

Canvey Island Town Council



TO ALL MEMBERS OF THE COUNCIL

Dear Councillors,

I hereby summon you to attend a **MEETING** of **CANVEY ISLAND TOWN COUNCIL** to be held at the **COUNCIL OFFICES, 13 HIGH STREET, CANVEY ISLAND, SS8 7RB** on **WEDNESDAY 11TH SEPTEMBER 2024** commencing at **11.00am** for the transaction of business as set out below.

Any member who is unable to attend the meeting should send their apologies before the meeting.

Yours faithfully,

Mrs E. De Can
Town Clerk

4th September 2024

The Openness of Local Government Bodies Regulations 2014 allows the filming, recording, photographing, or otherwise reporting of those participating in a meeting. Should any member of the public present, and does not wish to participate but who objects to being filmed, recorded, photographed, or otherwise reported about please make yourself known to the Town Clerk.

A G E N D A

1. Apologies for absence
2. To receive declarations of interest in items on the agenda
3. Public forum – to receive questions from members of the community of Canvey Island of which notice has been received for a period not exceeding ten minutes.
4. To consider and agree comments in relation to the Castle Point Borough Council Local Plan Consultation (Appendix A)

Subject: Castle Point Plan – Issues & Options Consultation

Speaker: Town Mayor

Reason for Report

To consider and agree comments in relation to the Castle Point Plan – Issues & Options Consultation.

Information

The Castle Point Plan – Issues & Options Consultation is open to residents to put forward their views and help to shape the emerging Castle Point Plan. The consultation is split into seventeen sections with a total of 125 questions. The topics of the sections cover all the areas of the borough individually as well as borough wide issues such as infrastructure, sustainability and business requirements.

When completing the consultation, you can answer as many or as few sections as you wish, therefore, you do not have to answer sections that you do not feel are relevant to your area. However, outside of the individual area question sections (Canvey Island, Benfleet, Hadleigh, Daws Heath, Thundersley) there are sections that relate to business, infrastructure, town centres, sustainability and accessibility. These sections are obviously also relevant to Canvey Island, to answer all relevant questions there would be a total of 83 questions.

Attached is the document provided at the meeting on the 2nd September 2024, however, the purpose of this meeting is to go through the consultation online and answers all questions that relate to Canvey Island to meet the deadline of 16th September 2024.

Area-Based Policy Options

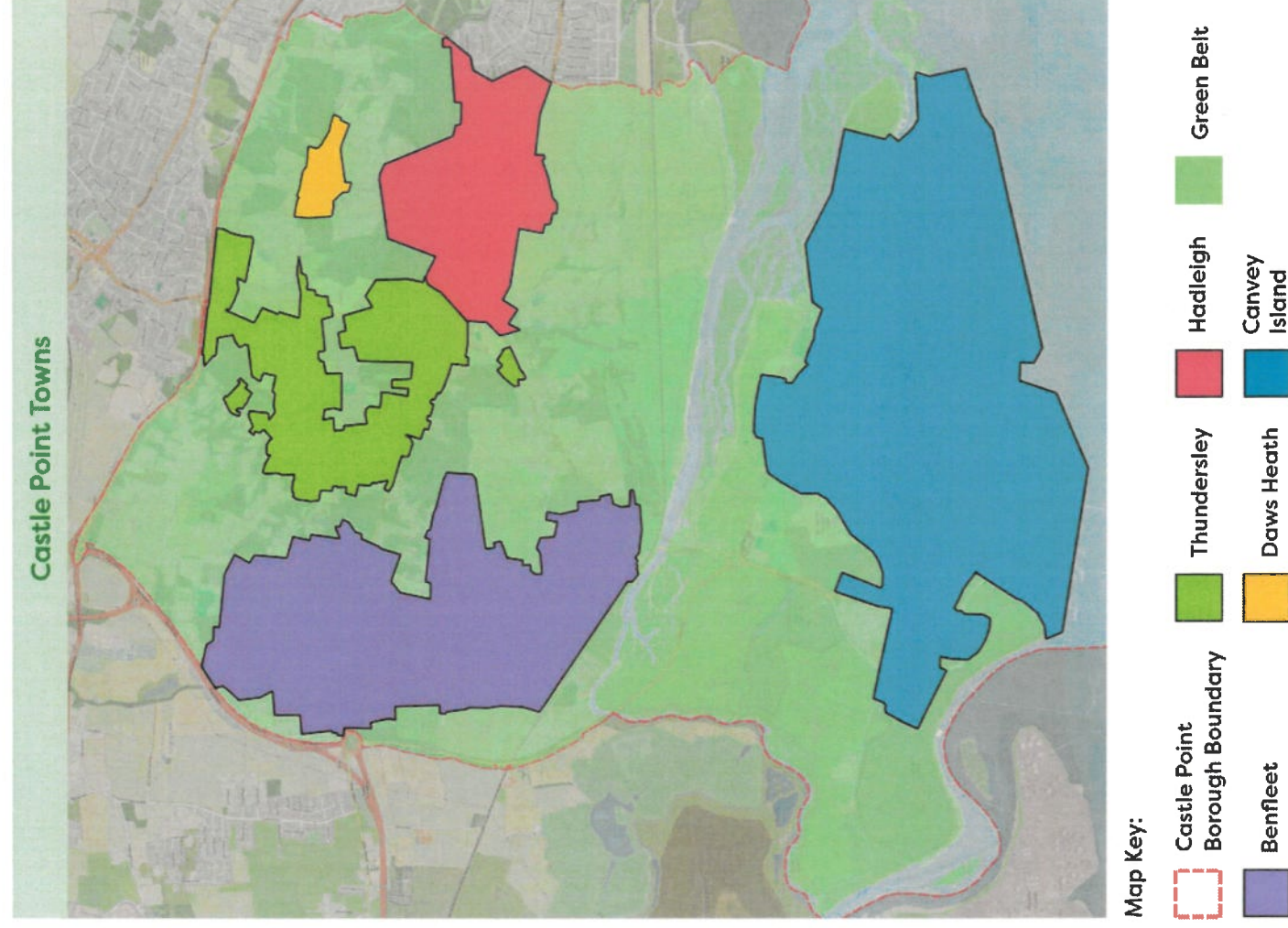
Castle Point is formed of four towns: **Canvey**, **Benfleet**, **Hadleigh** and **Thundersley**, as well as the village of **Daws Heath**. Each of these areas are distinct from each other, and generally surrounded by Green Belt. The exception to this is Hadleigh, which is contiguous with Thundersley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



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.



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.



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.

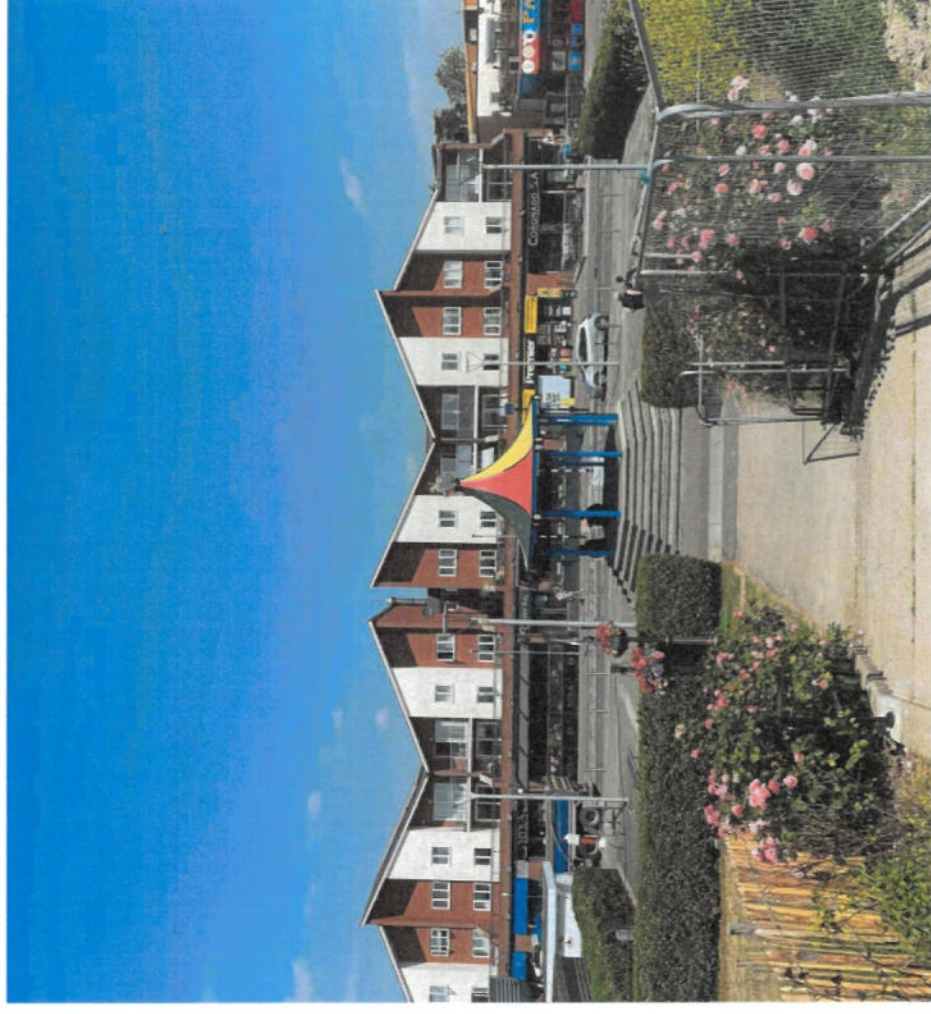
Compared to Benfleet, Hadleigh and Thundersley, both house prices and land values on Canvey are relatively low. This means Canvey is popular with both first-time buyers and those looking to release equity. It is however challenging to secure money from new development to deliver significant community 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 regeneration 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 and hazardous installations and there is a need to manage the relationship between these facilities and the surrounding residential and industrial developments.



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 Castile 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 Dovernelt 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.

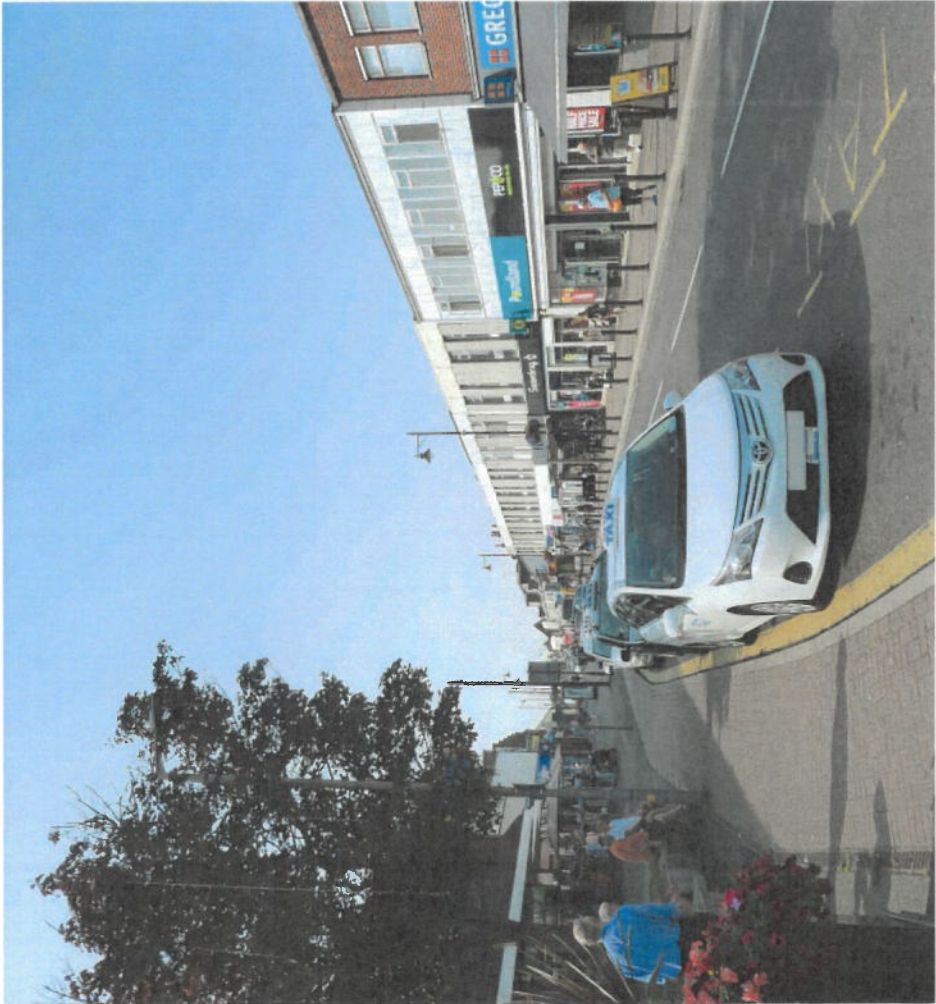
Ref	Site Name	Potential Development
101	West of Venebles Close	Potential for 22 new homes, and improved town centre services.
102	Stafford Court Care Home, Venebles Close	Potential for 25 new homes, and improved town centre services.
103	56-65 High Street, (KFC and Dominos)	Potential for 16 new homes, and improved town centre services.
104	Parade on the corner of Venebles 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?



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.

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	Ozonía 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

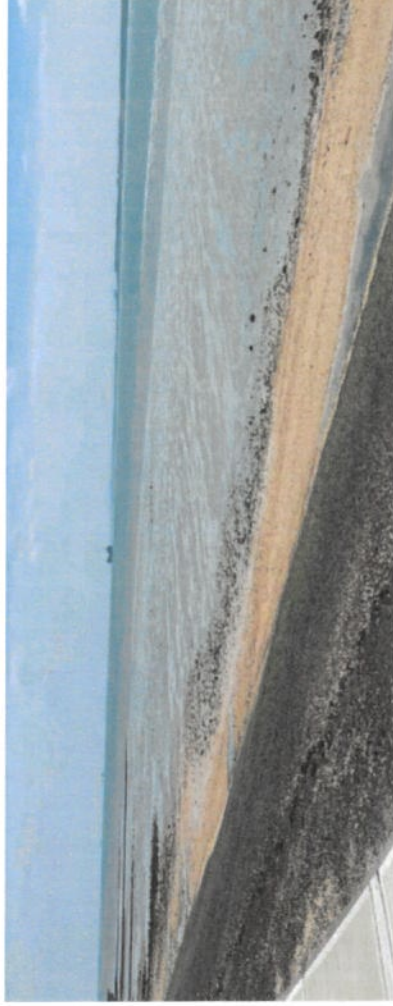
The seafront entertainment area on Canvey sits about 1km south of Canvey town centre at the southern end of Furtherwick Road. The principal businesses are located on and around Eastern Esplanade and comprise a mix of leisure, food and drink, and retail. This area of the Island is highly popular and vibrant 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

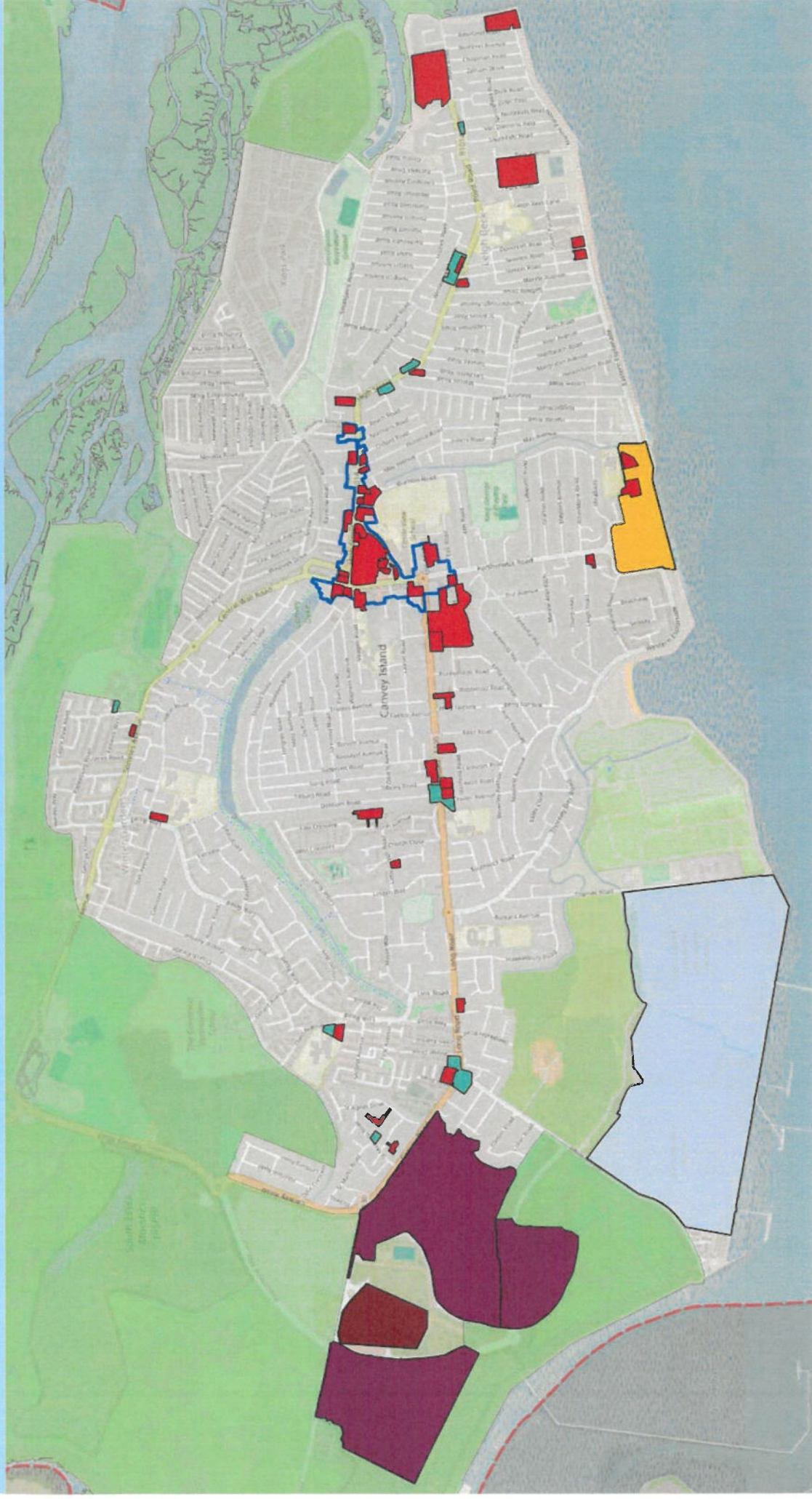
In addition to the sites within the development clusters of Canvey, the following sites on the table opposite, may have potential to deliver development to help meet local needs:

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.

Canvey Island



Map Key:

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

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