential test steers development to areas with the lowest flood risk. Due to the constrained land supply due to Green Belt, the requirement to progress an urban-first approach, and existing flood protection levels in Canvey and South Benfleet, it is appropriate that the exceptions test is applied to ensure that new development in these areas is appropriately designed to manage flood risk.

A Strategic Flood Risk Assessment has been carried out to guide design of new development within areas of flood risk. It recommends that ground floor habitation should not be permitted, with any ground floor user required to have safe refuge above ground floor built into the development. This restricts the development of new bungalows in Canvey, and puts additional design requirements on 2+storey development.

Surface water flood risk is also an issue in the borough. The risk of flooding from rainfall events will also need managing, particularly in the borough’s Critical Drainage Areas. Rainfall can also be managed through the introduction of SuDS on new development, which will reduce the rate of rainfall runoff from new development

In order to minimise the land take associated with SuDS features in developments wherever possible, above ground storage should be integrated with public open space. The integration of above ground storage and open space does not always have to be in the form of an empty detention/infiltration basin. Where possible, basins and amenity features such as informal play areas can be merged to create multifunctional spaces. By doing so, the amenity of the basin is greatly enhanced whilst still providing its primary purpose.

Q90. How do you feel the risk of flooding should be managed in new development?



PLEASE NOTE THAT ALL SITES SHOWN ARE IDENTIFIED AS POTENTIAL SOURCES OF DEVELOPMENT ONLY, THEY ARE NOT ALLOCATIONS AT THIS STAGE

Coastal Protection

The coast is one of the key landscapes in the borough, and of great importance to local residents. Key to local enjoyment of the coast is the retention and enhancement of the coastal path. Improvements to the accessibility of the coastal path would support greater use of this asset by a wider range of users.

The Thames Estuary 2100 Plan requires riverside strategies to be prepared in local areas to ensure that the riverside is protected from flood risk, but also that local communities remain connected with the riverside environment. A riverside strategy for the northern Thames estuary will be prepared alongside the Castle Point Plan.

Q91. What, beyond improved flood defences, do you want to see as part of the upgrades to coastal defences?



Open Spaces within the urban area

Open spaces play a valuable role in contributing to the delivery of national and local priorities and targets, including climate change mitigation and adaptation, biodiversity and health and well-being.

The Council has commissioned an Open Space Needs Assessment, which recommends standards and policies for ensuring the adequate provision of open space across the borough over the plan period, as well as a process for calculating developer contributions.

It establishes quality standards for a whole range of different types of open spaces, and quantity and accessibility standards for the most common types of open space.

Typology	Quantity standards (ha/1,000 pop)	Access standard (walking time, straight line)	Additional open space to be delivered over the Plan period
Allotments	0.2	15 mins (720m)	2.45 Ha
Amenity Green Space (sites >0.1 ha)	0.6	10 mins (480m)	7.34 Ha
Parks and Recreation Grounds	1.1	15 mins (720m)	13.46 Ha
Play Space (Children)	0.07	10 mins (480m)	0.87 Ha
Play Space (Youth)	0.07	15 mins (720m)	0.87 Ha
Accessible Natural Green Space	1.80	15 mins (720m)	22.03 Ha
Total for new provision	3.84		47.02 Ha

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There is existing provision of most types of open space in the borough, but there is not always good access for all to each type of open space, and open spaces are of variable quality. This is especially true in relation to youth play space. As such it will be important to protect and improve existing open spaces, and where possible to improve access to them.

New developments sites, particularly large sites, present opportunities for new open spaces to be provided. Opportunities to create new open spaces should have regard to the current surplus or deficiency of open space typologies in the local area, and assist in addressing any shortfall. Where there is no deficit, an off-site contribution may be more appropriate to ensure ongoing access to good quality open space nearby.

Q92. How would you like the plan to protect and improve the borough's stock and network of open spaces?



Protecting valuable landscape features

Responding to a site's surrounding landscape enhances a development's design, and plays an important role in respecting the character of a local area. The Thames Gateway Historic Environment Characterisation Study 2007 identified landscape features that might either be retained, or be input into the design of new development:

- Established field boundaries, hedgerows and tree lines;
- Established trees with a high visual amenity value;
- Established areas of woodland, including ancient woodland; and
- Topographical features including ridge lines, watercourses, ditch systems and bunds.

The benefits of retaining and enhancing landscape features could include an enhanced recreational offer for local people, opportunities for local food production, and the protection ecological assets, areas of nature conservation and valued landscapes.

Q93. What aspects of Castle Point's landscape should be protected and enhanced through new development?

Q94. Are there opportunities to improve areas of Castle Point's landscape?

Q95. Which landscape features should be protected in new development, and how?

Habitat & Wildlife Safeguarding

Castle Point contains a rich and varied network of habitats, some of which are designated for protection under national or international legislation. Proposals which are likely to cause adverse effects on the integrity of designated sites (either individually or in combination with other developments) must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified. Where appropriate, contributions from development could be secured towards mitigation measures to mitigate any recreational disturbance impacts.

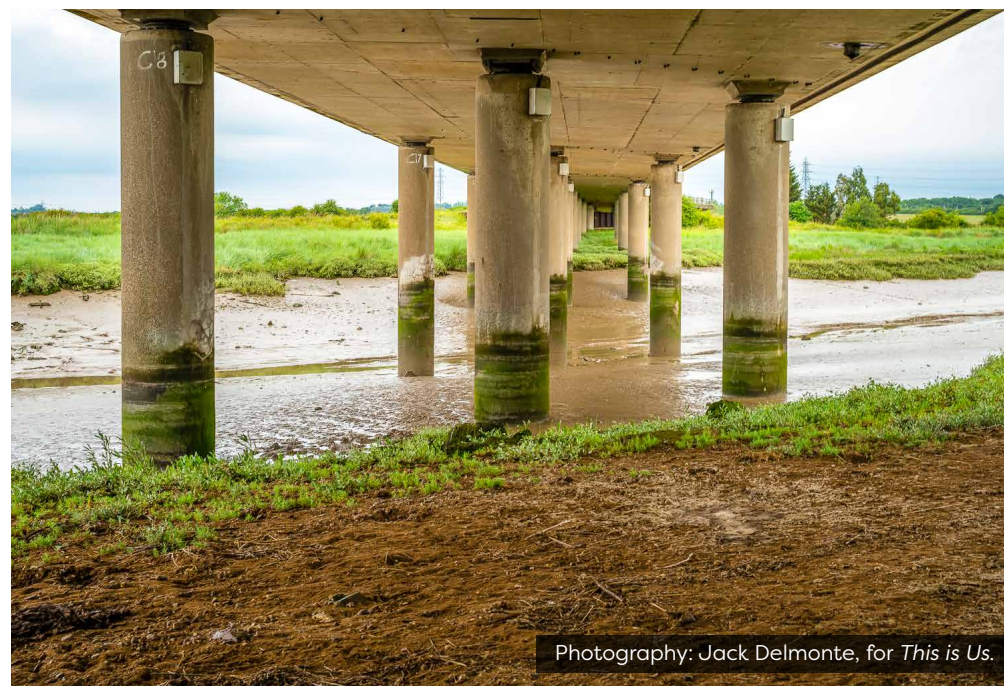
Similarly, Sites of Special Scientific Interest (SSSI) are designated for their protection, and development in close proximity will need to be carefully managed. The borough also includes irreplaceable Habitats such as Ancient Woodlands, which need to be protected.

The Council currently has 40 Local Wildlife Sites, and 5 Potential Wildlife Sites in the borough. These are locally designated sites recognised as comprising priority habitats or being home to priority species. It is important that these habitats are protected to ensure that endangered species are able to recover.



Photography: Dawn Thomas, for *This is Us*.

Q96. What approach do you feel should be taken to protection of habitats and wildlife sites?



Photography: Jack Delmonte, for *This is Us*.

Biodiversity Net Gain

Government requires that all new developments seek to improve upon the existing biodiversity within an area by setting a target of 10% uplift in biodiversity value when development takes place. Delivering this on new development sites will create a patchwork of small biodiversity improvements that collectively will help nature recover within urban areas.

10% is a minimum figure which Local Plans can improve upon, and any increase in this amount would need to be balanced against competing priorities for developer contributions.

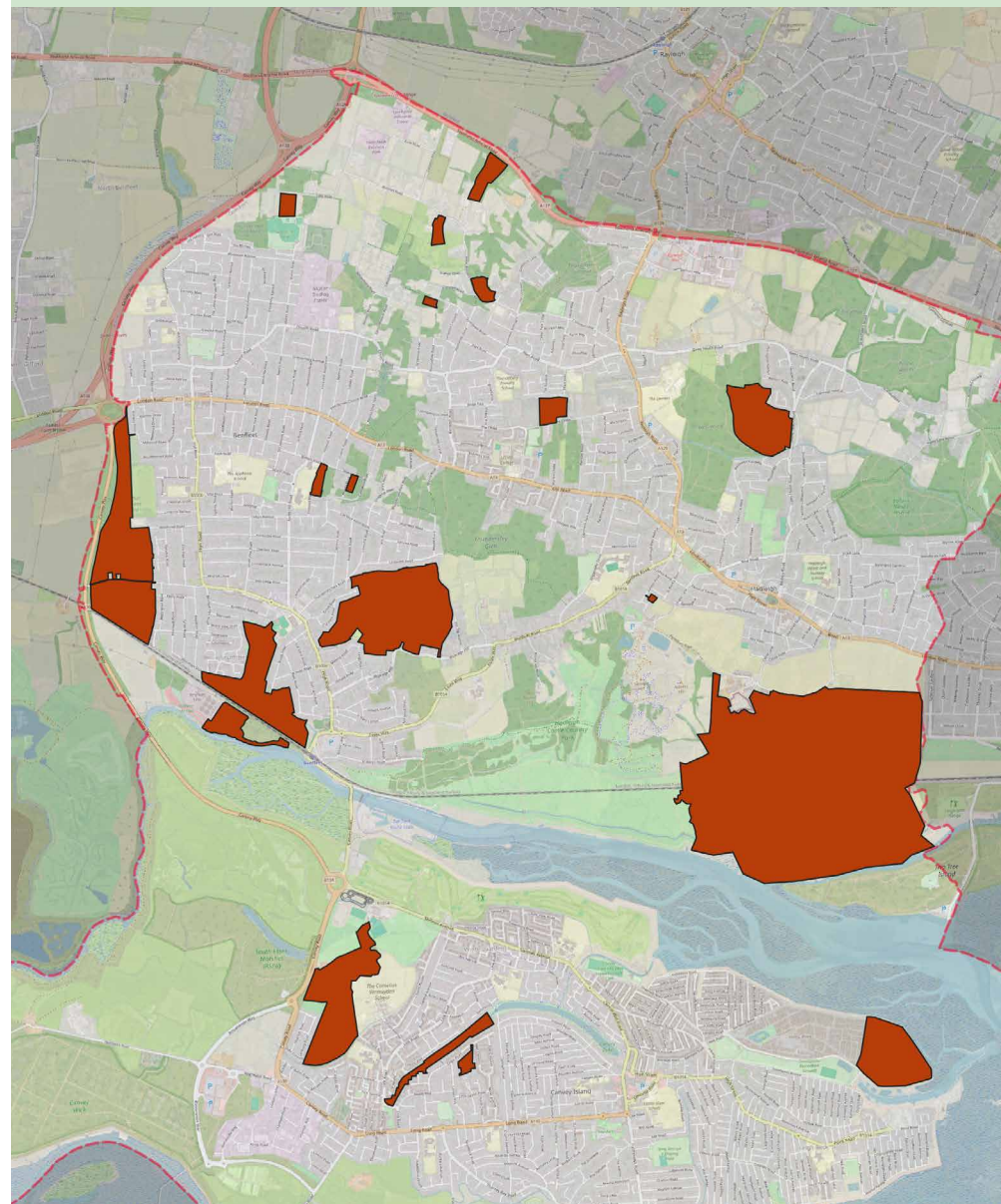
Several sites across the borough have been promoted as being suitable for use as biodiversity net gain sites which offer an opportunity to spend other site's off-site contributions locally. These have the potential to make an important contribution to the Local Nature Recovery Strategy.

Urban sites can sometimes have low levels of, or no existing vegetation on them. In these cases, it is more appropriate to use an Urban Greening Factor to set a benchmark for the levels of biodiversity to be obtained on a site, instead of a 10% increase from a minimal starting benchmark.

Q97. Would you support seeking a higher than 10% Biodiversity Net Gain requirement?

Q98. Would you support the introduction of an Urban Greening Factor seeking to increase biodiversity in urban areas?

Biodiversity Site Options



Map Key:



Biodiversity Site Options

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Agricultural Land

The retention and enhancement of the borough's stock of agricultural land is important as part of a nationwide responsibility to ensure food supply. As such high quality (grade 3 and above) agricultural land should generally be protected from development. Some development is required in order to enable agricultural operation.

Q99. What do you feel about the management of agricultural land?

Supporting Documents & Information

- [Essex Green Infrastructure Strategy, ECC, 2020](#)
- [South Essex Green and Blue Infrastructure Study, ASELA, 2020](#)
- [Local Wildlife Site Review 2024](#)
- Strategic Flood Risk Assessment Level One 2024 - emerging
- [Critical Drainage Areas Essex County Council Surface Water Management Plans](#)
- [Open Space Assessment 2023](#)
- [Castle Point Borough Strategic Biodiversity Assessment, 2019](#)
- [Essex Coast Recreational Avoidance and Mitigations Supplementary Planning Document, 2020](#)
- [Draft Castle Point Biodiversity Net Gain Supplementary Planning Document, 2024](#)
- [South Essex Level 1 Strategic Flood Risk Assessment, 2018](#)
- [Essex Climate Action Commission Action Plan, ECC, 2021](#)
- [Castle Point Air Quality Annual Status Report, 2023](#)
- [Thames Estuary 2100](#)



Providing the Services Local Residents and Businesses Need

The Council understands how important and necessary matching growth with improvements to infrastructure is to local residents and communities. The prospect of more housing or jobs can cause worries about traffic congestion, school places, loss of green spaces, difficulty getting a GP or hospital appointment, and other vital issues.

The Council also recognises that providing adequate services for transport, education, health, leisure and other community needs is a fundamental factor in achieving a high quality of life for residents. With a growing population, it is essential that these services are planned in a co-ordinated way in partnership with the relevant infrastructure providers.

Improvements to infrastructure assets will be co-ordinated through a document called the Infrastructure Delivery Plan (IDP), which will set out the critical new or improved facilities and services that are necessary to support the growth proposed in the Castle Point Plan. The IDP will also identify the costs, funding sources, timescales, and who is responsible for providing any new or improved infrastructure.

During the initial engagement you told us:

- The current level of infrastructure is insufficient and there is a need for more health and education facilities to service the increasing population.
- New infrastructure should be delivered before any new intended development so that services are not overstretched.
- The supply of local services through multifunctional community hubs, comprising of various services in the one place such as the NHS, Police and Fire is supported.
- More publicly accessible toilets should be provided.
- Currently the appearance and feel of the borough is poor, and greater efforts should be made to keep streets and public places clean and in good condition. Particular focus should be given to ensuring parks and other open spaces are well maintained.

- Utilities, particularly water infrastructure, is struggling to cope with the needs of the growing population. Wastewater management and drainage are particular issues that residents want solutions to.
- There is support for increasing the range of entertainment and leisure venues in the borough. This should have a focus on providing and activities for young people are required in to prevent/reduce the possibility of anti-social behaviour and support the health and well-being of the growing population.

Funding for community services and infrastructure will come from a variety of sources, including financial contributions from developers and government grants. Developer contributions are paid in two ways: the Community Infrastructure Levy (CIL) and Section 106 legal agreements.

CIL is a fixed charge which is collected when development starts to be built. This money is then pooled by the Council and helps to fund the infrastructure – such as schools or transport improvements – that is needed to support new homes and businesses in the area.

Section 106 payments are made to fund specific types of infrastructure that are needed to make an individual development acceptable, e.g., affordable housing, access improvements, and children's play space. They are secured through a legal agreement and must be paid at a time specified in that agreement.



Photography: Amelia Comber, for *This is Us*.

Protection of Community Buildings

Community buildings play a key role in providing local services within Castle Point. Education and health facilities are the most obvious services, but nurseries, community halls, sports pavilions, libraries, leisure facilities pubs, all provide important services, as well as spaces for residents to gather, share time, experiences and knowledge.

Community buildings come in many shapes and sizes and have been built in a range of different designs as local areas have grown. While they all provide services that are valuable locally, some buildings are aging, not of a sufficient size to meet emerging needs, or require renovation or replacement.

This provides a challenge, to ensure that an appropriate provision of good quality community space is provided, but also an opportunity to make the best use of sites. The Council's urban capacity analysis identifies community buildings as being an important potential source of developable land within the urban area. This is often a result of their location in sustainable areas in and around town centres, and their design as stand-alone single use buildings, often on generous plots of land. In pursuing an urban-first approach to new development, these sites represent a significant opportunity for intensification.

Intensification of these sites offers opportunities to improve facilities. The Council expects proposals that result in the loss of a community facility to be accompanied by a statement setting out how the existing community use will continue to be provided within the local area. A redevelopment that comes at the cost of a loss of a viable ongoing community use will not be acceptable. Community buildings should be within reach of local residents, with new facilities being located where there is a deficiency of services.

Q100. Would you like to see more community hubs which deliver a range of community facilities in one place as part of the plan?

Provision of health facilities

The provision of health and care facilities is a key concern of local residents. The Council will work with local care providers and the NHS to ensure that appropriate facilities are provided for as a part of new developments. This will

include looking at existing assets and understanding whether they need to move or expand in order to meet local needs more effectively.

Q101. How do you think new health infrastructure should be brought forward in the borough?

Sports buildings & pitches

Pitches for organised sports are an important part of the overall open space offer in the borough. All residents should live within a reasonable distance that allows access to a range of sports pitches. To improve accessibility, improvements to open spaces to provide pitches, and accessibility improvements to and from pitches will be supported.

The quality of sports pitch provision can also be improved by enhancing the pitches themselves, for example by installing all-weather pitches which are available for more time each week, by improving the standard of facilities that serve pitches. The creation of these facilities should be seen as development that deliver improvements to open spaces, and therefore complementary to open spaces, rather than development on open spaces, which is not generally acceptable.

Q102. What type of improvements to entertainment and leisure facilities would you like to see in your local area?



Provision of Education Facilities

The provision of education facilities is a key concern of local residents, and critical to the economic outcomes of the borough. The Council will work with the local education authority, local early years providers, local academy providers and local colleges to ensure that appropriate facilities are provided for as a part of new developments. This will include looking at existing assets and understanding whether they need to move or expand in order to meet local needs more effectively.

Q103. How do you think new education infrastructure should be brought forward in the borough?

Protection and enhancement of the Cultural Environment

Castle Point towns and countryside are places with significant cultural value, much of which is hidden and untapped. Through the Castle Point Plan there is the opportunity to ensure that cultural assets are protected and enhanced, and new places are created for creative practitioners to flourish and for communities to experience cultural opportunities. Creative Estuary have developed a toolkit to integrate culture into local plans and there is work underway within Essex to develop a cultural strategy that will guide development in this sector.

Q104. How do you feel the cultural environment can be improved in the borough?

Pub protection

Public Houses are important community facilities, but there is a continuing trend of pub closures across the UK. The Council could seek to recognise the community value that pubs offer and restrict their change of use or demolition. The Localism Act significantly increased local communities' powers to resist the loss of pubs, by listing them as Assets of Community Value, and by encouraging community ownership.

Q105. What do you feel about the protection of public houses from speculative development?



Photography: Jack Delmonte, for *This is Us*.

Communications Infrastructure

Improving digital connectivity is a national and a local priority and is particularly important to rural communities. It can also contribute towards reducing the need to travel. The Government has set a target of achieving 5G coverage for most people by 2027 and full fibre connectivity across the whole country by 2033. This will require the construction of new infrastructure in order to be delivered, sometimes in the form of new masts, for example, to provide 5G connectivity.

Part R of the building regulations require all new homes to be connected to megabit broadband. Given the critical importance of internet access to local businesses, there may be a justification for requiring all non-residential developments.

Q106. How would you like new communications infrastructure to be provided as a part of new developments?

Utilities Capacity

New development needs to be adequately planned for in terms of being served by utilities. All new development must be connected appropriately and must not have an adverse impact on the provision of services to existing homes and business spaces. Water quality, provision, and run-off management are all key issues locally.

Q107. What do you feel about the provision of utilities to new developments?

Off-site Renewables

The challenge of meeting ever-increasing demand of energy is being met in part through the allocation of land for renewable energy generation in the form of solar panels and wind turbines. 6 sites were nominated as having the potential to be used for this use in the Call for Sites process.

Capacity and demand management is also important in this regard. Renewable energy generation and energy consumption are both “lumpy”, and the lumps do not match. By having local renewable energy battery facilities, it means that the energy generated locally can be used locally.

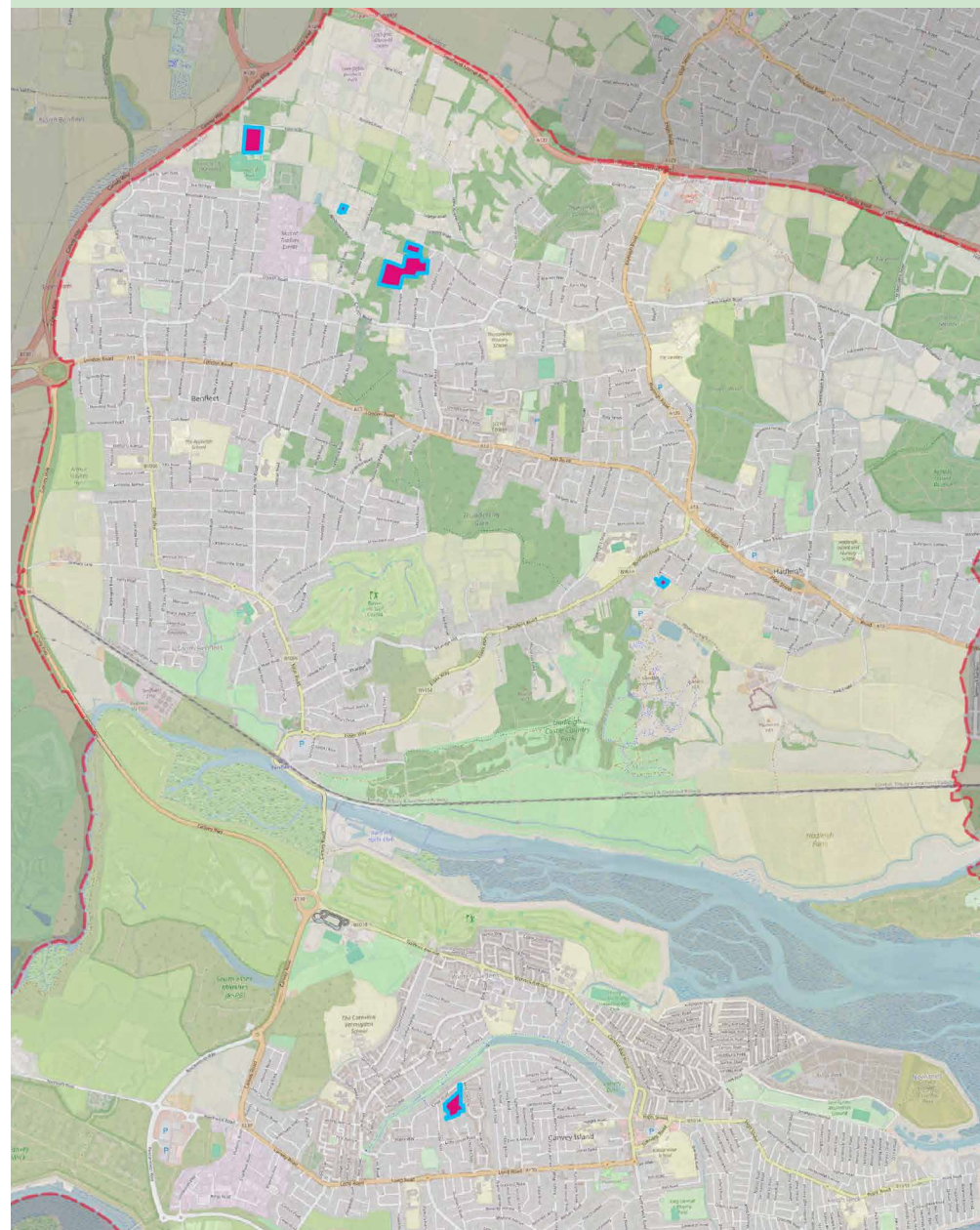
Q108. Should land be allocated for large scale renewable energy generation?

Q109. How should waste management and refuse storage be designed into new developments?

Supporting Documents & Information

- [Cultural Strategy for Essex, 2023](#)
- [10 year Plan – Meeting the demand for mainstream school places in Essex, 2024, ECC](#)
- [Open Space Assessment 2023](#)
- [Essex Joint Strategic Needs Assessment, ECC, 2022](#)
- [Infrastructure Delivery Plan – Baseline Assessment 2024](#)
- [Essex Water Strategy, ECC, 2024](#)

Renewable Energy Site Options



Map Key:  Renewable Energy Site Options

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Improving Accessibility for all in Castle Point

Castle Point has excellent connectivity to surrounding areas via the A13, A127, A130, and the Southend to London rail line. These routes are often congested during peak times, and the delays and environmental impacts this causes are impactful on both residents and businesses.

New development will create new trips on the local transport network. The number of these will be dependent on the use, but also the travel patterns of new occupants. The redevelopment of existing uses will also have an impact, and there may be scope for moving uses with high transport impacts, such as HGV movements, to more appropriate locations.

Most trips within Castle Point do not start or end here. There is limited scope to change this due to the size of surrounding settlements, but opportunities to shorten trips within the borough should be explored, alongside where possible smoothing the flow of trips through the borough.

The largest opportunity to change local travel patterns lies with the travel behaviours of existing residents. Reducing stress on the network will principally be achieved by reducing private car use. This can be achieved by reducing the number of trips, changing the time they take place away from peak hours, shortening them, or by switching to non-car mode.

By co-locating uses in the borough, residents and workers will be able to perform more uses in fewer trips, thereby creating capacity on the network.

Increasing trips made by sustainable and active modes will also reduce congestion. This includes using public transport, walking, cycling, and reducing single person car trips by sharing cars or rides.

During the initial engagement you told us:

- There is strong support for a third road linking Canvey Island and the mainland.

- Transport capacity should be delivered in advance of increases in population so that the network does not become more congested. Certain junctions need to be improved as they are already over capacity.
- Deteriorating roads are an issue, and better maintenance is required. Pathway maintenance and improvements are vital for pedestrian safety particularly for the elderly and those with mobility issues. Improved bridleway provisions also had some support.
- Encourage people to use their cars less and thus reduce traffic. Bus services should be improved, with more routes, a higher frequency, and affordable pricing. The use of other transport alternatives should also be promoted, such as scooters, electric and non-electric bicycles, with better infrastructure to support their use. Other interventions to reduce air pollution should be considered including electric vehicle charging/ parking.
- Improved access to Benfleet Station by all modes of transport is supported.
- Better off street parking should be incorporated into new development to prevent obstructions on and off the road for drivers and pedestrians. Introduce residents parking permits to allow parking adjacent to own homes.
- Reduce the cost of parking in town centres for residents, and introduce free parking for business employees to promote the use of these areas.
- Improved traffic calming measures should be put in place to reduce speed in rat-run hot spots.

Local Transport Plan

Essex County Council has commenced the development of a new fourth Local Transport Plan, LTP4, that will replace the current Essex Transport Strategy. The new LTP will be evidence-led and focussed upon the delivery of ECC's wider outcomes, addressing both the important role transport plays in enabling the movement of people and goods and the impacts that transport has on the places where people live and our environment. LTP4 will be focussed on understanding the travel needs of people and businesses in Essex to raise awareness of the travel options people have and to enable more sustainable choices and journeys to be made. LTP4 is expected to be adopted in 2024.

Transport Improvements

An initial set of transport improvements that could be provided alongside each of the spatial options has been identified. To accommodate an urban first approach to new development we need to accommodate more movements on the existing transport networks.

Transport Assessments, Statements & Travel Plans

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

Site Access

All new developments need to be safely accessed by all types of users including cars, bicycles and pedestrians in order to prevent road traffic accidents. The Essex Design Guide seeks to encourage active design in new developments through a range of measures including establishing walkable communities, connected walking and cycling routes, co-location of community facilities and establishing multi-functional spaces, all of which encourage the use of sustainable modes and promote healthier lifestyles.

Access for Servicing

Most roads in Castle Point are single carriageway, and this presents a problem for those developments which require regular servicing by HGVs. HGVs find it difficult to turn into inappropriately designed servicing areas and present a concern for congestion and for highway safety.

The waste collection authority requires all new developments to have safe and convenient access for collection vehicles, or suitable on road stopping, with the access roads and highways being constructed of materials able to withstand the weight of the collection vehicles.

Electric Vehicles

Electric vehicles are expected to become increasingly common over the plan period, with the sale of internal combustion engine vehicles expected to end in 2035. This will bring benefits in terms of cleaner air and reduced carbon emissions, but also challenges as charging infrastructure needs to be planned for.

Currently most charging locations are in people's homes, with limited supply at public locations such as a specialist charging point at work. The rate of evolution of battery and charging technology is very high at present, and it is not straightforward to predict how electric vehicles will be charged in the future. While it is sensible to ensure that all new off-street parking spaces should be future-proofed to be able to accommodate charging infrastructure, it is not clear whether, or how on-street charging infrastructure will be delivered.



Parking

An Essex wide review of parking standards has been undertaken. Consultation on this took place in the winter of 2023/24, with 23 residents from the borough responding and showing some support for the proposals. The review was underpinned by an assessment of parking demand across different types development and in different types of urban area within Essex.

For housing development, it has identified the potential to establish different levels of parking requirements within urban areas accounting for access to public transport provision and local services. This is known as a zonal approach and would see less car parking provision where there is good access to public transport and local services, and more where there is a greater need for a car to meet day to day needs. This approach tends to align with the urban first approach especially for those clusters in town centre locations, on key transport corridors such as the A13 and Long Road.

For non-residential development, some small changes are proposed but these remain largely unchanged compared to previous 2009 standards.

Requirements for disabled parking, cycle parking and EV charging have also been identified.



Q110. Which of the following active travel infrastructure improvements would you be in favour of?

Active travel infrastructure	Preference Ranking
Improved pedestrian paths and walkways	
Improved road crossings	
Improved off-road cycling infrastructure	
Improved on-road cycling infrastructure	
Improved at-destination cycling infrastructure, such as more and better (ie undercover) cycle parking?	

Q111. What issues do you think should be identified in Transport Assessments, and managed through Travel Plans?

Q112. What type of road infrastructure needs to be improved over the Plan period?

Benefits afforded by increasing development density	Preference Ranking
Road maintenance including addressing potholes	
Additional road capacity	
Junction improvements	
Pedestrian interfaces such as crossings	
Active travel improvements	
Additional public transport capacity	

Q113. Which parts of the highway network should be prioritised for improvement?

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Q114. Are there any new transport routes that you feel should be introduced to provide better/quicker routes to ease congestion?

Q115. What would you like the Plan to do to assist the use of modes other than the private car?

Q116. Rank these bus improvements in order of preference:

Improvement	Rank
Improved bus frequency	
More space dedicated to buses on the highway (faster buses)	
Wider network of routes/ destinations	
Starting earlier and ending later	
Improved bus waiting facilities	

Q117. What approaches to improving pedestrian movement in and around centre in the borough would you like to see?

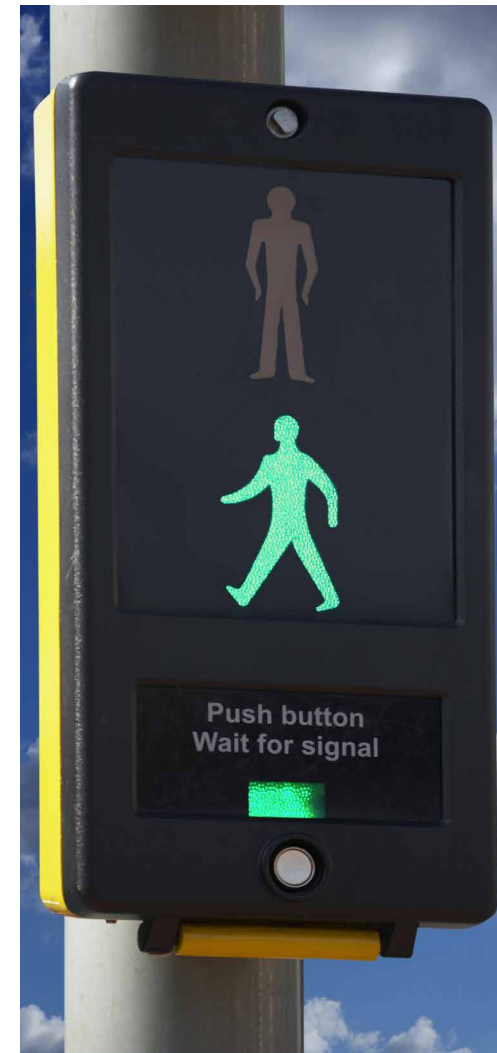
Q118. What do you think about the proposed parking standards?

Q119. What measures would help to reduce the impacts of rat-running on unsuitable routes in the borough?

Benefits afforded by increasing development density	Preference Ranking
Block through-routes	
Reduce speed limits	
Road calming measures	
One-way streets	

Supporting Documents & Information

- [Castle Point Issues & Options Transport Assessment, Systra, 2024](#)
- [Essex Local Transport Plan \(LTP3\), 2011](#)
- Castle Point Local Cycling and Walking Infrastructure Plan, 2024 - emerging



Appendix A – Schedule of Urban Sites with Gross and Probability-Applied Capacities

Sites have a gross capacity which is based on recent completed developments within the local area.

A 20% deduction to this has then been applied to allow for non-residential uses at the ground floor level. This could be a replacement business or service use, or a new use. These are the capacities quoted in the area chapters of this document.

The 80% capacity has then had a reduction based on the uncertainty that the type of existing use will come forward over the Plan period (i.e. by 2043). This is principally due to unknown availability of some sites. A 50% deduction has been applied to community buildings, supermarkets, car parks and retail warehouse sites. A 25% deduction has been applied to auto sties, underutilised grass, industrial sites, and garage sites. This reflects the likelihood that, for example, a supermarket is less likely to come forward for development in the next 20 year than a town centre industrial site.

The output (a double-reduced capacity) is the net capacity.

All of the net capacities add up to the Draft Urban Capacity of Castle Point: 2,204 new homes.

It is important to understand that at this time these sites are identified as potential sources of urban development only. They are not allocations for development at this stage. They are identified to clearly set out the types of choices that need to be made, and so that these choices can be considered alongside options for growth outside of the urban area. Put simply, the more development opportunities that are identified on urban sites, the lower the risk is to our borough's precious Green Belt areas.

All the sites identified are considered to have the potential to be more intensively used, but the Council has not at this point determined which sites will be included in the draft Castle Point Plan. These choices will be taken once consultation feedback has been received and analysed. It is important to reiterate that no decision has yet been taken as to which sites will be included in the draft Castle Point Plan. This means sites will very likely be added to or excluded from the draft Castle Point Plan following consultation.

Site Ref	Site Name	Cluster / Area	Capacity				Source
			Gross	-20%	Prob	Net	
101	West of Venables CI	Canvey TC E	27	22	25%	16	BFR 2024
102	Stafford Court Care Home, Venables CI	Canvey TC E	31	25	50%	12	BFR 2024
103	56-65 High Street, (KFC & Dominos)	Canvey TC E	20	16	25%	12	Site search 2024
104	Corner of Venables & High St	Canvey TC E	7	5	25%	4	Site search 2024
105	92-98 High St (Hook & Partners)	Canvey TC E	14	11	25%	8	Site search 2024
106	Corner of Florence Rd & High St	Canvey TC E	8	6	25%	5	Site search 2024
107	High St between Florence Rd & Oxford Rd	Canvey TC E	10	8	25%	6	Site search 2024
108	Canvey Island War Memorial Hall	Canvey TC E	17	14	50%	7	Site search 2024
109	129 High St (Esso, Londis and NTS)	Canvey TC E	18	14	25%	11	Site search 2024
110	149-151 & R/o High Street	Canvey TC E	27	22	50%	11	Site search 2024

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Site Ref	Site Name	Cluster / Area	Capacity				Source
			Gross	-20%	Prob	Net	
111	Job Centre, 140 Furtherwick Rd	Canvey TC W	14	11	50%	6	BFR 2024
112	Oak Road Car Park and adjoining land	Canvey TC W	34	27	50%	14	CFS 2024 & site search 2024
113	Knightswick Shopping Centre	Canvey TC W	175	140	25%	105	CFS 2024
114	Canvey Library, High Street	Canvey TC W	6	5	50%	2	Site search 2024
115	Corner Knightswick Rd & High St	Canvey TC W	9	7	25%	5	Site search 2024
116	88-94 Furtherwick Road (Iceland)	Canvey TC W	23	18	25%	14	Site search 2024
117	Corner Furtherwick Rd & Waarden Rd	Canvey TC W	9	7	25%	5	Site search 2024
118	11-15 Knightswick Road	Canvey TC W	17	13	25%	10	Site search 2024
119	14-18 Furtherwick Road	Canvey TC W	25	20	25%	15	CFS 2024 & site search 2024
120	59 Furtherwick Road (Kush)	Canvey TC W	8	6	25%	5	Site search 2024
121	Knightswick clinic, Foksville Road	Canvey TC W	10	8	50%	4	Site search 2024
122	Corner of High St and Foksville Rd	Canvey TC W	15	12	25%	9	Site search 2024
123	Jones Corner, 169-179 Long Road	Long Road	17	13	25%	10	Site search 2024
124	Telephone exchange, Kittkatts Road	Long Road	23	18	25%	14	Site search 2024
125	Outpatients centre, Long Rd	Long Road	30	24	50%	12	BFR 2024
126	The former King Canute Pub, Long Rd	Long Road	28	22	25%	17	2018 SHLAA
127	The Paddocks	Long Road	251	201	50%	101	CFS 2024
128	Conservative Club, 59-63 Long Road	Long Road	36	29	50%	14	Site search 2024
129	353-365 Long Road (Cosmos Pizza)	Long Road	15	12	25%	9	Site search 2024
130	Fire Station, 131-139 Long Road	Long Road	22	17	50%	9	Site search 2024
131	Police Station, 161-167 Long Road	Long Road	18	14	50%	7	Site search 2024
132	Canvey Island FC, Leigh Beck Rd	S&E Canvey	141	113	50%	57	Site search 2024
133	Corner of Station Rd and High St	S&E Canvey	11	9	25%	6	Site search 2024
134	Land at The Point	S&E Canvey	210	168	25%	126	1998 Local Plan
135	Former Admiral Jellicoe, High Street	S&E Canvey	9	7	50%	3	CFS 2024

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Site Ref	Site Name	Cluster / Area	Capacity				Source
			Gross	-20%	Prob	Net	
136	Ozonia Gardens, Eastern Esplanade	S&E Canvey	14	11	25%	8	CFS 2024
137	Land between Station Rd & Seaview rd	S&E Canvey	16	12	25%	9	CFS 2024
138	Land off Beveland Road	S&E Canvey	46	37	25%	28	CFS 2024
139	Health Centre, Third Avenue	Canvey	23	19	50%	9	Site search 2024
140	Essex Coachworks, 218 High Street	Canvey	14	11	25%	8	Site search 2024
141	27-37 Eastern Esplanade	Canvey	43	34	25%	26	Site search 2024
142	Briar Cottage, Leige Avenue	Canvey	9	7	25%	5	BFR 2024
143	Garages off St Johns Crescent	Canvey	12	10	25%	7	2018 SHLAA
144	Garages site off St Agnes Drive	Canvey	19	15	25%	11	2018 SHLAA
145	258 Furtherwick Road	Canvey	15	12	25%	9	2018 SHLAA
146	Corner of Little Gypps Rd & Willow Cl	Canvey	12	10	25%	7	CFS 2024
147	Lubbins Car Park, Eastern Esplanade	Canvey	23	19	50%	9	CFS 2024
148	Land to the rear of North Avenue	Canvey	45	36	25%	27	CFS 2024
149	Morrisons, Link Road	Canvey	20	16	50%	8	Site search 2024
201	School Lane Car Park & 1-5 High St	S Benfleet	180	144	50%	72	CFS 2024
202	87-97 High Street	S Benfleet	16	13	25%	9	BFR 2024
203	Benfleet Methodist Church, High Rd	S Benfleet TC	24	19	50%	9	Site search 2024
204	Benfleet Tavern Pub, High Rd	S Benfleet TC	31	25	50%	13	BFR 2024
205	Richmond Avenue Car Park 2	S Benfleet TC	48	38	50%	19	CFS 2024
206	61 High Road (T Cribb)	S Benfleet TC	17	13	25%	10	Site search 2024
207	Shell garage, Kents Hill Road	S Benfleet TC	15	12	25%	9	Site search 2024
208	Benfleet Baptist Church, Kents Hill Rd	S Benfleet TC	16	13	50%	6	Site search 2024
209	S Benfleet Library & Dentists	S Benfleet TC	19	16	50%	8	Site search 2024
210	Phone Exchange, Thundersley Park Rd	S Benfleet TC	27	21	25%	16	Site search 2024
211	Benfleet Surgery, Constitution Hill	S Benfleet TC	6	5	50%	2	Site search 2024

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Site Ref	Site Name	Cluster / Area	Capacity				Source
			Gross	-20%	Prob	Net	
212	188-190 High Road	S Benfleet TC	9	7	25%	5	Site search 2024
213	Sainsburys, High Road	S Benfleet TC	19	15	25%	11	Site search 2024
214	Stellisons, High Road	S Benfleet TC	19	15	25%	12	Site search 2024
215	S Benfleet Social Club, 6 Vicarage Hill	S Benfleet TC	20	16	50%	8	Site search 2024
216	NE corner London Rd & Rushbottom Ln	Tarpots	21	17	25%	13	Site search 2024
217	SE corner London Road & High Rd	Tarpots	13	10	50%	5	Site search 2024
218	SW corner London Rd & High Rd	Tarpots	77	61	25%	46	Site search 2024
219	Church of the Holy Family, High Rd	Tarpots	32	26	50%	13	Site search 2024
220	NW corner London Rd & Rushbottom Ln	Tarpots	7	6	25%	4	Site search 2024
221	Aldi, Rushbottom Lane	Tarpots	61	49	50%	24	Site search 2024
222	Richmond Car Park 1 (Richmond Ave)	Benfleet	34	27	50%	13	CFS 2024
223	159-169 Church Road	Benfleet	40	32	25%	24	Site search 2024
224	Benfleet Clinic, High Road	Benfleet	9	7	50%	4	Site search 2024
225	Rear of 179-181 Church Road	Benfleet	35	28	25%	21	BFR 2024
226	L/a Villa Park, Tarmarisk	Benfleet	16	13	25%	10	CFS 2024
227	312-320 London Rd (Queen Bee's)	A13 Corridor	24	19	25%	14	CFS 2024
228	Canvey Supply, 223 London Road	A13 Corridor	69	55	25%	41	CFS 2024
229	NE corner London Rd & Kents Hill Rd	A13 Corridor	10	8	25%	6	Site search 2024
230	Maharaja Restaurant, London Rd	A13 Corridor	12	10	25%	7	BFR 2024
301	Sandcastles Nursery, Kiln Road	A13 Corridor	24	19	50%	10	2018 SHLAA
302	The Island Site, High St / London Rd	Hadleigh C	76	61	50%	30	BFR 2024
303	Rectory Road Car Park	Hadleigh C	40	32	50%	16	CFS 2024
304	Morrisons, 175 London Road	Hadleigh C	234	187	50%	94	Site search 2024
305	24 High Street (Conservative Club)	Hadleigh C	19	15	50%	8	Site search 2024
306	351-359 London Road	Hadleigh E	21	17	25%	13	BFR 2024

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Site Ref	Site Name	Cluster / Area	Capacity				Source
			Gross	-20%	Prob	Net	
307	Rear of 244-258 London Road	Hadleigh E	41	33	25%	25	BFR 2024
308	Corner of Castle Rd & London Rd	Hadleigh E	15	12	25%	9	Site search 2024
309	Castle Lane Car Park	Hadleigh E	40	32	50%	16	CFS 2024
310	Johnsons Factory, London Road	Hadleigh E	48	39	25%	29	CFS 2024
311	Lidl, London Road	Hadleigh E	72	58	50%	29	Site search 2024
312	Corner of Oak Rd & London Rd	Hadleigh E	12	10	25%	7	Site search 2024
313	Telephone exchange, London Road	Hadleigh E	21	17	25%	13	Site search 2024
314	Hadleigh Clinic, 49 London Road	Hadleigh W	14	11	50%	6	Site search 2024
315	Magnet, London Road	Hadleigh W	23	19	50%	9	Site search 2024
316	Bus Depot, London Road	Hadleigh W	82	66	25%	49	Site search 2024
317	39-45 London Road (Brooms)	Hadleigh W	7	6	25%	4	Site search 2024
318	Land South of Scrub Lane	Hadleigh	133	107	25%	80	1998 Local Plan
319	Solbys House, Rectory Road	Hadleigh	21	16	50%	8	CFS 2024
320	20 Haresland Close, Hadleigh	Daws Heath	31	25	25%	19	BFR 2024
401	Thames Loose Leaf, 289 Kiln Road	A13 Corridor	19	15	25%	11	BFR 2024
402	Corner of London Rd & Kenneth Rd	A13 Corridor	35	28	50%	14	Site search 2024
403	Council Offices, Kiln Road	Kiln Road	338	271	50%	135	CFS 2024
404	USP College, Kiln Road	Kiln Road	468	374	50%	187	Site search 2024
405	343 Rayleigh Road	Rayleigh Rd	15	12	25%	9	BFR 2024
406	Rayleigh Road Parade, Rayleigh Rd	Rayleigh Rd	11	9	25%	7	CFS 2024
407	Halfords, 543-557 Rayleigh Road	Thundersley	48	38	50%	19	BFR 2024
408	61-69 Hart Road	Thundersley	15	12	25%	9	BFR 2024
409	Land between Starling Cl & Hacks Dr	Thundersley	11	9	25%	7	2018 SHLAA
410	Land between Highfield Ave & Nicholson Rd	Thundersley	36	28	25%	21	2018 SHLAA
411	Dark Lane Car Park	Thundersley	14	11	50%	6	CFS 2024
412	Thundersley clinic, Kenneth Road	Thundersley	21	17	50%	9	Site search 2024

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Elements of the photography throughout have been created through the *This is Us* creative engagement programme delivered by Metal CIC and Estuary Festival CIC. This is Us is an 18 month programme enabling local residents to share and explore experiences of living in Castle Point and their aspirations for its future. Through multiple projects, local artists are working with residents of all ages and backgrounds to enable them to participate in their project and share their views, feeding into the Castle Point Plan and contributing to its creative content.

THE CASTLE POINT PLAN



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