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																		value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. Where our Green Belt Review indicates that a site may	

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																		potentially be Grey Belt, it does not automatically mean that it is an appropriate development site for those reasons set out above. Emergency Evacuation The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/ Third Road The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a	

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																		Local Transport Plan.	
0619-0002	Individual	Kim	Rose		Yes	Hou5					The plan has included Thorney Bay development for 173 homes, so what make the H031 site any different. Policy Hou5 states, new park homes will only be supported on existing Park Home sites. All our homes are robust, make provision for cold weather and risk from flooding, but Hou5					A	The plan allocates 173 homes at Thorney Bay so Kings Park should be allowed HOU5 should allow further development which improves the site environment for local residents	Thorny Bay The 173 homes at Thorney Bay are as a result of an existing planning permission and are not allocated as part of this Plan as they already have permission. They are however	N

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																		Separately, it has been identified through the Open Space Assessment and the Green and Blue Infrastructure Strategy as a potential site for the delivery of Biodiversity Net Gain which the landowner intends to bring forward.	
0619 - 0003	Individual	Kim	Ros e		Yes	For ewo rd					I would like to introduce myself as Chair of the Kings Park Village Residents Association. Our committee have recently been: inundated with enquiries from residents asking how they can object to the building of 3,316 homes in Canvey Island and emphasise the need for a third road off the island. As you must be aware we are a retirement park, and as such many of our residents do not have access to social media or the internet where the majority of the information on this matter has been published and the meetings were poorly adve1iised. The residents feel that they are discriminated against in						Kings Park residents feel discriminated against during the consultation as they do not have access to the internet and felt events were poorly advertised.	Comments noted. The council has prioritised inclusivity for the consultations. Further details of this is included in the reg 18 consultation statement and reg 22 consultation statement.	N

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											that they are limited in having a say in these matters and the committee are in agreement with them.								
0620-0001	Individual	June	Moxham		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersley. No credible five-year housing land supply.	No	Justified, Consistent with national policy	The draft local plan is not consistent with national policy. Doesn't meet the housing target for Castle Point. Site selection ignores Greenbelt/ Grey Belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a "no greenbelt build policy". Site selection is based on the "over development of Brownfield sites". Not considered all sites, no Greenbelt/ Grey Belt sites added, with the exclusion of North West Thundersley, and H031. The policy is based on the total over development of urban sites, especially on Canvey. The 3316 urban homes for Canvey is not resident led. Canvey West homes puts residents in the East at risk with emergency evacuation procedures.	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey Belt, Brownfield site option for 7 500 homes. Add the Greenbelt / Grey Belt site of Kings Park HO31. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050. Total housing target of 11,000.	Yes				No 5YHLS and failed to consider strategic alternatives like North West Thundersley. Not consistent with national policy and is predetermined to towards no greenbelt Over development of brownfield sites No Green/Grey Belt sites considered Canvey west homes put Canvey East homes at risk with emergency evacuation procedures Need for a third road to be included in the plan.	5YHLS The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that	N

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											There are 870 homes on Kings Park with approximately 1,400 residents; we have serious concerns as to how they would be able to evacuate the island in the event of a flood or major incident. Our position on the island means that we would have great difficulty getting off the park and onto the main route off the island as they would already be gridlocked. Then there is the issue of those residents who are disabled, house-bound/bed-bound. This would obviously increase the time needed for evacuation. This highlights once again the need for a third road off of Canvey and it is our opinion that this must form part of the Local Plan. The majority of Canvey's residents are of the same opinion.							we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply	

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																		position once the Castle Point Plan is adopted, and from that point onwards. For further information please see housing topic paper. Strategic alternatives North west Thundersley is in the Greenbelt. For those reasons set out in the Housing Capacity Topic Paper it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CPBC and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was	

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																		not preferred. Consideration of All Sites All reasonable option sites were considered in the Strategic Land Availability Assessment (SLAA) and the Sustainability Appraisal (SA). Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the	

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0621-0001	Duplicate representation received. See 0492-0001 to 0492-0003.																		

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0622-0001	Individual	Terence	Morris		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersley. No credible five-year housing land supply.	No	Justified, Consistent with national policy	The draft local plan is not consistent with national policy. Doesn't meet the housing target for Castle Point. Site selection ignores Greenbelt/ Grey Belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a "no greenbelt build policy". Site selection is based on the "over development of Brownfield sites". Not considered all sites, no Greenbelt/ Grey Belt sites added, with the exclusion of North West Thundersley, and H031. The policy is based on the total over development of urban sites, especially on Canvey. The 3316 urban homes for Canvey is not resident led. Canvey West homes puts residents in the East at risk with emergency evacuation procedures. There are 870 homes on Kings Park with approximately 1,400 residents; we have serious concerns as to how they would be able to evacuate the island in the event of a flood or major incident. Our position on the island	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey Belt, Brownfield site option for 7 500 homes. Add the Greenbelt / Grey Belt site of Kings Park HO31. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050. Total housing target of 11,000.				A	No 5YHLS and failed to consider strategic alternatives like North West Thundersley. Not consistent with national policy and is predetermined to towards no greenbelt Over development of brownfield sites No Green/Grey Belt sites considered Canvey west homes put Canvey East homes at risk with emergency evacuation procedures Need for a third road to be included in the plan.	5YHLS The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It should be noted that it is	N

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0622-0003	Individual	Terence	Morris		Yes	Forward					I would like to introduce myself as Chair of the Kings Park Village Residents Association. Our committee have recently been: inundated with enquiries from residents asking how they can object to the building of 3,316 homes in Canvey Island and emphasise the need for a third road off the island. As you must be aware we						Kings Park residents feel discriminated against during the consultation as they do not have access to the internet and felt events were poorly advertised.	Comments noted. The council has prioritised inclusivity for the consultations. Further details of this is included in the reg 18 consultation statement and reg 22 consultation statement.	N

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											are a retirement park, and as such many of our residents do not have access to social media or the internet where the majority of the information on this matter has been published and the meetings were poorly advertised. The residents feel that they are discriminated against in that they are limited in having a say in these matters and the committee are in agreement with them.								
0623-0001	Individual	Philip	Chilvers		Yes	SP3	No	3000+ houses on Canvey just isn't sustainable, the infrastructure isn't there and it is the biggest flood plane in the area	No	Positively prepared, Effective, Justified, Consistent with national policy	You can't dump all the house on one small Island it isn't feasible	Not to build 3000 houses on Canvey and to find a large empty brown site with good transport links and build a brand new mini town	No	Not Answered		A	Too many houses on Canvey Build a new town with good transport links instead	Comments noted All reasonable option sites were considered in the Strategic Land Availability Assessment (SLAA) and the Sustainability Appraisal (SA).	N
0624-0001	Individual	Mary	Bimson		Yes	SP3	No	It's not treating us equally like the rest of Castlepoint	No	Justified	We have no room for 3000 houses, we flood with a small amount of rain, traffic is unbearable and dangerous in rush hour, the answer is not to suggest more buses and put cycle lanes in, there is more room in the rest of Castlepoint example manor trading estate in benfleet.	More houses put in the rest of Castlepoint and less in Canvey who can't support them.	No	Not Answered		A	Flood Risk on Canvey Bad traffic on Canvey Put Houses on Manor Trading Estates	Flood Risk Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the	N

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																		overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey. Traffic on Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access	

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																		improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the	

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																		development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Manor Trading Estate Policy B8 allocates Manor Trading Estate as part of the Castle Point Plan.	
0624-0002	Individual	Mary	Bimson		Yes	T1	No	We deserve to be safe on our roads, by putting 3000 houses here that could equate to 6000+ more cars that's a fatality coming...we have one road all going to Sadlers and the island can't cope now, putting more buses and cycle tracks in us not an answer, the rest of Castlepoint can have their cars but on canvey they want us to give up driving !	No	Justified	We do not have room or road structure to handle this.	Look at our road structure and come to Canvey at rush hour!	No	Not Answered		A	Road Infrastructure on Canvey	The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements.	N

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																		The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan.	

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0624-0003	Individual	Mary	Bimson		Yes	SP3	No	Plan states our bad the traffic is and their only answer is to find ways to get us out of our cars!! No !	No	Justified	It's got no justification, anyone can see Canvey cannot take this amount of building but the rest of Castlepoint can !!	Build elsewhere in castlepoint where there is more room and infrastructure	Yes	Not Answered		A	Don't build on Canvey, build in the rest of the Borough instead.	All reasonable option sites were considered in the Strategic Land Availability Assessment (SLAA) and the Sustainability Appraisal (SA).	N
0624-0004	Individual	Mary	Bimson		Yes	SP3	No	Canvey will become a carpark and lose all of its charm, there will b3 nowhere to breath	No	Justified	Canvey is being used as a dumping ground to save the rest of Castlepoint	Put the houses in the places of Castlepoint where they can take it, people who wrote the plan do not care about canvey they luv3 in the rest of Castlepoint.	No	Not Answered		A	Don't build on Canvey, build in the rest of the Borough instead.	All reasonable option sites were considered in the Strategic Land Availability Assessment (SLAA) and the Sustainability Appraisal (SA).	N
0624-0005	Individual	Mary	Bimson		Yes	E1	No	We will be an area that's just residential, no shops no employers, people will have to leave the island to find employment, but they won't be able to get off the island because of the huge amount of traffic trying to leave the island	No	Justified	We won't have room for any businesses so no employment	We need employers, for that we can't just be residential	No	Not Answered		A	Need buisness premesis not just residential	The Plan is not just residential, it ensures that there is sufficient employment land and commercial floorspace to support the needs of the local economy. Policies E1-E4 cover "Supporting Employment and Tourism".	N
0625-0001	Individual	Robert	Cottis-Well		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered			Castle Point Plan is sound and legally compliant,	Support noted.	N

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0626-0001	Individual	Sharon	Oneill		Yes	C5	No	How can more building be put on sites in Town centre where people park for shopping The town centre will become obsolete leading to a loss of jobs. Also this area flooded on 2014 where is the improved infrastructure.	No	Positively prepared, Effective	We need another road off Canvey we only need 1 accident now and the whole of Canvey becomes gridlocked and with the oil refinery we are are disaster waiting to happen	I know we have to have extra houses on Canvey Island but over 2000 is unsustainable	No	Not Answered		A	Need a third road on to Canvey Dangers of Oikos	Third Road The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation	N

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																		Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Oikos Policy SD8 covers Developments near Hazardous Uses. Development proposals within the consultation zone will be assessed in accordance with the Health and Safety Executive (HSE) Guidance who may advise against development on health and	

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																		safety grounds. The Council will place great weight on the recommendation provided by the HSE.	
0627-0001	Individual	Broke	Wodberry		Yes	SP3	No	1. Flood Risk and Planning Law Canvey Island is a high-risk flood zone—much of the island lies below sea level and is protected by sea defences. National Planning Policy Framework (NPPF) requires: A Flood Risk Assessment (FRA) for all developments in flood zones. The Sequential Test to demonstrate that there are no reasonably available sites with a lower risk of flooding. The Exception Test, showing that the development is safe and provides wider sustainability benefits. ⚠ Legal risk: If housing is approved without proper	No	Effective, Justified	Canvey hasn't been thought off compared to other areas where there is more room and infrastructure cause canvey hasn't good that and if there is an emergency or floods again like it did in 2014 where are the cemetery the coffins started to come e out of the ground cause of how much water it there and the fact that it takes most people hours to get home cause it all goes onto waterside roundabout		Yes	People need to say so me that this isn't oka y and if you don t lue of canvey you can 't see the impact Please not e: It is the	Not Answered		Canvey Island’s development faces legal and practical risks due to its high flood vulnerability, environmental protections, infrastructure strain, and planning constraints. Housing proposals must comply with flood risk tests, environmental laws, and infrastructure planning duties. Non-compliance or misrepresentation can trigger judicial review, enforcement action, or liability claims. Also Policy Policy SD2 - Non-Tidal Flood Risk Management directs growth away from areas of highest flood risk, unless robust mitigation and	Policy C10 – Other Housing Site Allocations on Canvey Island This policy allocates residential sites across Canvey and directly engages with flood risk concerns. Responds to the objection: Flood Risk Compliance: All sites sites must comply with the Sequential Test and, where applicable, the Exception Test, in line with the NPPF 2024. It references the Level 2 Strategic Flood Risk Assessment (SFRA), which includes site-specific flood mitigation requirements.	N

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								compliance, it could be subject to judicial review or future liability if flooding damages property. --- ◇ 2. Environmental Law More development could impact: SSSIs (Sites of Special Scientific Interest) Habitats Regulations if development affects protected species or wetlands Air and water quality obligations under the Environment Act 2021 ⚠ Legal risk: Breach of these can lead to injunctions, fines, or the requirement for mitigation plans. --- ◇ 3. Infrastructure & Capacity More homes mean more demand on: Drainage and sewage						Inspector that will determine the most appropriate way to hear those who have indicated that they wish to participate at the oral examination.		national tests (Sequential and Exception) are satisfied. • Requires site-specific Flood Risk Assessments and alignment with the Level 2 SFRA (July 2025).			

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								(already a concern in flood-prone areas) Roads, schools, healthcare Local authorities must show that adequate infrastructure is planned under the Town and Country Planning Act 1990 and the Localism Act 2011. --- ◇ 4. Local Plan and Judicial Review The Castle Point Borough Council Local Plan governs housing development. If new developments are inconsistent with the adopted plan, residents or interest groups may challenge decisions via judicial review. Past opposition to large-scale housing in Canvey has already led to tensions between the council and central government. --- ◇ 5. Insurance & Liability New housing in high flood-risk areas can be hard to													

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								insure. If councils or developers misrepresent risk, they could face liability claims.											
0628-0001	Individual	Amanda	Lillis		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0629-0001	Individual	Frank	Hall		Yes	Whole Plan	No		No				Not Answered	Not Answered	Not Answered		Castle Point Plan is not sound or legally compliant	Comment noted	N

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063 0-000 1	Individual	Marion	Wells		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
063 1-000 1	Individual	Susan	Cassidy		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
063 2-000 1	Individual	Simon	Fitzgerald		Yes	SP3	Yes		No	Positively prepared, Effective, Justified, Consistent with national policy	The infrastructure of the whole island is not prepared for this size of development. Before any building works start there should be appropriate infrastructure already completed this includes additional roadways especially leading off and onto the island, medical facilities, schools and business opportunities to ensure a safe, climate friendly development is established to help Canvey and its residents thrive along with surrounding areas. If this is not completed then the plan is doomed to failure in a catastrophic way.	This plan would basically increase the population of Canvey Island by >25%. It needs to be completely changed and replaced.	Yes	Not Answered	Not Answered		Infrastructure needs to be provided before any housing Third road onto Canvey needed	Infrastructure The Castle Point Plan is accompanied by an Infrastructure Delivery Plan. This identifies all the infrastructure needed to support the proposed growth. Infrastructure will be delivered at different times depending on when it is most appropriate to provide it. For example, access improvements may be delivered during the early phase of a development. A school meanwhile may not be opened until there is enough children to make the	N

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																		revenue costs of running the school sustainable. Sometimes, financial contributions from two or more developments may be needed to provide a particular piece of infrastructure. This may mean the infrastructure is delivered when the last site is coming forward for development. Third Road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a	

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																		proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the	

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																		Local Transport Plan.	
0633-0001	Individual	Steve	Wood		Yes	SP3	No	3300 homes on Canvey is ridiculous. I do not believe for one minute that the people who are supposed to represent us fought for us. There is some form of corruption going on that favours the "mainland" at our expense.	No	Positively prepared, Effective, Justified	As above. The whole thing is [REDACTED] and the people who decided on this is clearly [REDACTED]. Up to and including those at a national level.	There has been zero openness or consultation with the public.	No	Not Answered	Not Answered	A	No public consultation or openness with the public	Comments noted. The council has prioritised inclusivity for the consultations. Further details of this is included in the reg 18 consultation statement and reg 22 consultation statement.	N
0634-0001	Individual	Megan	Bonwell		Yes	SP3	No		No	Positively prepared	On behalf of myself and most residents of Canvey Island we are extremely worried about new development plans over population the Island	A serious think onto what benefits the island	No	Not Answered	Not Answered	B	Over population of the Island	Comments noted.	N
0634-0002	Individual	Megan	Bonwell		Yes	For word	No		No		Given the feedback and OBJECTIONS to the soundness of the plan from the Essex County Council, Basildon Council, Rochford District Council (includes Brentwood Borough Council), Canvey Island Town Council and now Southend City Council I believe what you are trying to achieve has been rushed,		No	Not Answered	Not Answered	None	The Plan has been rushed and not thought through, this is reflected in surrounding councils objection comments	Comment noted. This Plan has been worked on since 2022 and is supported by an extensive evidence base. Objection comments submitted by neighbouring councils have	N

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											not thoroughly thought through and will impact Canvey Island massively. Mismanagement from the highest order without thinking about the local residents and the risk factors involved.							been addressed where necessary.	
0635-0001	Individual	Paul	Dawes		Yes	SP3	No	Sounds very complicated	No	Positively prepared	Over development on Canvey Island, no mention of additional infrastructure eg 3rd road off Canvey Island.	Scale back on 3000+ housing and build a 3rd access road to Canvey Island.	No	Not Answered	Not Answered		Need a third road on to Canvey	The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island	N

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																		have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan.	

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0636-0001	Individual	Joanne	Yalcin		Yes	SP3	No	The building of homes on Canvey island, would be a disaster. I believe that for the island only a certain amount of houses per hectares are permitted. I think the amount suggested goes well over the amount recommended. Now there would be alot more vehicles on the road and no planned improvements to roads or a 3rd road off, which does not exit from the same roundabout as the existing ones. On a normal day there is alot of traffic, adding to this is dangerous. When there is an accident on one road on canvey, it grinds to a halt, including most roads leading on and off the island. If there was ever a emergency at either one of the two COMAH sites, the island would be gridlocked and that would put thousands of lives at risk. Doctors and dentists are already full, so where would all these extra people go? We only have 2 secondary schools on the island, which are full. Where would all the extra children go? (If they had to attend schools off the island then that would cause alot more strain on the all ready heavy rush	No	Positively prepared, Effective, Justified	The building of more homes on Canvey island, would be a disaster. I believe that for the island only a certain amount of houses per hectares are permitted. I think the amount suggested goes well over the amount recommended. There would also be a significant increase of vehicles on the road and no planned improvements to roads or a 3rd road off, which does not exit from the same roundabout as the existing 2 routes. On a normal day there is alot of traffic, adding to this is dangerous. When an accident happens on one road the whole island is gridlocked, and it causes roads onto and off the island to be at a standstill. If there was ever a emergency at either one of the two COMAH sites, the island would grind to a halt, and that would put thousands of lives at risk. Doctors and dentists are already full, so where would all these extra people go? We only have 2 secondary schools on the island, which are full. Where would all the extra children go? (If they had to attend schools off the island then that would cause alot more strain on the all ready heavy rush hour traffic. Drainage/sewage is a	I believe where the housing goes needs to be looked at. Canvey cannot cope with that amount of housing. Infrastructure can't cope, drainage systems can't cope, Doctors can't cope, schools can't cope. The amount of houses per hectare needs looking at.	No	Not Answered	Not Answered	A	Canvey Island cannot take the amount of homes proposed lack of infrastructure Safety due to COMAH and evacuation concerns Flood risk concerns	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the	N

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								hour traffic. Drainage is a big problem on canvey now. It would not be able to cope with all the extra amount of housing. Flooding is an issue, when it rains heavily the drainage system cannot cope. So removing more green space for concrete will cause much more flooding to probably the existing houses already here and most probably the new ones. To be honest I feel scared living here on the island, because if there was an emergency I believe I would have little to no chance of getting off the island now, so with that amount of extra housing, I dread to think!			problem on canvey. It would not be able to cope with all the extra amount of housing. Flooding is an issue, when it rains heavily the drainage system cannot cope. So removing more green space for concrete will cause much more flooding to probably the existing houses already here and most probably the new ones. To be honest I feel scared living here on the island, because if there was an emergency I believe I would have little to no chance of getting off the island now, so with that amount of extra housing, I dread to think!								strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. COMAH sites As set out in Plan paragraph 8.28 ‘Both port facilities are registered as Control of Major Accident	

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																		Hazards (COMAH) sites due to the hazardous nature of the goods that they receive and store. The Health and Safety Executive (HSE) and the Environment Agency are responsible for regulating activities at these sites, and also provide advice on the level of hazard the installations pose to nearby development. Both installations have HSE consultation zones identified around them, in which it is expected that other development is controlled to limit unnecessary harm to life and property. The extent of these zones is determined by the nature of the goods received and stored on	

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																		site, and the technical measures employed to ensure safety at the sites. It is therefore possible that the level of hazard posed to other developments nearby can be reduced, both by limiting development nearby, and also by seeking improvements to the level of hazard posed by these sites, both during normal management and maintenance, and also at the point where new development is proposed.' The current HSE consultation zones are indicated on the policies map. The plan doesn't propose any new housing allocations in the HSE consultation zone. However, some existing residential areas	

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																		are already within the zone, as well as the Thorney Bay Park Homes site. Policy SD8 'Development near Hazardous Uses' states that 'Development proposals will be assessed in accordance with the Health and Safety Executive (HSE) Guidance where they fall within a consultation zone for one or more hazardous installations. Where the HSE advises against development the planning application will be refused on health and safety grounds'. Evacuation The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/ Flood Risk Whilst Canvey is	

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																		at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	

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063 7-000 1	Individual	Iles	Jordan		Yes	T2	No	Are we going to get new roads off of the island ,because as far as i can see we will never get off the island or get back on it	No	Justified			Yes	Not Answered	Not Answered		Castle Point Plan is not sound or legally compliant	Comment noted	N
063 8-000 1	Individual	Tracey	Cole		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
063 9-000 1	Individual	Keith	Murray		Yes	Whole Plan	Yes		Yes		If the current plan is rejected as not providing adequate housing for the CP Local Plan then the Green belt area where the Blinking Owl Cafe is located should be developed in preference to any other Green Belt area.		No	Not Answered	Not Answered		If more houses are needed, North West Thundersley is the better option over other Green Belt sites. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred.	North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan.	N

ID Ref	Individual/Organisation/Age nt?	Firs t Na me	Last Na me	If orga nisat ion - nam e	Has agree d to publi catio n of Name /Com ment s?	Poli cy/ Par a No.	2a. Leg ally Co mp lia nt?	2b. If No, explanation	3a. So und?	3b. Positive/Eff ective/Justif ied/Consist ent?	3c. Explanation	4. Suggested modifications	5. Wi sh to par ti ci pat e in ex am	6. Wh y?	Sup porti ng Evid enc e sup plie d?	Opt ion A, B or C	Summary	Officer Response	Mods Require d
064 0-000 1	Individual	Mat thew	Cort es		Yes	Wh ole Pla n	Yes		Ye s			There needs to be far better infrastructure before any new homes are built.	No	Not Ans wer ed	Not Ans were d	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
064 1-000 1	Individual	Car on	Robi nson		Yes	Wh ole Pla n	Yes		Ye s				No t An sw ere d	Not Ans wer ed	Not Ans were d	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
064 2-000 1	Individual	An dre w	Robi nson		Yes	Wh ole Pla n	Yes		Ye s				No t An sw ere d	Not Ans wer ed	Not Ans were d	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
034 1-000 8	Organisat ion	Jan et	Nutt al	Natu ral Enga lnd		C4	Yes	8.39 states that ‘development will integrate with multi-functional green infrastructure in the area such as Canvey Wick SSSI and west Canvey Marshes to provide recreation and time in nature opportunities for residents’. This will need careful consideration to ensure that there are no harmful impacts on the notified features of Canvey Wick SSSI from new development. Please note that assessments on SSSIs are separate considerations from impacts on international sites which are carried out under the Habitats Regulations as mentioned in 8.40.	Ye s							A	Policy C4 - West Canvey	8.39 states that ‘development will integrate with multi-functional green infrastructure in the area such as Canvey Wick SSSI and west Canvey Marshes to provide recreation and time in nature opportunities for residents’. This will need careful consideration to ensure that there are no harmful impacts on	8.39 Furthe rmore, it is expect ed that the develo pment will integra te with multi-functio nal green infrastr ucture in the area such as Canve y Wick SSSI and

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																		the notified features of Canvey Wick SSSI from new development. Please note that assessments on SSSIs are separate considerations from impacts on international sites which are carried out under the Habitats Regulations as mentioned in 8.40. However, further mods are proposed, as follows: 8.39 Furthermore, it is expected that the development will integrate with multi-functional green infrastructure in the area such as Canvey Wick SSSI and	west Canvey Marshes to provide recreation and time in nature opportunities for residents, whilst ensuring that there are no harmful impacts on the notified features of Canvey Wick SSSI from new development. <u>Modific</u>

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																		west Canvey Marshes to provide recreation and time in nature opportunities for residents, whilst ensuring that there are no harmful impacts on the notified features of Canvey Wick SSSI from new development . <u>Modifications to Policy:C4</u> 9. Appropriate links into multi-functional green infrastructure to the west of the site whilst avoiding adverse harm to biodiversity through recreational impacts, or other impacts arising from urban	<u>ations to Policy: C4</u> 9. Appropriate links in to multi-functional green infrastructure to the west of the site whilst avoiding adverse harm to biodiversity through recreational impacts, or other impacts arising from urban development.

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																		development. - 9) Well-designed alternative SANG, to help alleviate pressure on the Essex Coast habitats 10) A strategy that minimizes impacts upon the SSSI and does not impede LNRS aims of connectivity; via sensitive consideration of siting, buffers, lighting and noise. Residential development should be located with suitable buffers and in less sensitive parts of the site to avoid adverse	- 9) Well-designed alternative SANG, to help alleviate pressure on the Essex Coast habitats 10) A strategy that minimizes impacts upon the SSSI and does not impede LNRS aims of connectivity

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																		impacts 11) Enhancements that complement the designated features and features of interest of Canvey Wick SSSI. Redevelopment of the adjacent area should factor in features that we will support increased biodiversity, in particular scarce and rare invertebrates, via measures such as green roofs, brownfield habitat, sandy planted areas/sandbanks and use of waste material such as crushed concrete in	; via sensitive consideration of siting, buffers, lighting and noise. Residential development should be located with suitable buffers and in less sensitive parts of the site to avoid adverse impacts 11) Enhancements that compl

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																		gabion baskets.	ement the designated features and features of interest of Canvey Wick SSSI. Redevelopment of the adjacent area should factor in features that we will support increased biodiversity, in particular scarce and rare invert

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																			celebrate s, via measures such as green roofs, brown field habitat, sandy planted areas/ sandbanks and use of waste material such as crushed concrete in gabion baskets.
064 4- 000 1	Individual	Richard	Morgan		Yes	SP3	No	Falls well short of the government targets.	No	Positively prepared, Effective, Justified, Consistent with national policy	Not enough houses. Not a fair spread of houses throughout the borough.	Would just start again without the bias and do a fair, equitable plan for all residents.	No	Not Answered	Not Answered	A	Not enough houses Not equitably split across the Borough	Housing Numbers Taking into account the extensive evidence base that has been prepared to support the Castle Point	N

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																		Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver the standard method figure in Castle Point. More information on this can be found in the Housing Topic Paper. Site allocations All reasonable option sites were considered in the Strategic Land Availability Assessment (SLAA) and the Sustainability Appraisal (SA).	
0645-0001	Individual	Stuart	Clarke		Yes	C5	Yes		No	Effective	I fail to understand how more housing can be put on Canvey with the current levels of access and egress. If one of the major roads on Canvey has an accident then the island is gridlocked. If you want to go off the island at the weekend, don't bother between 10:30 and 14:30, stationary traffic and grid lock. If you want to go to work off the island you need to be gone before 7 am and back before 14:00 or,	Improved access and egress written into the plan rather than comments on studying it.	No	Not Answered	Not Answered	A	Third access required onto Canvey Island.	Third Road The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter	N

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											you've guessed it, gridlock. .The infrastructure is not suitable for additional loading. There has been wishy washy discussion for more years than I can remember about 3rd roads and improved access and nothing is done. You rightly point out the COMAH sites and with these access should be a priority, not another study								which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a	

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																		contribution to relevant transport improvement projects identified in the Local Transport Plan.	
064 6-000 1	Individual	Jacqueline	Dixon		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant.	Support noted.	N
064 7-000 1	Individual	Freddie	Smith		Yes	SP3	No	The draft plan is not legally compliant because it does not apply the National Planning Policy Framework (NPPF) standard method to establish the borough's minimum housing requirement. Paragraph 62 of the NPPF stipulates that strategic policies must be informed by a local housing-need assessment "conducted using the standard method in national planning practice guidance," and, since the December 2024 revision, compliance with that method is mandatory. Nevertheless, the council's Report to the Special Meeting of Cabinet (23 July 2025) acknowledges in paragraph 4.6 that the Castle Point Plan provides capacity for only up to 6,196 new urban-area homes by 2043, and concedes in paragraph 4.7 that this falls short of the	No	Effective, Justified, Consistent with national policy	The proposed plan exhibits significant shortcomings and does not align with the central government's objective of meeting the United Kingdom's housing needs. Current projections indicate that the plan will deliver only 53 percent of the required new homes. Development of the plan has cost taxpayers at least £1.6 million, following a warning notice from the Rt Hon Michael Gove MP in December 2023. Despite this expenditure, the draft does not employ the National Planning Policy Framework (NPPF) standard method for calculating housing need. Several allocations warrant reconsideration. For example, up to 3,143 homes are designated for the Canvey Urban Sites (Policies C1, C4, C9 and	To render the Castle Point Plan both legally compliant and sound, the council should incorporate the National Planning Policy Framework's standard method into Policy SP3, explicitly recognising a minimum requirement of 11,662 dwellings for the 2023–2043 period. The plan must then allocate land with the capacity to deliver at least this number of homes by combining intensified use of suitable urban sites, targeted regeneration areas, and the selective release of Green Belt land where exceptional circumstances can be demonstrated. A sequential site-selection methodology—prioritising previously developed land, unconstrained non-Green-Belt sites, and, where justified, limited Green-Belt locations such as North West Thundersley, which benefits from strategic	No	Not Answered	Yes	A	Not meeting the Governments Standard Method figure. Flood Risk on Canvey. Third Road onto Canvey. North West Thundersley should be allocated.	Standard Method Housing Target Taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point. More information on this can be found in the Housing Topic Paper. Flood Risk on Canvey	N

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								Government’s identified need of 11,662 dwellings. Moreover, the draft plan currently published for consultation states under Policy SP3 that just 5,100 homes will be delivered—contradicting the 6,196 figure cited in July 2025. These inconsistencies underscore the plan’s failure to meet the mandatory housing requirement and its lack of clarity regarding the true capacity for delivery.			C10). The draft itself acknowledges that Canvey Island faces residual tidal-flood risk and is vulnerable to surface-water flooding because of its low-lying topography. More than half of the proposed new dwellings would be located in this area, raising questions about whether ground-floor levels can be deemed habitable. Furthermore, Canvey Island is served by only two access roads, and securing funding for a third has historically proved challenging. Alternative options identified by the council appear more compatible with national policy. Pages 46–53 of the Issues and Options Consultation (17 July 2024) demonstrate that “Option 3—North West Thundersley” could bring the borough much closer to meeting the NPPF housing requirement. This site is not subject to significant flood risk and lies adjacent to major transport corridors (the A127 and A130). Dame Rebecca Harris MP has previously observed that, should the council be required to allocate Green Belt land, North West Thundersley is the only site that merits consideration, being largely screened from	transport links and largely “grey-belt” characteristics—should be set out in the supporting text to show clear compliance with NPPF paragraph 148. Policy wording should be revised accordingly: SP3 would confirm the 11,662-dwelling requirement and commit to meeting it through the three-part land-supply strategy described above. Objective H1 should be updated to state the council’s intention “to meet the full objectively assessed housing need of at least 11,662 dwellings by 2043, thereby supporting economic growth, local affordability, and community well-being.” Finally, an annual Housing Delivery and Land-Supply Position Statement must be published; if delivery falls below 95 percent of the annualised requirement for two consecutive years, a partial plan review would be triggered within twelve months. Collectively, these changes align the plan with mandatory national policy, provide a demonstrable route to meeting housing need in full, and introduce a transparent mechanism for on-going monitoring and early review.						Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	

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											the wider borough by Woodside Hill and Woodside Park. Much of the land is also likely to qualify as “grey belt” given its historical use. Despite these advantages, North West Thundersley is omitted from the current draft. While the council emphasises the importance of protecting the Green Belt, development tends to face local opposition wherever it is proposed. Publishing a plan that meets only 53 percent of identified need, without allocating any Green Belt land—even where robust evidence supports doing so—raises concerns about the council’s commitment to delivering the housing required across the borough.														Third Road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4,	

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																		which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is	

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																		deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred.	

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0648-0001	Individual	Derek	Murton		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersley. No credible five-year housing land supply.	No	Justified, Consistent with national policy	The draft local plan is not consistent with national policy. Doesn't meet the housing target for Castle Point. Site selection ignores Greenbelt / Grey Belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a "no greenbelt build policy". Site selection is based on the "over development of Brownfield sites". Not considered all sites, no Greenbelt / Grey Belt sites added, with the exclusion of North West Thundersley. NPPF guidelines state development should be directed away from areas at highest risk of flooding. SUDS measures are not appropriate for Canvey Island's unique geography and drainage infrastructure. The 3316 urban homes for Canvey is not resident led. Canvey West homes puts residents in the East at risk with emergency evacuation procedures.	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey Belt, Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050. Total housing target of 11,000.	No	Not Answered	Yes	C	Not meeting the Governments Standard Method Figure. Ignores Green/Grey Belt Add in North West Thundersley Concerns of Flood Risk on Canvey Concerns of evacuation on Canvey	Standard Method Housing Target Taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point. More information on this can be found in the Housing Topic Paper. Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing	N

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																		Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network	

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																		and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. Where our Green Belt Review indicates that a site may potentially be Grey Belt, it does not automatically mean that it is an appropriate development site for those reasons set out above. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons	

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																		set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Flood Risk on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise	

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																		exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey. Evacuation procedures The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/	
0648-0002	Individual	Derek	Murton		Yes	C7	No	Failed to consider strategic alternatives like North West Thundersley. No credible five-year housing land supply.	No	Justified, Consistent with national policy	The draft local plan is not consistent with national policy. Doesn't meet the housing target for Castle Point. Site selection ignores Greenbelt / Grey Belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a "no greenbelt build policy". Site selection is based on the "over development of Brownfield	HOUSING MODIFICATIONS:Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey Belt, Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050. Total housing target of 11,000. LAKE DELIVERY FRAMEWORK: Establish firm 2-year timeline for comprehensive lake dredging with dedicated	No	Not Answered		C	Policy C7 is not effective because it lacks clear delivery mechanisms and ongoing maintenance commitments agree with the vision for improving Canvey Lake	Comments noted. The purpose of Policy C7 is to improve the space as a multifunctional green space and include a long term management plan to ensure its upkeep is maintained	N

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											sites". Not considered all sites, no Greenbelt / Grey Belt sites added, with the exclusion of North West Thundersley. NPPF guidelines state development should be directed away from areas at highest risk of flooding. SUDS measures are not appropriate for Canvey Island's unique geography and drainage infrastructure. An unsound plan will put all Greenbelt sites at risk to speculative development. All Greenbelt sites on Canvey West need total protection from government intervention. The policy is based on the total over development of urban sites, especially on Canvey. The 3316 urban homes for Canvey is not resident led. Canvey West homes puts residents in the East at risk with emergency evacuation procedures. This over development policy for Canvey will affect highways and traffic, the lack of infrastructure, sewage and poor drainage system on Canvey, and enhance the flood risks to Canvey Lake. Policy C7 is not effective because it lacks clear delivery mechanisms and ongoing maintenance commitments. The 2015 Canvey Island 6 Point Plan recommended dredging to increase lake capacity for	funding and delivery agency. Create annual maintenance dredging schedule with long-term budget allocation. Set measurable targets for lake capacity increase and water quality improvements. Designate responsible agency for ongoing lake management with annual progress reporting and community consultation. COMMUNITY ENGAGEMENT: Engage with Friends of Canvey Lake, a community group, with 2.5k members championing the reset of Canvey Lake to its pre-2010 conditions, to ensure resident-led lake management improvements.							

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											flood storage - yet nearly 10 years later, these critical recommendations remain undelivered. Policy C7 repeats the same promises without addressing why previous commitments failed, providing concrete delivery timelines, funding sources, or ongoing maintenance schedules. I do agree with Policy C7's vision for improving Canvey Lake - delivering increased capacity through dredging for flood water storage, reducing flood risk, creating a long-term management plan, improving water quality, and enhancing habitat. Canvey Island suffers from high surface water flood risk, the lake serves as an important rainwater depository, and current poor water quality threatens users, animals and biodiversity. However, without concrete delivery mechanisms and learning from the 6 Point Plan's decade long delay, Policy C7 risks becoming another unfulfilled promise while flood risks to Canvey Lake continue to increase.								
0649-0001	Individual	Laura	Long		Yes	SP3	No		No		Thanks for making this almost impossible for normal people to protest and protect Canvey Island from your development plans. Know this even if your just basic admin processing this disaster		No	Not Answered	Not Answered	A	Concerns around emergency planning	The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/	N

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											your accountable to what happens to the Island and the people on it. The Island is a death trap and putting 3000 more homes on it just makes you all mass murderers.								
0650-0001	Individual	Caroline	Hughes		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0651-0001	Individual	Amelie	Boleyn		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0652-0001	Individual	Lynne	Mariott		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0653-0001	Individual	Georgina	Billington		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0654-0001	Individual	Natalie	Cousins		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0655-0001	Individual	Neil	Cousins		Yes	Whole Plan	Yes		Yes		I'm really encouraged to see such strong and thoughtful environmental objectives in the Castle Point Local Plan. Protecting our Green Belt, improving our green and blue spaces, and creating safe, attractive		Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant, particularly pleased with the environmental objectives and	Support noted.	N

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											green corridors will make our Borough an even better place to live, work, and explore. I'm particularly pleased to see commitments to boosting biodiversity, tackling flood risk, and moving towards net zero – these actions will benefit both current residents and future generations. Making good use of brownfield land while safeguarding our natural assets shows a real balance between growth and care for the environment. This is exactly the kind of forward-thinking approach Castle Point needs.						protecting the Green Belt.		
0656-0001	Individual	Steven	McGregor		Yes	C5	Yes		No	Justified	The plan could include more information to justify the need of a new route of access, understood it is covered in the Infrastructure development plan. Could include more details of possible options for the crossing even if just an idea to be developed in the feasibility study. The IDP mentions the Thurrock port but the Thames enterprise park being developed surely improves future business and job opportunities even more . A new bus route created to this area could also further justify the need for the new access. A 16 mile car journey reduced to 4 mile journey from the same place on Canvey to shell haven Terminal for example. Tunnelling should been considered in the feasibility study to reduce impact on the habitat sites. The mention of raised engineering in the IDP suggests this not considered or deemed too expensive. A	The IDP mentions the Thurrock port but the Thames enterprise park being developed surely improves future business and job opportunities even more . A new bus route created to this area could also further justify the need for the new access. A 16 mile car journey reduced to 4 mile journey from the same place on Canvey to shell haven Terminal for example.	No	Not Answered	Yes - See attachments		Third road onto Canvey	The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access	N

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												method such as cut -and-cover and/ or immersed tube to reduce cost might have a short term impact but as seen with the Conwy tunnel on the A55 it can benefit wildlife once constructed.						improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan.	

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065 6-000 2	Individual	Steven	McGregor		Yes	B8	Yes		Yes				No	Not Answered	Yes - See attachments		Policy B8 is sound and legally compliant	Support noted.	N
065 6-000 3	Individual	Steven	McGregor		Yes	Thun2	Yes		Yes				No	Not Answered	Yes - See attachments		Policy Thun2 is sound and legally compliant	Support noted.	N
065 6-000 4	Individual	Steven	McGregor		Yes	C7	Yes		Yes				No	Not Answered	Yes - See attachments		Policy C7 is sound and legally compliant	Support noted.	N
065 7-000 1	Individual	Richard	Booth		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
065 8-000 1	Individual	Douglas	Copping		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
065 9-000 1	Individual	Barry	Ashton		Yes	HA D2	Yes		Yes	Justified	Not fully clear enough, to be fully sound. Needs a clear stance on the green belt and that this can never be built upon. (The Salvation Army) As owners of green belt land it is their custodian obligation to protect it. As a council it is also your obligation to protect it, therefore there should be a clear statement of intent that this land will never be used for property or profit.	Not fully clear enough, to be fully sound. Needs a clear stance on the green belt and that this can never be built upon. (The Salvation Army) As owners of green belt land it is their custodian obligation to protect it. As a council it is also your obligation to protect it, therefore there should be a clear statement of intent that this land will never be used for property or profit. Green belt should always remain green for our future generations	Yes	Not Answered	Not Answered		Needs to be clearer that Green Belt is protected and will never be built on.	The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has	N

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																		found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil	

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																		a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. Where our Green Belt Review indicates that a site may potentially be Grey Belt, it does not automatically mean that it is an appropriate development site for those reasons set out above.	

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0660-0001	Individual	carolyn	blake		Yes	SP3	No	The proposed housing development, to the west of Canvey, is planned on land that serves as a critical habitat for endangered species, including great crested newts and rare wildflowers. Construction on this site risks the destruction of irreplaceable biodiversity and the permanent loss of protected habitats.	No	Positively prepared, Effective, Justified	The plan is unsound because it proposes concentrating the majority of new housing on Canvey Island, which is already subject to severe infrastructure constraints. The island has only two road exits, creating significant congestion and posing safety concerns in emergencies. The area lies below sea level and the existing drainage system is already under strain; further development would increase the risk of flooding, particularly as no sustainable drainage improvements have been outlined. Local services — including schools, GP surgeries, and dental practices — are at or beyond capacity, and there are no credible plans in place to expand these essential facilities to meet the increased demand from additional housing. Regarding the rare local wildlife and fauna: Notable Endangered Invertebrates Some of the nationally important and rare species found in Canvey Wick include: • Canvey Island Ground Beetle (<i>Scybalicus oblongiusculus</i>) — previously thought extinct in Britain and rediscovered here	The current draft is unsound because it is not positively prepared, not justified, and not effective, contrary to the tests of soundness in paragraph 35 of the National Planning Policy Framework (NPPF). Transport and Accessibility (NPPF para 108–110) The majority of proposed new housing is allocated to Canvey Island, which has only two road exits. This creates a high risk of severe congestion and hinders emergency evacuation, contrary to NPPF requirements for developments to provide safe and suitable access for all users. No robust transport strategy or infrastructure investment plan has been provided to address these constraints. Flood Risk and Drainage (NPPF para 159–165) Canvey Island is below sea level and already experiences drainage capacity issues. The existing system is unable to cope with increased surface water from recent developments. The draft plan does not demonstrate that the sequential and exception	No	Not Answered	Not Answered	A	Lack of infrastructure on Canvey Infrastructure provision before dwellings are built Third road onto Canvey is needed Wildlife should be protected, especially around Canvey Wick Flood risk on Canvey Lack of infrastructure provision Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Infrastructure delivered before homes are The Castle Point Plan is accompanied by an Infrastructure Delivery Plan. This identifies all the infrastructure needed to support the proposed growth. Infrastructure will be delivered at different times depending on when it is most appropriate to provide it. For example, access improvements may be delivered during the early phase of a development. A		N

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											• Shrill Carder Bee (<i>Bombus sylvarum</i>) — one of the UK’s rarest bumblebees, surviving in only a few fragmented pockets, including Canvey Wick & surrounding areas • Brown-banded Carder Bee (<i>Bombus humilis</i>) • Five-banded Weevil-wasp (<i>Cerceris quinquefasciata</i>) • Scarce Emerald Damselfly (<i>Lestes dryas</i>) Rich Plant and Fauna Diversity • Surveys have revealed a wealth of wildflowers and orchids, including 1,700 common spotted orchids (<i>Dactylorhiza fuchsii</i>), 500 pyramidal orchids (<i>Anacamptis pyramidalis</i>), and 25 bee orchids (<i>Ophrys apifera</i>) • The site also supports diverse birdlife, including green woodpecker, stonechat, reed warbler, and west yellow wagtail, as well as growing numbers of nightingales Brownfield Comeback: An Accidental Nature Reserve • Originally an intended oil refinery site that was never fully developed, Canvey Wick & surrounding area, abandoned infrastructure and varied soil composition created a mosaic of habitats—ideal for rare invertebrates • Its varied terrain—ranging from grassland and scrub to	tests for flood risk have been satisfied, nor that sustainable drainage measures will be implemented before development proceeds. Community Infrastructure (NPPF para 20, 34, and 93) Local schools, GP surgeries, and dental practices are already at or beyond capacity. No deliverable plan or funding mechanism is provided for expanding these facilities to meet the demands of the proposed growth, contrary to NPPF requirements that local plans should plan positively for the provision of community facilities and services. Proposed Modifications: Rebalance Housing Distribution Amend allocations to reduce the proportion of housing on Canvey Island and redistribute to areas with better transport links, lower flood risk, and existing infrastructure capacity. Transport Infrastructure Commitment Include a binding							school meanwhile may not be opened until there is enough children to make the revenue costs of running the school sustainable. Sometimes, financial contributions from two or more developments may be needed to provide a particular piece of infrastructure. This may mean the infrastructure is delivered when the last site is coming forward for development. Third Road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter	

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											bare concrete and wetland—supports exceptional biodiversity per square metre Additionally the area also has adders: Legal status • Protected under the Wildlife and Countryside Act 1981 (Schedule 5) in the UK. • It’s illegal to intentionally kill, injure, or sell them. • Their habitat isn’t fully protected, but disturbing them deliberately is an offence.	commitment that no major housing developments on Canvey Island will proceed until a third vehicular access route is operational and congestion mitigation measures are in place. Flood and Drainage Safeguards Require that all new developments on Canvey Island incorporate Sustainable Drainage Systems (SuDS) and demonstrate no net increase in flood risk, with works completed prior to first occupation. Infrastructure Delivery Plan Revision Update the Infrastructure Delivery Plan to include specific, costed, and funded proposals for additional school places, GP capacity, and dental provision before occupation of new dwellings.							which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a	

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																		contribution to relevant transport improvement projects identified in the Local Transport Plan. Flood Risk Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by	

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																		policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey	
066 1-000 1	Individual	Barbara	Brady		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
066 2-000 1	Individual	Mark	Hamlett		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N

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0341-0009	Organisation	Janet	Nuttall	Natural England		C5	Yes	We suggest the following changes to the policy wording in point 4 as follows: 'Options in the feasibility study for improvements to access to Canvey Island will be subject to Habitats Regulations Assessment and will need to demonstrate to ensure there is no adverse effect on integrity to ensure there is no resulting harm to internationally protected sites'.	Yes							A	We suggest the following changes to the policy wording in point 4 as follows: 'Options in the feasibility study for improvements to access to Canvey Island will be subject to Habitats Regulations Assessment and will need to demonstrate to ensure there is no adverse effect on integrity to ensure there is no resulting harm to internationally protected sites'. Assessment and will need to demonstrate to ensure there is no adverse effect on integrity to ensure there is no resulting harm to internationally protected sites'.	<u>Modification</u> 4. Options in the feasibility study for improvements to access to Canvey Island will be subject to Habitats Regulations Assessment that will need to demonstrate to ensure there is no adverse effect on integrity to ensure there is no resulting harm to internationally protected sites'.	<u>Modification</u> 4. Options in the feasibility study for improvements to access to Canvey Island will be subject to Habitats Regulations Assessment that will need to demonstrate to ensure there is no adverse effect on

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																			integrity to ensure there is no resulting harm to internationally protected sites'.
066 4-000 1	Individual	Janet	Reynolds		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
066 5-000 1	Individual	Raymond	Reynolds		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
066 6-000 1	Individual	Neal	Garner		Yes	Whole Plan	No	Not everything has been taken into account Canvey island roads, drainage system, flood prevention (it's a flood plain) sewage treatment plant is too small, schooling, doctors surgeries	No		It's none of the above	Include infrastructure on Canvey, schools,doctors, sewage systems & treatment, flooding prevention, drainage none of this has been covered	No	Not Answered	Not Answered		More infrastructure on Canvey Flood Risk on Canvey	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Flood Risk Whilst Canvey is at risk of flooding, it is not functional flood	N

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																		plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	

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0667-0001	Individual	James	Capewell		Yes	HA D4	Yes		No	Justified	114 dwellings is not in keeping with the existing character of Scrub Lane. The existing character is single or double story detached dwellings. Scrub Lane can't cope with more cars / traffic 'Complex needs' could be an issue being near a school 'Complex needs' could be an issue being near a park As an example the Mews development has itself caused a bottleneck so 114 extra cars will have to be accommodated on the land too. The number of dwellings proposed is substantially higher and on a smaller block of land than any previous rejected local plan.		No	Not Answered	Not Answered	A	Objecting to Had4 due to: Traffic capacity on Scrub Lane Parking capacity on Scrub Lane Density out of character Location of site close to a school and play park Traffic Capacity Any application for homes on this site will have to comply with policy T6 which ensures that development proposals offer safe access to the highway. Any proposal will also have to comply with T5 to ensure sufficient highway impact mitigation. Parking Capacity Any application for homes on this site will have to comply with policy T7 which requires the EPOA Parking Guidance (Part 1 and 2) to be implemented. Density The density chosen for this site was informed by the Density and Capacity Study July 2025, please see this for further details. Location The council has		N

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																		a duty to provide homes for all and supported living dwellings are considered appropriate in this location. More information can be found in the Equality Impact Assessment.	
0668-0001	Individual	Joan	Taylor		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0669-0001	Individual	Paul	Bennett		Yes	SP3	No	If you build these Properties, were are the vechiles going to get on and off the Island, It takes 1 hour to get from central Canvey to Waterside, or will the Council insited New Buyers only use Bikes. I feel this plan has been rushed to answer central Goverment. If a New a new Road was built not going via Water Side it may be a different Story, But Essex Council have ignored the Canvey Peoples request, How long can this go on?	No	Consistent with national policy	There's only one way off via Waterside Roundabout	A New Road of the Island, not via Waterside	No	Not Answered	Not Answered	A	Third road onto Canvey	The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements.	N

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																		The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan.	

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0670-0001	Individual	Brad	Evans		Yes	SP3	No		No	Positively prepared	Too many houses allocated to canvey island. With no thought of infrastructure or people's quality of life. Having so many houses built. potentially another 6000 cars converging on one roundabout. There is absolutely no thought for the residents of canvey. If it means building on greenbelt on the mainland to meet the government targets so be it. The amount of houses per hectre on canvey is way above any part of the borough.	For the housing allocation to be fairly spread over the borough.Maybe Hadleigh farm should be looked at again. I understand more houses will be built on canvey but not the density it states in the plan.	No	Not Answered	Not Answered		Density Third road onto Canvey Green Belt on the mainland should be released	Density The densities chosen for the sites within the Plan were informed by the Density and Capacity Study July 2025, please see this for further details. Third Road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on	N

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																		accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the	

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																		Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose.	
0671-0001	Individual	Melanie	Berry		Yes	HAD4	No	Cannot see sustainability appraisal and habitat regs assessment	No	Positively prepared	Hard to assess soundness without seeing the proposed building plan. Discrepancy over number of dwellings - is it 80 as stated here or 114 as an alternative version shows? If 114 is the correct figure then I cannot see how this is possible in the space. If 80 dwellings is correct then I assume that this includes flats, which would be out-of-keeping with the rest of Scrub Lane and inappropriate next to infant/nursery school and school playing fields. We need to see the planned development to ensure it fits with the local environment. 80 dwellings means 80-160+ car parking spaces - are these in the plans? Most family homes now have at least 2 cars/vans - more now that young adults are living in	Require details of the planned development, impact on local infrastructure and how negative impact will be mitigated. What is actual number of dwellings permitted and how will this be achieved whilst complying with national policies.	No	Not Answered	Not Answered	A	Questioning HAD4 allocation number 80 or 114 Request to see plans Objecting to HAD4 due to: Traffic capacity on Scrub Lane Parking capacity on Scrub Lane Density out of character	Allocation numbers Policy Had4 allocates atleast 114 homes. Plans Request Plans have not been submitted to the Council on this site but please be advised that should the Council receive an application for this site plans will be available to view on the Councils website. Traffic Capacity Any application for homes on this site will have to comply with policy T6 which	N

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											parental home for longer. What is being done to expand other services - eg Hollies surgery which struggles already with capacity. What parking will be provided for Hadleigh Infants as parents currently use Scrub Lane - will this parking be kept? How will increased traffic at junction of Scrub Lane/Rectory Road/New Road be dealt with - already overloaded during rush hours and used as ‘rat run’ when problems on A13/A127. Currently this land is a wasted space so I agree that it is a prime space for building but it needs to be a sensible amount of dwellings to fit in with the area and 80/114 (whichever is correct figure) both seem outlandish. Residents need to see more detailed plans before we are able to agree whether sound or legally compliant.							ensures that development proposals offer safe access to the highway. Any proposal will also have to comply with T5 to ensure sufficient highway impact mitigation. Parking Capacity Any application for homes on this site will have to comply with policy T7 which requires the EPOA Parking Guidance (Part 1 and 2) to be implemented. Density The density chosen for this site was informed by the Density and Capacity Study July 2025, please see this for further details.	

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0672-0001	Individual	STEVE	BERRY		Yes	HAD4	Yes	I've put 'yes' because I am assuming the team who have produced this draft are professional enough and better qualified than myself to know what 'legal compliance' means in relation to providing this document	No	Positively prepared, Effective, Justified	Loading another 80 homes (yes the draft shown in the link above is the incorrect 2023 one I am led to believe!!) let alone 114 as the new 2026 draft apparently shows plus a car space for each dwelling suggests this proposed development would have to be multi-storey or even include a large number of HMOs, because the plot size is not large enough for 80 (or 114) dwellings. This would not be in keeping with the style of the existing properties along Scrub Lane. If there are more cars than dwellings then it is likely that Scrub Lane will develop into an obstructive car-park for most hours of the day. Already at school drop-off and pick-up times there is a large bottle-neck alongside this plot. Whilst on the subject of traffic, this road is already jam-packed during the rush-hours and is used as a rat-run whenever traffic is impacted along the A13 and A127 routes. Regular gridlocks occur which would be well-known to those who live in the area, which I very much doubt anyone proposing Had4 currently does. So, from the effective aspect of 'soundness' (what a ridiculous way of assessing the impact on residents, by the way!) it depends whose	Less homes on this plot. Consideration given to traffic problems that will arise from loading so many dwellings alongside an already busy road. I haven't got time to reword the Had4 except to change the number of dwellings to 20. The dwellings should have gardens and off-road parking spaces just like the existing properties in Scrub Lane.	No	Not Answered	Not Answered	A	Objecting to Had4 due to: Traffic capacity on Scrub Lane Parking capacity on Scrub Lane Density out of character Location of site close to a school and play park	Traffic Capacity Any application for homes on this site will have to comply with policy T6 which ensures that development proposals offer safe access to the highway. Any proposal will also have to comply with T5 to ensure sufficient highway impact mitigation. Parking Capacity Any application for homes on this site will have to comply with policy T7 which requires the EPOA Parking Guidance (Part 1 and 2) to be implemented. Density The density chosen for this site was informed by the Density and Capacity Study July 2025, please see this for further details. Location The council has	N

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											viewpoint you are looking from. From my own this 'effectively' messes up my ability to drive about the area and 'effectively' proposes far greater traffic problems at some point in the future. Is it 'justified'? Again, a planning officer will have his target to achieve with pressure from above to squeeze as many dwellings into as small a space as possible. From my perspective, as a resident, I understand homes will be built on this plot but I believe it is totally unjustifiable to suggest this many properties in such a small space. It would not be comparable to the existing volume of dwellings anywhere in Scrub Lane. Indeed, as an example of how The Planning Team messed things up in the past by allowing too many homes to be built without sufficient parking see Scrub Lane Mews for information then try driving past it unhindered at any time of the day! 80 (or 114!?) dwellings with a car each (at least)...you really are not being serious, surely! Another reason it cannot be justified is that the local doctors surgery, The Hollies, in Rectory Road is already overrun with							a duty to provide homes for all and supported living dwellings are considered appropriate in this location. More information can be found in the Equality Impact Assessment.	

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											patients and securing a quick appointment is already very difficult. Positively prepared? Well, it's not a positive from my perspective, in any way shape or form. Positive would be helping the community with this space....a few houses, a new doctor's surgery, a pub, a play area for kids after they come out of school...no, you as Planners have a mandate from the government to swamp us all with houses wherever they can be squeezed on to the Castle Point map, sadly. What is wrong here is that there are not enough Planners who make these decisions living here to care what happens to our community. Consistent with National Policy? Well, the Government wants homes to house the burgeoning population so that box would be ticked by this policy. But does it not have a policy of safeguarding children so I would need to know what the 6 dwellings housing individuals with 'complex needs' could involve in this respect. With the proposed development overlooking an infant school playground hopefully there will be due consideration given to who								

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											is housed in such a sensitive area.								
0673-0001	Individual	Lee	Mill s		Yes	Whole Plan	No		No	Justified			No	Not Answered	Not Answered		Castle Point Plan is not sound or legally compliant	Comments Noted.	N
0674-0001	Individual	Claire	Davis-Armstrong		Yes	SP3	Yes		No	Positively prepared, Effective, Justified, Consistent with national policy	Canvey Island lacks the infrastructure to accommodate the proposed development plan for an additional 3,316+ dwellings. First and foremost, this development would impose a significant burden on the roads for Canvey residents who require access to and from the Island. There is a single bottleneck entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents. Additionally, Canvey Island is already susceptible to	No further development should take place until an additional road is established as an alternative emergency exit from the Island. Should an alternative transportation link be developed, I see far less justification for resistance.	No	Not Answered	Not Answered		Canvey Island lack of infrastructure Third Road needed Flood Risk	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Third Road The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and	N

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											flooding. This development would impose an intolerable burden on the current drainage system. Finally, the planning has failed to consider the need for additional amenities, which are already in high demand, such as additional medical practices, dental services, and new senior schools.							recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan	

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																		sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Flood Risk Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk.	

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																		Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	
0674-0002	Individual	Claire	Davis-Armstrong		Yes	SP3	Yes		No	Positively prepared, Effective, Justified, Consistent with national policy	Canvey Island lacks the infrastructure to accommodate the proposed development plan for an additional 3,316+ dwellings. First and foremost, this development would impose a significant burden on the roads for Canvey residents who require access to and from the Island. There is a single bottleneck entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents. Additionally, Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system.	No further development should take place until an additional road is established as an alternative emergency exit from the Island. Should an alternative transportation link be developed, I see far less justification for resistance.	No	Not Answered			Canvey Island lack of infrastructure Third Road needed Flood Risk	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Third Road The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements	N

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											Finally, the planning has failed to consider the need for additional amenities, which are already in high demand, such as additional medical practices, dental services, and new senior schools.							for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in	

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																		infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	
0674-0003	Individual	Claire	Davis-Armstrong		Yes	SP3	Yes		No	Positively prepared, Effective, Justified, Consistent with national policy	Canvey Island lacks the infrastructure to accommodate the proposed development plan for an additional 3,316+ dwellings. First and foremost, this development would impose a significant burden on the roads for Canvey residents who require access to and from the Island. There is a single bottleneck entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents. Additionally, Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system.	No further development should take place until an additional road is established as an alternative emergency exit from the Island. Should an alternative transportation link be developed, I see far less justification for resistance.	No	Not Answered			Canvey Island lack of infrastructure Third Road needed Flood Risk	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Third Road The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a	N

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0674-0004	Individual	Claire	Davis-Armstrong		Yes	SP3	Yes		No	Positively prepared, Effective, Justified, Consistent with national policy	Canvey Island lacks the infrastructure to accommodate the proposed development plan for an additional 3,316+ dwellings. First and foremost, this development would impose a significant burden on the roads for Canvey residents who require access to and from the Island. There is a single bottleneck entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents. Additionally, Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system.	No further development should take place until an additional road is established as an alternative emergency exit from the Island. Should an alternative transportation link be developed, I see far less justification for resistance.	No	Not Answered			Canvey Island lack of infrastructure Third Road needed Flood Risk	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Third Road The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a	N

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																		covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	
0675-0001	Individual	Lyn da	farr er		Yes	SP3	Yes	As most of us are aware the Castle Point Local Plan has been published and Canvey has been earmarked for the lion's share of development. At first glance responding to the plan consultation is not a straightforward process. Therefore have summarised the salient points below. Please feel free to copy text or amend where necessary: ☒ Canvey Island lacks the infrastructure to support this proposed development plan for another 3.5k new dwellings. ☒ This development would impose a significant burden on the roads for Canvey residents who	No		☒ Additional amenities have not been considered, including extra medical practices, dental services, and new senior educational institutions. _____	As most of us are aware the Castle Point Local Plan has been published and Canvey has been earmarked for the lion's share of development. At first glance responding to the plan consultation is not a straightforward process. Therefore have summarised the salient points below. Please feel free to copy text or amend where necessary: ☒ Canvey Island lacks the infrastructure to support this proposed development plan for another 3.5k new dwellings. ☒ This development would impose a significant burden on the roads for Canvey residents who require access to and from Canvey Island. There is a single bottleneck entrance/exit at the Waterside roundabout,	No	Not Answered	Not Answered		Canvey Island lack of infrastructure Third Road needed Flood Risk	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Third Road The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a	N

ID Ref	Individual/Organisation/Age nt?	Firs t Na me	Last Na me	If orga nisat ion - nam e	Has agree d to publi catio n of Name /Com ment s?	Poli cy/ Par a No.	2a. Leg ally Co mp lia nt?	2b. If No, explanation	3a. So und?	3b. Positive/Eff ective/Justif ied/Consist ent?	3c. Explanation	4. Suggested modifications	5. Wi sh to par tici pat e in ex am	6. Why?	Sup porti ng Evid enc e sup plie d?	Opt ion A, B or C	Summary	Officer Response	Mods Require d																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
								require access to and from Canvey Island. There is a single bottleneck entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents. ☒ Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system. ☒ Additional amenities have not been considered, including extra medical practices, dental services, and new senior educational institutions. ----- ☒ Suggestion No further development should take place until an additional road is established as an alternative emergency exit from the Island.				and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents. ☒ Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system. ☒ Additional amenities have not been considered, including extra medical practices, dental services, and new senior educational institutions. ----- ☒ Suggestion No further development should take place until an additional road is established as an alternative emergency exit from the island																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												</

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																		Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Flood Risk Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is	

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																		covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	

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0676-0001	Individual	Benji	Masari n		Yes	SP3	No	The Castle Point Plan Draft does not appear to be legally compliant for several key reasons: • Lack of meaningful community engagement: The plan was not prepared in a manner that aligns with the Council’s own Statement of Community Involvement. Residents have not been properly consulted on critical aspects such as infrastructure capacity, site deliverability, and the impact on local services. Proposals to redevelop essential community assets (e.g. health centres, police station, fire station, libraries) were not clearly communicated to the public, which contradicts the requirements for transparent consultation. • Duty to Cooperate not demonstrably fulfilled: The Plan fails to show sufficient evidence that Castle Point Borough Council has worked collaboratively with Essex County Council, the Environment Agency, and neighbouring local authorities—especially regarding shared infrastructure, flood risk mitigation, and strategic transport such as a third road access to Canvey Island. • Inadequate consideration of flood risk	No	Positively prepared, Effective, Justified, Consistent with national policy	I do not consider the Castle Point Plan Draft to be sound for the following reasons: Not Positively Prepared: The plan proposes significant housing growth across Castle Point—particularly on Canvey Island—without delivering the critical infrastructure required to support it. The absence of a third access road to Canvey undermines the plan’s ability to meet the area’s needs sustainably or safely. Infrastructure and transport capacity are already under significant strain and no realistic solutions have been included in the draft. The plan also fails to demonstrate how it has accommodated unmet need from neighbouring areas through agreement or collaboration. Not Justified: The strategy appears to prioritise housing numbers over deliverability, safety, and sustainability. Brownfield sites proposed for redevelopment include vital community infrastructure such as health centres, fire and police stations, and libraries. The plan lacks a clear explanation as to why these sites were chosen over more sustainable or	To make the Castle Point Plan Draft legally compliant and sound, the following modifications should be made: 1. Infrastructure Delivery and Access (Policy IN1, SP1): • Reintroduce and prioritise the creation of a third access road to Canvey Island as a strategic infrastructure objective within the plan period. • Reinstate the Canvey West Access Taskforce to ensure proper delivery oversight and consultation with Essex County Council and the Environment Agency. • Explicitly state that no further major residential development on Canvey Island should be approved until this access is secured and funded. 2. Site Allocations and Community Facilities (Policies HO1, SP1): • Remove or revise proposals to redevelop key community infrastructure sites (e.g. fire station, health centres, libraries, police station, town centre car parks) listed as “brownfield” without a clearly identified replacement strategy. • Ensure the retention and modernisation of essential community infrastructure is included in the plan as a	No	Not Answered	Not Answered	A	lack of DTC Lack of Engagement Flood risk Alignment with the LDS Failure to demonstrate deliverability Third road onto canvey needed Lack of consideration for alternative sites Loss of community facilities not supported	DTC Addressed in the Duty to Cooperate Statement and supporting Statements of Common Ground. The Council has worked collaboratively with all to ensure that the Duty to Cooperate has been met. Engagement Comments noted. The council has prioritised inclusivity for the consultations. Further details of this is included in the reg 18 consultation statement and reg 22 consultation statement. Flood Risk The Strategic Flood Risk Assessment provides an overview of flood risk within Castle Point and then provides site specific information for	N

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								and environmental constraints: Although the plan is accompanied by a Sustainability Appraisal, it does not adequately address the environmental consequences of building on Canvey Island, a known flood-prone area. There is insufficient evidence that the Council has complied with the Habitats Regulations or fully assessed flood mitigation and drainage infrastructure in line with legal obligations. - Unclear alignment with the Local Development Scheme: The Council's own timetable and approach outlined in the Local Development Scheme have shifted repeatedly, raising concerns about whether the statutory process and timeline have been properly followed. - Failure to demonstrate deliverability: Sites have been included in the draft without evidence of deliverability or landowner commitment. This may mislead residents and does not meet legal requirements to present a plan that can be realistically implemented within the identified timeframe. For these reasons, I do not consider the Castle Point			deliverable alternatives. Moreover, there is no clear evidence that alternative strategies—such as lower-density development or infrastructure-first approaches—were adequately considered or consulted on. Not Effective: Many sites included in the draft are not demonstrably deliverable. Rebecca Harris MP and local stakeholders have pointed out that there is no clear evidence of landowner commitment, infrastructure funding, or timelines to bring sites forward. This undermines the plan's effectiveness over the plan period. Strategic transport priorities—especially a third access road to Canvey—have been ignored or deferred, despite being critical to enabling growth. Not Consistent with National Policy: The plan does not enable genuinely sustainable development as set out in the National Planning Policy Framework (NPPF). Proposals to build in high flood-risk areas—particularly on Canvey Island—without adequate mitigation or investment in drainage infrastructure directly contradict NPPF	priority, particularly in underserved or isolated areas such as Canvey Island. 3. Flood Risk and Climate Resilience (Policy CC1): - Require a full site-specific flood risk and drainage assessment for all proposed development sites on Canvey Island and other flood-prone areas before planning permission can be granted. - Add a policy condition that flood risk must be demonstrably reduced (not just managed) through mitigation measures, including investment in drainage, sea defences, and sustainable urban drainage systems (SuDS). - Strengthen wording to ensure compliance with the Section 19 Flood Report recommendations. 4. Housing Delivery (Policy HO1, Appendix A): - Reduce the plan period from 20 years to 15 years to avoid unnecessary overestimation of housing need and reduce strain on infrastructure. - Remove sites from the housing trajectory that lack evidence of landowner commitment or deliverability within the plan period. - Include a phased approach to housing delivery tied to						the allocations in the Castle Point Plan and provides recommendations on how to address any flood risk arising through development. Alignment with the LDS To ensure that the plan is supported by a robust evidence base we have had to adjust the timeline to undertake additional work. When these decisions have been made we have updated the LDS to reflect this for transparency. The Council has ensured that the plan has been positively prepared with all necessary work being undertaken to ensure it is robust. Deliverability All the sites allocated within the plan have	

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								Plan Draft to be legally compliant under the Planning and Compulsory Purchase Act 2004 or the Town and Country Planning (Local Planning) (England) Regulations 2012.			principles. In addition, the proposed loss of valued community facilities (libraries, healthcare centres, public services) runs counter to national policy on community cohesion, resilience, and accessibility. For these reasons, I believe the Castle Point Plan fails all four tests of soundness and should be revised significantly before proceeding to submission.	infrastructure improvements, ensuring development is not front-loaded before roads, schools, and healthcare capacity are increased. 5. Cross-Boundary Cooperation and Evidence Base (Policy IM1): • Provide an updated and transparent Statement of Common Ground showing joint working with Essex County Council, NHS bodies, utility providers, and neighbouring authorities. • Include clear timelines, funding plans, and outcome targets for all critical infrastructure (transport, education, health) referenced in the Infrastructure Delivery Plan. 6. Revised Wording (Suggested): Current Policy SP1 – Spatial Strategy (revision proposed): “Development on Canvey Island will only be supported where it is demonstrated that adequate emergency access, flood risk mitigation, and supporting infrastructure are in place and deliverable within the plan period. Strategic development shall not proceed in areas with a single access route unless a						been promoted through the call for sites process which has indicated that the site is available for development by the landowner. All other sites are Council owned sites which CPBC has deemed available for development. Third road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements.	

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												secondary access is secured.”						The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Alternative sites	

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																		not considered All reasonable option sites were considered in the Strategic Land Availability Assessment (SLAA) and the Sustainability Appraisal (SA). Loss of Community Facilities Policy INFRA1 supports community facilities and safeguards against redevelopment of these without sufficient alternatives provided.	

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0677-0001	Individual	Toni	Dowsett		Yes	SP3	Yes		No	Consistent with national policy	Canvey Island lacks the infrastructure to support this proposed development plan for another 3.5k new dwellings. This development would impose a significant burden on the roads for Canvey residents who require access to and from Canvey Island. There is a single bottleneck entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents. ☒ Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system. Additional amenities have not been considered, including extra medical practices, dental services, and new senior educational institutions. Suggestion No further development should take place until an additional road is established as an alternative emergency exit from the Island.		No	Not Answered	Not Answered	A	Third road onto Canvey Flooding on Canvey Lack of Infrastructure Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Third Road The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000		N

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																		households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Flood Risk Whilst Canvey is at risk of flooding, it is not functional flood	

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																		plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	

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0678-0001	Individual	Eileen	Pek		Yes	HOU3	Yes		No	Effective	My concern is about housing: It's good that the local plan acknowledges the need for housing for the elderly but I don't think it goes far enough. The fact that CP has an ageing population contributes to housing shortage. Over 8,000 people in CP claim single occupancy discount on council tax, many of whom - including me - would downsize if something suitable was available in their neighbourhood. Not sheltered accommodation or a flat with no garden. Many live in large houses which could be converted into two, or sometimes three, independent living spaces. This would release family houses for families. I suggest the Council could: (1) Put out an invitation to those older people in family houses to see how many would like to look at the feasibility of converting their house (2) Seek architects who would appraise the properties as to their suitability.	See 3c above	Yes	Not Answered	Not Answered		Lack of provision of housing for the elderly	Policy HOU4 makes provision for specialist housing, including the elderly, which has been based on the need identified in the Local Housing Needs Assessment 2023 and the Local Housing Needs Assessment Update 2025.	N

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0679-0001	Individual	Dawn	Hawes		Yes	SP3	Yes		No	Positively prepared, Effective, Justified, Consistent with national policy	ENV1 protecting our green spaces. Our island is reclaimed land from the sea . Before 1600 only cows were grazed here, until the Dutch came over and undertook the task of reclaiming the land. We are below sea level. There is no plan to evacuate current residence if we were to have another flood like the one in 1953. There are now floodgates to save London , which put Canvey island at a higher risk of flooding. The Dutch cottages are historic and need a preservation order on them , if they have not already got one. The land is mostly clay under a few feet of top soil. The island has a population of over 50% people over 60 years old. There is not enough work on the island for everybody that lives here. Therefore people need to travel on and off the island to work. We do not have a train or a station on the island . There is one road off that leads to Sadlers farm roundabout. Another small crossing to south Benfleet . If you don't want to go to Southend then you will probably end up back on Sadlers farm roundabout. So unless we have some		No	Not Answered	Not Answered	A	No plan to evacuate in event of flooding Flood risk on canvey Dutch cottage needs protecting Elderly population No work Third road onto canvey So many houses are not needed due to population decrease Danger of petrol and chemical storage Lack of infrastructure	Evacuation procedures The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/ Flood Risk on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood	N

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											other means of travel on and off the island, it will be gridlocked. It often is already with just one small accident , blocking the traffic. Please take into consideration before building over 3,000 dwellings. Our population is reducing . Couples now have 1.5 children per family.(national statistics say) . Maybe so many dwellings are not needed. Last but not least is the petrol, chemical storage on the island. It is huge. What would happen if this catches fire? This needs taking into consideration . I think over 3,000 dwellings is far too many. Current infrastructure cannot handle this many people.							management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey. Dutch Cottage Dutch Cottage is a listed building and no development on the land surrounding the cottage is proposed within this Plan. Elderley Population Policy HOU4 makes provision for specialist housing, including the elderly, which has been based on the need identified in the Local Housing Needs Assessment 2023 and the Local Housing Needs Assessment Update 2025.	

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																		No work Chapter 14 of the Castle Point Plan details how the plan will help to support the local economy. Third Road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need	

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																		for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. So many houses are not needed due to population decrease The Local Housing Needs Assessment 2023 and the	

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																		Local Housing Needs Assessment Update 2025 details the housing need within the Borough. The Housing Capacity Topic paper explains in detail how the number of homes allocated within the plan has been reached. Dangers of Petrol and Chemical Storage As set out in Plan paragraph 8.28 'Both port facilities are registered as Control of Major Accident Hazards (COMAH) sites due to the hazardous nature of the goods that they receive and store. The Health and Safety Executive (HSE) and the Environment Agency are responsible for regulating	

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																		activities at these sites, and also provide advice on the level of hazard the installations pose to nearby development. Both installations have HSE consultation zones identified around them, in which it is expected that other development is controlled to limit unnecessary harm to life and property. The extent of these zones is determined by the nature of the goods received and stored on site, and the technical measures employed to ensure safety at the sites. It is therefore possible that the level of hazard posed to other developments nearby can be reduced, both by limiting development	

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																		nearby, and also by seeking improvements to the level of hazard posed by these sites, both during normal management and maintenance, and also at the point where new development is proposed.’ The current HSE consultation zones are indicated on the policies map. The plan doesn’t propose any new housing allocations in the HSE consultation zone. However, some existing residential areas are already within the zone, as well as the Thorney Bay Park Homes site. Policy SD8 ‘Development near Hazardous Uses’ states that ‘Development proposals will be assessed in accordance with the Health and	

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																		Safety Executive (HSE) Guidance where they fall within a consultation zone for one or more hazardous installations. Where the HSE advises against development the planning application will be refused on health and safety grounds’. Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP).	

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0680-0001	Individual	Paul	Rogers		Yes	SP3	No	The Infrastructure is simply not there to support this number of dwellings on Canvey Island. The access on and off the Island is not sufficient for the existing number of road users today and adding thousands more vehicles will make the matter much worse. Canvey does not have the school places to support more children as the existing schools are already over subscribed, as are the doctors and dentists. Other parts of this plan also include sites that are currently used as doctors surgeries. Canvey Island is already susceptible to flooding from both the Thames and surface water. Canvey Lake and the surface water flood protection have been poorly managed for over a decade and are not working as they should. building over soil will reduce the amount of surface water that can be absorbed and push it to other areas that are not designed to cope with higher volume and impact existing homes and residents. Adding a 56 place nursery for 2000 new homes is pointless as if a couple with 1 child moved into those homes it would be	No	Positively prepared, Effective, Justified, Consistent with national policy	It looks like the allocations for Canvey are hugely disproportionate to other parts of the Borough, for example this is just a consultation looking for the publics opinion but the Council have already decided that 0 new homes will be allocated to Daws Heath? Not a single site in that area for even 1 new home has been identified. I also feel like areas of potential like the Blinking Owl has been missed as potential sites of large volume housing that will not have the level of impact Canvey would see. The West Canvey site is very close to existing hazardous sites and will make any evacuation of the Island impossible. This is a massive negative impact on residents safety both new and existing. This is a really disturbing disregard of residents safety in favor of not building in other areas.	Look into the feasibility of sites like Blinking owl and potential use of some Greenbelt due to the disregard of residents safety in the existing areas chosen.	No	Not Answered	Not Answered	A	Third road onto Canvey Flooding on Canvey Lack of Infrastructure	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Third Road The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000	N

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								an additional 6000 people, if 50% of those home had 1 younger child there would be 1000 places required?										households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Flood Risk Whilst Canvey is at risk of flooding, it is not functional flood	

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																		plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	

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0680-0002	Individual	Paul	Rogers		Yes	SP3	No	A dph figure of 150 suggests high volume housing will be required such as high rise tower blocks? this is not in keeping with the area and will be an absolute stain on the horizon. This type of area exists in London and they also tend to have a high crime rate. As we have no full time police service on the Island I see no way that this can be managed. Multiple high rises could be needed to achieve the high targets with vast areas of parking and roadways that will disturb the water flow and retention capabilities of the surrounding area, this is turn will push surface water to areas that are not used to or set up to deal with the additional volume and disrupt existing residents homes and potentially their health and safety. There are no provisions for increased access to and from the Island and not provisions for additional school or medical facilities. It is confirmed in the plan that the existing businesses will be impacted so we could loose some of the shopping or business facilities that we benefit from today as they do not want to deal with the disruption. I assume that	No	Positively prepared, Effective, Justified, Consistent with national policy	I feel that the plan is using Canvey as a dumping ground and an easy way out. I do not feel that this plan would pass scrutiny and simply leaving the infrastructure as is will make the Island a horrible place to be. This could negatively impact house prices and then residents will become stuck and not be able to afford to move. The plans allocations are not fairly distributed as some areas have already been confirmed as having 0 new homes despite this only being a consultation where the public allegedly can have an influence. If its just down to public consultation then all areas should be considered with new home allocation as its the responsibility of the whole borough.	Consider ALL feasible sites not just ones picked by councilors. Consider the fact that building a large development on some Greenbelt may actually stop massive disruption to existing residents and be better for all in the long run.	No	Not Answered		A	Density Loss of businesses	Density The densities chosen for the sites within the Plan were informed by the Density and Capacity Study July 2025, please see this for further details. Loss of Buisnesses Charfleets Industrial Estate is included within Policy E1 which includes the statement ' the Council will seek to provide and retain Class E(g), B2 and B8 use classes or other 'sui generis' uses of a similar employment nature unless it can be demonstrated that there is no reasonable prospect for the site to be used for these purposes'. This policy will apply until such time as a master plan for West Canvey has been developed.	N

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								there will be rent or rate increases to help pay for this outrageous idea and that could see the end of many small businesses.										Policy E1 may subsequently change in terms of its approach to Charfleets when the Castle Point Plan is reviewed in 5 years' time, to enable the delivery of the West Canvey regeneration.	
0680-0003	Individual	Paul	Rogers		Yes	SP3	No	Adding more dwellings to the center of the Island and changing the road layout could cause utter disaster for residents trying to access or leave the Island. Putting hundreds more cars on the road will have a negative impact regardless of the local road layout as all traffic still needs to navigate through Waterside Farm roundabout. Adding this many more homes will increase the need for resident parking which in turn will reduce the availability of visitor parking and could negatively impact the businesses. The paddocks is currently over budget in a phased plan to save it? to now turn around and suggest it should be demolished and reinvented (as suggested years ago by previous	No	Positively prepared, Effective, Justified, Consistent with national policy	The distribution of sites within the plan is largely set against the Island and in my opinion show a prejudice against the area. The plan disregards areas such as Daws Heath with a confirmed 0 allocation even at consultation level and does not consider residents safety or wellbeing when it come to hazardous sites or any attempt at an emergency evacuation. The residents of Canvey are being put at risk in favor of appeasing mainland councilors.	Consider all sites including Daws heath and sites like the Blinking Owl where 1 development could house more new homes that potentially the total suggested in the local plan.	No	Not Answered		A	Traffic concerns	The plan has been subject to detailed Transport Assessment, assessing impacts and recommending local interventions. These are identified in the Infrastructure Delivery Plan. Alongside this, the Local Transport Authority, Essex County Council, have prepared the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex includes wider local improvements to transport networks in and around Castle	N

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								councilors, that was fought back against aggressively by existing councilors is utterly incredulous). This shows how wasteful this administration is. To identify that the Paddocks has a finite lifespan and recommend its removal after years of residents campaigning shows disregard of residents opinion and a lack of understanding.										Point, including improved linkages to other areas. Growth in Castle Point will facilitate the delivery of the proposals in the Local Transport Plan 4.	
0681-0001	Individual	Ronald	Muat		Yes	HAD2	No	No building on hadleigh ("salvation army fields ") farm	No		Unfair one sided Questionnaire ?	No Building on (salvation army fields) Hadleigh Farm	Yes	Not Answered	Not Answered		No building on hadleigh farm (salvation army land)	Policy HAD2 safeguards Hadleigh Farm and no development is proposed on this land	N

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0682-0001	Individual	Lisa	Howard		Yes	SP3	No	The Castle Point Plan Draft does not appear to be legally compliant for several key reasons: Lack of meaningful community engagement: The plan was not prepared in a manner that aligns with the Council's own Statement of Community Involvement. Residents have not been properly consulted on critical aspects such as infrastructure capacity, site deliverability, and the impact on local services. Proposals to redevelop essential community assets (e.g. health centres, police station, fire station, libraries) were not clearly communicated to the public, which contradicts the requirements for transparent consultation. Duty to Cooperate not demonstrably fulfilled: The Plan fails to show sufficient evidence that Castle Point Borough Council has worked collaboratively with Essex County Council, the Environment Agency, and neighbouring local authorities—especially regarding shared infrastructure, flood risk mitigation, and strategic transport such as a third road access to Canvey Island.	No	Positively prepared, Effective, Justified, Consistent with national policy	I do not consider the Castle Point Plan Draft to be sound for the following reasons: Not Positively Prepared: The plan proposes significant housing growth across Castle Point—particularly on Canvey Island—without delivering the critical infrastructure required to support it. The absence of a third access road to Canvey undermines the plan's ability to meet the area's needs sustainably or safely. Infrastructure and transport capacity are already under significant strain and no realistic solutions have been included in the draft. The plan also fails to demonstrate how it has accommodated unmet need from neighbouring areas through agreement or collaboration. Not Justified: The strategy appears to prioritise housing numbers over deliverability, safety, and sustainability. Brownfield sites proposed for redevelopment include vital community infrastructure such as health centres, fire and police stations, and libraries. The plan lacks a clear explanation as to why these sites were chosen over more sustainable or deliverable alternatives. Moreover, there is no clear	To make the Castle Point Plan Draft legally compliant and sound, the following modifications should be made: 1. Infrastructure Delivery and Access (Policy IN1, SP1): Reintroduce and prioritise the creation of a third access road to Canvey Island as a strategic infrastructure objective within the plan period. Reinstate the Canvey West Access Taskforce to ensure proper delivery oversight and consultation with Essex County Council and the Environment Agency. Explicitly state that no further major residential development on Canvey Island should be approved until this access is secured and funded. 2. Site Allocations and Community Facilities (Policies HO1, SP1): Remove or revise proposals to redevelop key community infrastructure sites (e.g. fire station, health centres, libraries, police station, town centre car parks) listed as "brownfield" without a clearly identified replacement strategy. Ensure the retention and modernisation of essential community infrastructure is included in the plan as a priority, particularly in underserved or isolated	No	Not Answered	Not Answered		lack of DTC Lack of Engagement Flood risk Alignment with the LDS Failure to demonstrate deliverability Third road onto canvey needed Lack of consideration for alternative sites Loss of community facilities not supported	DTC Addressed in the Duty to Cooperate Statement and supporting Statements of Common Ground. The Council has worked collaboratively with all to ensure that the Duty to Cooperate has been met. Engagement Comments noted. The council has prioritised inclusivity for the consultations. Further details of this is included in the reg 18 consultation statement and reg 22 consultation statement. Flood Risk The Strategic Flood Risk Assessment provides an overview of flood risk within Castle Point and then provides site specific information for	N

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								Inadequate consideration of flood risk and environmental constraints: Although the plan is accompanied by a Sustainability Appraisal, it does not adequately address the environmental consequences of building on Canvey Island, a known flood-prone area. This is particularly critical given the island's unique geography and drainage infrastructure — its low elevation, high groundwater levels, tidal influence and reliance on pumped discharge — which make infiltration-based systems such as soakaways, infiltration trenches, permeable paving that depends on infiltration, and unlined attenuation basins ineffective at best and dangerous at worst. These systems rely on natural infiltration, which Canvey's ground conditions do not support, risking new flooding or groundwater contamination. Swales designed primarily for infiltration could fail under high tide or storm conditions. Any on-site drainage solution that cannot be mechanically discharged or connected into a properly managed and maintained system			evidence that alternative strategies—such as lower-density development or infrastructure-first approaches—were adequately considered or consulted on. Not Effective: Many sites included in the draft are not demonstrably deliverable. Rebecca Harris MP and local stakeholders have pointed out that there is no clear evidence of landowner commitment, infrastructure funding, or timelines to bring sites forward. This undermines the plan's effectiveness over the plan period. Strategic transport priorities—especially a third access road to Canvey—have been ignored or deferred, despite being critical to enabling growth. Not Consistent with National Policy: The plan does not enable genuinely sustainable development as set out in the National Planning Policy Framework (NPPF). Proposals to build in high flood-risk areas—particularly on Canvey Island—without adequate mitigation or investment in drainage infrastructure directly contradict NPPF principles. In addition, the proposed loss of valued community facilities	areas such as Canvey Island. 3. Flood Risk and Climate Resilience (Policy CC1): Require a full site-specific flood risk and drainage assessment for all proposed development sites on Canvey Island and other flood-prone areas before planning permission can be granted. This must specifically reflect the island's unique constraints — low elevation, high groundwater levels, tidal influence, and reliance on pumped discharge — which render infiltration-based SuDS measures such as soakaways, infiltration trenches, permeable paving reliant on infiltration, and unlined attenuation basins unsuitable and potentially hazardous. Swales designed for infiltration would not function effectively under Canvey's tidal and storm conditions. Policy must require that only drainage solutions compatible with the pumped network and capable of mechanical discharge be used, avoiding the inappropriate application of infiltration systems designed for other areas. Strengthen wording to ensure compliance with the Section 19 Flood Report recommendations. 4. Housing Delivery (Policy HO1, Appendix A):						the allocations in the Castle Point Plan and provides recommendations on how to address any flood risk arising through development. Alignment with the LDS To ensure that the plan is supported by a robust evidence base we have had to adjust the timeline to undertake additional work. When these decisions have been made we have updated the LDS to reflect this for transparency. The Council has ensured that the plan has been positively prepared with all necessary work being undertaken to ensure it is robust. Deliverability All the sites allocated within the plan have	

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								poses an unacceptable risk. There is insufficient evidence that the Council has complied with the Habitats Regulations or fully assessed flood mitigation and drainage infrastructure in line with these local constraints and legal obligations. Unclear alignment with the Local Development Scheme: The Council’s own timetable and approach outlined in the Local Development Scheme have shifted repeatedly, raising concerns about whether the statutory process and timeline have been properly followed. Failure to demonstrate deliverability: Sites have been included in the draft without evidence of deliverability or landowner commitment. This may mislead residents and does not meet legal requirements to present a plan that can be realistically implemented within the identified timeframe.			(libraries, healthcare centres, public services) runs counter to national policy on community	Reduce the plan period from 20 years to 15 years to avoid unnecessary overestimation of housing need and reduce strain on infrastructure. Remove sites from the housing trajectory that lack evidence of landowner commitment or deliverability within the plan period. Include a phased approach to housing delivery tied to infrastructure improvements, ensuring development is not front-loaded before roads, schools, and healthcare capacity are increased. 5. Cross-Boundary Cooperation and Evidence Base (Policy IM1): Provide an updated and transparent Statement of Common Ground showing joint working with Essex County Council, NHS bodies, utility providers, and neighbouring authorities. Include clear timelines, funding plans, and outcome targets for all critical infrastructure (transport, education, health) referenced in the Infrastructure Delivery Plan. 6. Revised Wording (Suggested): Current Policy SP1 – Spatial Strategy (revision proposed): “Development on Canvey Island will only be supported where it is demonstrated that adequate emergency access, flood risk mitigation,						been promoted through the call for sites process which has indicated that the site is available for development by the landowner. All other sites are Council owned sites which CPBC has deemed available for development.	Third road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements.	

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												and supporting infrastructure are in place and deliverable within the plan period. Strategic development shall not proceed in areas with a single access route unless a secondary access is secured.”						The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Alternative sites	

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																		not considered All reasonable option sites were considered in the Strategic Land Availability Assessment (SLAA) and the Sustainability Appraisal (SA). Loss of Community Facilities Policy INFRA1 supports community facilities and safeguards against redevelopment of these without sufficient alternatives provided.	
0341-0010	Organisation	Janet	Nuttall	Natural England		C6	Yes	We welcome the place-based policies focused on protecting important areas of greenspace and their connectivity across the district, e.g. Daws Heath (DH1), Thundersley (Thun4) and the Green Lung (C6). We support the general aims of these policies to improve the connectivity and condition of the GI network and its habitats,	Yes							A	We welcome the place-based policies focused on protecting important areas of greenspace and their connectivity across the district, e.g. Daws Heath (DH1), Thundersley (Thun4) and the Green Lung (C6). We support the	Support noted	N

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								and address deficiencies in access to greenspace. Policy C6 - The South Canvey Green Lung We support policy C6 to protect the South Canvey Green Lung as an important asset for people and nature, and its aims to align with the Essex LNRS and seek opportunities to create new habitat (e.g. through BNG) wherever possible.									general aims of these policies to improve the connectivity and condition of the GI network and its habitats, and address deficiencies in access to greenspace. Policy C6 - The South Canvey Green Lung We support policy C6 to protect the South Canvey Green Lung as an important asset for people and nature, and its aims to align with the Essex LNRS and seek opportunities to create new habitat (e.g. through BNG) wherever possible.		
0684-0001	Individual	Shiralee	Leggett		Yes	SP3	No	Canvey island infrastructure cannot take anymore houses or flats being built. We need a second road now with the homes we already have on the island it will be a complete disaster to have more houses built and people to live on an already over populated area.	No	Positively prepared, Effective, Justified, Consistent with national policy	Please live on canvey for a week and you will realise it will be a complete disaster to build more homes on an island that struggles with traffic water pipes now with the amount of people already living here now.		Yes	Not Answered	Not Answered		Third road off Canvey	Third Road off Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter	N

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																		which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a	

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																		contribution to relevant transport improvement projects identified in the Local Transport Plan.	
0685-0001	Individual	Lorraine	Breadding		Yes	SP3	Yes		No	Justified	The proportion of new buildings being considered for canvey island is disproportionate to the size of the borough. It is also a flood plain and there is no guarantee that the infrastructure would be in place to allow for the ease of traffic to and from the island.	There would need to be a third access from the Island that does not go through waterside roundabout, sadlers farm roundabout or benfleet. There would also need to be better access to medical facilities and schooling. Canvey Island is classified as a deprived area and therefore for what is in effect a large housing influx there must be scope for more employment and training built in to the plan.	No	Not Answered	Not Answered	A	Third Road off Canvey Infrastructure Flood Risk on Canvey Employment and Training	Third Road off Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access	N

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																		improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting	

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																		Infrastructure Delivery Plan (IDP). Flood Risk on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting	

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																		evidence in the form of the SFRA and IDP, including in relation to Canvey. Employment and Training Policy E3 encourages and supports development of local skills.	
0686-0001	Individual	Greg	Saddington		Yes	SP3	No	The overpopulation of canvey island is a health risk to islanders in the event and evacuation is required. Adding additional properties breaches the duty of care to residents.	No	Effective, Justified	There is ONE exit from canvey that all 40000 population need to use. The infrastructure on any measures cannot cope with a further increase in population	New exit from canvey separate from waterside roundabout	No	Not Answered	Not Answered		Emergency Evacuation Third Road off Canvey	Emergency Evacuation The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/ Third Road off Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements	N

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																		for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in	

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																		the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan.	
0687-0001	Individual	E	ARS COT T	No	Yes	For ew ord	No	No as usual with these things there is a lot of blurb and no substance just a ticking box exercise by the council for the government with no consiederation for the people or surrounding areas of Canvey Island	No	Positively prepared, Effective, Justified, Consistent with national policy	Again tick box exercise	Abandon this ridiculous notion that in access of 3000 additional homes can be built on Canvey Island with out major impact to current population, schools, doctors, transport, roads, flooding, wildlife.	No	Not Answered	Not Answered	A	Castle Point Plan is not sound or legally compliant	Comments Noted.	N

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0688-0001	Individual	Teresa	Kelway		Yes	SP3	No	The Castle Point Plan Draft does not appear to be legally compliant for several key reasons: Lack of meaningful community engagement: The plan was not prepared in a manner that aligns with the Council's own Statement of Community Involvement. Residents have not been properly consulted on critical aspects such as infrastructure capacity, site deliverability, and the impact on local services. Proposals to redevelop essential community assets (e.g. health centres, police station, fire station, libraries) were not clearly communicated to the public, which contradicts the requirements for transparent consultation. Duty to Cooperate not demonstrably fulfilled: The Plan fails to show sufficient evidence that Castle Point Borough Council has worked collaboratively with Essex County Council, the Environment Agency, and neighbouring local authorities—especially regarding shared infrastructure, flood risk mitigation, and strategic transport such as a third road access to Canvey Island.	No	Positively prepared, Effective, Justified, Consistent with national policy	I do not consider the Castle Point Plan Draft to be sound for the following reasons: Not Positively Prepared: The plan proposes significant housing growth across Castle Point—particularly on Canvey Island—without delivering the critical infrastructure required to support it. The absence of a third access road to Canvey undermines the plan's ability to meet the area's needs sustainably or safely. Infrastructure and transport capacity are already under significant strain and no realistic solutions have been included in the draft. The plan also fails to demonstrate how it has accommodated unmet need from neighbouring areas through agreement or collaboration. Not Justified: The strategy appears to prioritise housing numbers over deliverability, safety, and sustainability. Brownfield sites proposed for redevelopment include vital community infrastructure such as health centres, fire and police stations, and libraries. The plan lacks a clear explanation as to why these sites were chosen over more sustainable or deliverable alternatives. Moreover, there is no clear	To make the Castle Point Plan Draft legally compliant and sound, the following modifications should be made: 1. Infrastructure Delivery and Access (Policy IN1, SP1): Reintroduce and prioritise the creation of a third access road to Canvey Island as a strategic infrastructure objective within the plan period. Reinstate the Canvey West Access Taskforce to ensure proper delivery oversight and consultation with Essex County Council and the Environment Agency. Explicitly state that no further major residential development on Canvey Island should be approved until this access is secured and funded. 2. Site Allocations and Community Facilities (Policies HO1, SP1): Remove or revise proposals to redevelop key community infrastructure sites (e.g. fire station, health centres, libraries, police station, town centre car parks) listed as "brownfield" without a clearly identified replacement strategy. Ensure the retention and modernisation of essential community infrastructure is included in the plan as a	No	Not Answered	Not Answered		lack of DTC Lack of Engagement Flood risk Alignment with the LDS Failure to demonstrate deliverability Third road onto canvey needed Lack of consideration for alternative sites Loss of community facilities not supported	DTC Addressed in the Duty to Cooperate Statement and supporting Statements of Common Ground. The Council has worked collaboratively with all to ensure that the Duty to Cooperate has been met. Engagement Comments noted. The council has prioritised inclusivity for the consultations. Further details of this is included in the reg 18 consultation statement and reg 22 consultation statement. Flood Risk The Strategic Flood Risk Assessment provides an overview of flood risk within Castle Point and then provides site specific information for	N

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								Inadequate consideration of flood risk and environmental constraints: Although the plan is accompanied by a Sustainability Appraisal, it does not adequately address the environmental consequences of building on Canvey Island, a known flood-prone area. There is insufficient evidence that the Council has complied with the Habitats Regulations or fully assessed flood mitigation and drainage infrastructure in line with legal obligations. Unclear alignment with the Local Development Scheme: The Council's own timetable and approach outlined in the Local Development Scheme have shifted repeatedly, raising concerns about whether the statutory process and timeline have been properly followed. Failure to demonstrate deliverability: Sites have been included in the draft without evidence of deliverability or landowner commitment. This may mislead residents and does not meet legal requirements to present a plan that can be realistically implemented			evidence that alternative strategies—such as lower-density development or infrastructure-first approaches—were adequately considered or consulted on. Not Effective: Many sites included in the draft are not demonstrably deliverable. Rebecca Harris MP and local stakeholders have pointed out that there is no clear evidence of landowner commitment, infrastructure funding, or timelines to bring sites forward. This undermines the plan's effectiveness over the plan period. Strategic transport priorities—especially a third access road to Canvey—have been ignored or deferred, despite being critical to enabling growth. Not Consistent with National Policy: The plan does not enable genuinely sustainable development as set out in the National Planning Policy Framework (NPPF). Proposals to build in high flood-risk areas—particularly on Canvey Island—without adequate mitigation or investment in drainage infrastructure directly contradict NPPF principles. In addition, the proposed	priority, particularly in underserved or isolated areas such as Canvey Island. 3. Flood Risk and Climate Resilience (Policy CC1): Require a full site-specific flood risk and drainage assessment for all proposed development sites on Canvey Island and other flood-prone areas before planning permission can be granted. Add a policy condition that flood risk must be demonstrably reduced (not just managed) through mitigation measures, including investment in drainage, sea defences, and sustainable urban drainage systems (SuDS). Strengthen wording to ensure compliance with the Section 19 Flood Report recommendations. 4. Housing Delivery (Policy HO1, Appendix A): Reduce the plan period from 20 years to 15 years to avoid unnecessary overestimation of housing need and reduce strain on infrastructure. Remove sites from the housing trajectory that lack evidence of landowner commitment or deliverability within the plan period. Include a phased approach to housing delivery tied to infrastructure improvements, ensuring						the allocations in the Castle Point Plan and provides recommendations on how to address any flood risk arising through development. Alignment with the LDS To ensure that the plan is supported by a robust evidence base we have had to adjust the timeline to undertake additional work. When these decisions have been made we have updated the LDS to reflect this for transparency. The Council has ensured that the plan has been positively prepared with all necessary work being undertaken to ensure it is robust. Deliverability All the sites allocated within the plan have	

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								within the identified timeframe.			loss of valued community facilities (libraries, healthcare centres, public services) runs counter to national policy on community cohesion, resilience, and accessibility.	development is not front-loaded before roads, schools, and healthcare capacity are increased. 5. Cross-Boundary Cooperation and Evidence Base (Policy IM1): Provide an updated and transparent Statement of Common Ground showing joint working with Essex County Council, NHS bodies, utility providers, and neighbouring authorities. Include clear timelines, funding plans, and outcome targets for all critical infrastructure (transport, education, health) referenced in the Infrastructure Delivery Plan. 6. Revised Wording (Suggested): Current Policy SP1 – Spatial Strategy (revision proposed): “Development on Canvey Island will only be supported where it is demonstrated that adequate emergency access, flood risk mitigation, and supporting infrastructure are in place and deliverable within the plan period. Strategic development shall not proceed in areas with a single access route unless a secondary access is secured.”						been promoted through the call for sites process which has indicated that the site is available for development by the landowner. All other sites are Council owned sites which CPBC has deemed available for development. Third road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements.	

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																		The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Alternative sites	

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																		not considered All reasonable option sites were considered in the Strategic Land Availability Assessment (SLAA) and the Sustainability Appraisal (SA). Loss of Community Facilities Policy INFRA1 supports community facilities and safeguards against redevelopment of these without sufficient alternatives provided.	
0689-0001	Individual	Michelle	Lyon		Yes	SP3	No	You've made it too complex for the average person to understand therefore non inclusive	No	Justified	I can't get off the island to get to work already and I often can't get home. When there's an emergency everything grinds to a standstill	A third road, more schools and doctors and dentists because I already have to get off the island to access amenities	No	Not Answered	Not Answered		Third Road onto Canvey Infrastructure Consultation Inclusivity	Third road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions.	N

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																		Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point	

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																		Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Engagement Comments noted. The council has prioritised inclusivity for the consultations. Further details of this is included in the reg 18 consultation statement and reg 22 consultation statement.	

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069 0-000 1	Individual	Linda	Frain		Yes	Whole Plan	Yes		Yes	Consistent with national policy			No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant	Support noted.	N
069 1-000 1	Individual	Sharon	Bell		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
069 2-000 1	Duplicate representation received. See representation 1098-0001.																		
069 3-000 1	Individual	Clare	Fordham		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
069 4-000 1	Individual	Reece	Johnson		Yes	C5	No		No	Positively prepared	Inadequate transport for proposed developments in Canvey island.	Another access route to canvey. Widening of Sommes way and extension of Roscommon way to Thames Road.	No	Not Answered	Not Answered	A	Third Road onto Canvey	Third road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the	N

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																		Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport	

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																		improvement projects identified in the Local Transport Plan.	
0695-0001	Individual	Linda	Brand		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0696-0001	Individual	Paddy	Richards on		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0697-0001	Individual	Stephen	Farrow		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0698-0001	Individual	Richard	Bonham		Yes	SP3	Yes		No		To many people on Canvey island , Thorney bay and kings have too many mobile homes		No	Not Answered	Not Answered	A	Castle point Plan is not sound.	Comments noted.	N
0699-0001	Individual	Christine	Lillis		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0700-0001	Individual	Markus	Springer		Yes	INFRA6	Yes		Yes		I wish to say that it is fantastic to see common sense being applied in telecommunications mast planning. I am all for increased connectivity, however the siting of masts needs to be carefully weighed up in evidence based decisions, especially when they are located near vulnerable residents, for example children or elderly people with disabilities [REDACTED Personal		Not Answered	Not Answered	Yes		Support for Policy INFRA6	Support noted.	N

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											Information] interference with EMF's is a real problem. For too long, genuine concerns around safety have been ignored and it is wonderful to see a sensible and pragmatic approach being proposed.								
0341-0011	Organisation	Janet	Nuttall	Natural England		Thun4	Yes	We are pleased to see reference to 'projects to promote the continued improvement of the local wildlife sites and Thundersley Great Common SSSI and recovery of its currently unfavourable condition'.	Yes							A	We are pleased to see reference to 'projects to promote the continued improvement of the local wildlife sites and Thundersley Great Common SSSI and recovery of its currently unfavourable condition'.	Support noted	N
0702-0001	Individual	Laraya	Cornthwaite		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0703-0001	Individual	Karon	Roberts		Yes	SP3	Yes		No	Justified	Unfortunately Reg 19 on housing has taken all the oxygen out of the plan and no one seems interested in anything else because it is not fair. Canvey is taking the brunt of the housing needs for the borough as we do not have much green belt land. It seems the loaded question in the consultation puts green belt use above safety and common sense. How can you expect another 3 thousand plus homes on the island with no	Making the housing allocation fairer across the borough. Consider other areas green belt if necessary.	No	Not Answered	Not Answered	A	North West Thundersley Third Road onto Canvey Infrastructure	North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that	N

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											new infrastructure, roads, gp surgeries, schools etc. 3 thousand plus houses equates at minimum to 3 thousand extra cars. On a Saturday morning you cannot leave the island in less than an hour. One broken down car at anytime will bring the island to a halt. Until there is a new road there should be no more building. Why has NW Hadleigh not been allocated more housing?							the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Third road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for	

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																		those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan.	

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																		Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP).	
0704-0001	Individual	Kevin	Walker		Yes	SP3	No	Canvey Island lacks the infrastructure to support this proposed development plan for another 3.5k new dwellings. ☒ This development would impose a significant burden on the roads for Canvey residents who require access to and from Canvey Island. There is a single bottleneck entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents. ☒ Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system. ☒ Additional amenities have not been considered,	No	Positively prepared, Effective, Justified, Consistent with national policy	Not justified or to national policy standards And definitely over development	Definitely over development NW Thundersley has not been considered has a location for all the housing	No	Not Answered	Not Answered		Third Road onto Canvey Flooding on Canvey Infrastructure	Third Road off Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the	N

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								including extra medical practices, dental services, and new senior educational institutions.										demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Infrastructure Infrastructure	

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																		matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Flood Risk on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the	

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																		need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	
0704-0002	Individual	Kevin	Walker		Yes	SP3	No	Canvey Island lacks the infrastructure to support this proposed development plan for another 3.5k new dwellings. ☒ This development would impose a significant burden on the roads for Canvey residents who require access to and from Canvey Island. There is a single bottleneck entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents. ☒ Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system. ☒ Additional amenities have not been considered, including extra medical	No	Positively prepared, Effective, Justified, Consistent with national policy	Over-development to a location that is already saturated with people and lacking the infrastructure for the people that live here already No thought of the North West Thundersley site	Suggestion No further development should take place until an additional road is established as an alternative emergency exit from the Island. ☒ Suggestion: The Blinking Owl site located in North West Thundersley is currently being utilised for industrial purposes. It has good transport links allowing for a substantial allocation of housing without adversely affecting the traffic flow in the remainder of Castle Point.	No	Not Answered			Third Road onto Canvey Flooding on Canvey Infrastructure	Third Road off Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come	N

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								practices, dental services, and new senior educational institutions.										from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Infrastructure Infrastructure matters	

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																		(including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Flood Risk on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood	

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																		management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	
0704-0003	Individual	Kevin	Walker		Yes	C9	No	Not all factors have been regarded	No	Positively prepared, Effective, Justified, Consistent with national policy	To build 185+ new homes in this area would cause the loss of small businesses that run at that end of the island as there are no financially viable places for those businesses to move to That end of Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system. Additional amenities have not been considered, including extra medical practices, dental services, and new senior educational institutions.	No further development should take place until an additional road is established as an alternative emergency exit from the Island. Suggestion: The Blinking Owl site located in North West Thundersley is currently being utilised for industrial purposes. It has good transport links allowing for a substantial allocation of housing without adversely affecting the traffic flow in the remainder of Castle Point.	No	Not Answered			Objecting to Charfleets	Charfleets Industrial Estate is included within Policy E1 which includes the statement 'the Council will seek to provide and retain Class E(g), B2 and B8 use classes or other 'sui generis' uses of a similar employment nature unless it can be demonstrated that there is no reasonable prospect for the site to be used for these purposes'. This policy will apply until such time as a master plan for West Canvey has been	N

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																		developed. Policy E1 may subsequently change in terms of its approach to Charfleets when the Castle Point Plan is reviewed in 5 years' time, to enable the delivery of the West Canvey regeneration.	
0704-0004	Individual	Kevin	Walker		Yes	SP3	No	Not justified or to National Policy standards	No	Positively prepared, Effective, Justified, Consistent with national policy	Canvey Island lacks the infrastructure to support this proposed development plan for another 3.5k new dwellings. ☒ This development would impose a significant burden on the roads for Canvey residents who require access to and from Canvey Island. There is a single bottleneck entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents. ☒ Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system. ☒ Additional amenities have not been considered, including extra medical practices, dental services,	Suggestion No further development should take place until an additional road is established as an alternative emergency exit from the Island. Suggestion: The Blinking Owl site located in North West Thundersley is currently being utilised for industrial purposes. It has good transport links allowing for a substantial allocation of housing without adversely affecting the traffic flow in the remainder of Castle Point.	No	Not Answered			Third Road onto Canvey Flooding on Canvey Infrastructure	Third Road off Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing	N

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											and new senior educational institutions.							16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Infrastructure Infrastructure matters (including	

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																		healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Flood Risk on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management	

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																		infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	
0705-0001	Individual	Graham	Montford		Yes	SP3	Yes		No	Positively prepared, Effective, Justified	Canvey Island lacks the infrastructure to support this proposed development plan for another 3500 new dwellings. This development would impose a significant burden on the roads for Canvey residents who require access to and from Canvey Island. There is a poor entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents or during non peak travel time Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system.	No further development should take place until an additional road is established as an alternative exit from Canvey Island & sufficient drainage improvements are made within the infrastructure.	No	Not Answered	Not Answered	A	Third Road onto Canvey Flooding on Canvey Infrastructure	Third Road off Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come	N

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																		management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	
0705-0002	Individual	Graham	Montford		Yes	SP3	Yes		No	Positively prepared, Effective, Justified	Canvey Island lacks the infrastructure to support this proposed development plan for another 3500 new dwellings. This development would impose a significant burden on the roads for Canvey residents who require access to and from Canvey Island. There is a poor entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents or during non peak travel time Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system.	No further development should take place until an additional road is established as an alternative exit from Canvey Island & sufficient drainage improvements are made within the infrastructure.	No	Not Answered		A	Third Road onto Canvey Flooding on Canvey Infrastructure	Third Road off Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come	N

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0705-0003	Individual	Graham	Montford		Yes	SP3	Yes		No	Positively prepared, Effective, Justified	Canvey Island lacks the infrastructure to support this proposed development plan for another 3500 new dwellings. This development would impose a significant burden on the roads for Canvey residents who require access to and from Canvey Island. There is a poor entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents or during non peak travel time Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system.	No further development should take place until an additional road is established as an alternative exit from Canvey Island & sufficient drainage improvements are made within the infrastructure.	No	Not Answered		A	Third Road onto Canvey Flooding on Canvey Infrastructure	Third Road off Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come	N

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0705-0004	Individual	Graham	Montford		Yes	SP3	Yes		No	Positively prepared, Effective, Justified	Canvey Island lacks the infrastructure to support this proposed development plan for another 3500 new dwellings. This development would impose a significant burden on the roads for Canvey residents who require access to and from Canvey Island. There is a poor entrance/exit at the Waterside roundabout, and current residents often find themselves in traffic jams for extended periods, even in the absence of any incidents or during non peak travel time Canvey Island is already susceptible to flooding. This development would impose an intolerable burden on the current drainage system.	No further development should take place until an additional road is established as an alternative exit from Canvey Island & sufficient drainage improvements are made within the infrastructure.	No	Not Answered		A	Third Road onto Canvey Flooding on Canvey Infrastructure	Third Road off Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come	N

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																		management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	
0706-0001	Individual	Peter	Arter		Yes	SP3	No	Whilst I agree with and support the local plan vision for the Hadleigh Farm area, being a local resident there for over 40 years, I am concerned, having read the comments of our MP, Dame Rebecca Harris, that the plan does not at present meet national policy and is not justified in that it does not meet policy targets and has not even included any greenbelt or grey belt sites including particularly the North West Thundersley site. for further detail see the comments of Dame Harris, with which I fully agree.	No	Justified, Consistent with national policy	see my previous comments above.	Inclusion of North West Thundersley site.	No	Not Answered	Not Answered	A	North West Thundersley	North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why	N

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																		North West Thundersley was not preferred.	
0707-0001	Individual	linda	well		Yes	SP3	Yes		No	Positively prepared, Effective, Justified	Sandy Bay is increasing by 300 dwellings over the next 2 years this is not in any plan or accounted for. The infrastructure is already stretched, schools, doctors etc. I find it difficult to move round the island as it is so with extra housing this is going to be mere impossible regardless of any additional exit roads added. I feel the utilisation of North West Hadleigh would be a better option for the 3000 homes and would allow Charfleets to remain without having to be relocated. There is no justification for the density levels to be increased just on Canvey Island without due consideration to other Brownfield sites within Castle Point.		No	Not Answered	Not Answered	A	Existing Commitments North West Thundersley Infrastructure	Existing Commitments Full details of the 480 existing commitment can be found within the housing trajectory at Appendix 2 of the Housing Topic paper (August 2025). However, it is agreed that the plan could have been clearer on this point and a modification is proposed to signpost this reference in the supporting text. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not	N

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																		considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP).	
0708-0001	Individual	Diane	Fredricks		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0341-0012	Organisation	Janet	Nuttall	Natural England		DH1	Yes	We are pleased to see reference to 'projects to promote the continued improvement of the local wildlife sites and SSSIs	Yes							A	We are pleased to see reference to 'projects to promote the continued	Support noted	N

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								(Garrold's Meadow and Great Wood and Dodd's Grove) and recovery of sections that are in an unfavourable condition'.									improvement of the local wildlife sites and SSSIs (Garrold's Meadow and Great Wood and Dodd's Grove) and recovery of sections that are in an unfavourable condition'.		
0341-0013	Organisation	Janet	Nuttall	Natural England		D3	Yes	Paragraph 16.38 states that masterplans should reflect the policy requirements of the Local Plan. In line with Policy SP1 and the wider Plan vision, this should include the need for multifunctional green infrastructure. The masterplan offers an opportunity to outline how GI has been integrated into a scheme to create high-quality, sustainable places. It will also ensure that GI is considered from the outset as an important piece of infrastructure in new developments.	Yes							A	Paragraph 16.38 states that masterplans should reflect the policy requirements of the Local Plan. In line with Policy SP1 and the wider Plan vision, this should include the need for multifunctional green infrastructure. The masterplan offers an opportunity to outline how GI has been integrated into a scheme to create high-quality, sustainable places. It will also ensure that GI is considered from the outset as an important piece	<u>Modifications</u> 16.38 The Council will work with those promoting development, the local communities and infrastructure providers to ensure that Master Plans accurately reflect the vision and the policy requirements in this Plan but also local aspirations and preferences concerning layout, style, character and relationship to adjoining land uses. 16.39 In line	<u>Modifications</u> 16.38 The Council will work with those promoting development, the local communities and infrastructure providers to ensure that Master Plans accurately reflect the vision and

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																	of infrastructure in new developments.	with the wider plan vision, the masterplan offers an opportunity to outline how multifunctional green infrastructure has been integrated into a scheme to create high-quality, sustainable places. It will also ensure that GI is considered from the outset as an important piece of infrastructure in new developments	the policy requirements in this Plan but also local aspirations and preferences concerning layout, style, character and relationship to adjoining land uses. 16.39 In line with the wider plan vision, the masterplan offers an opportunity

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																			to outline how multifunctional green infrastructure has been integrated into a scheme to create high-quality, sustainable places . It will also ensure that GI is considered from the outset as an important piece of infrastructure in new

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																			developments
0711-0001	Individual	philip	haste		Yes	SP3	Yes		No	Positively prepared, Effective, Justified	Much better sites are available rather than worsen a already congested Canvey island and in fact the whole of castle point There is land in North Benfleet (green belt it may be but there is so much more beneficial green belt around and this is a small amount to sacrifice) adjacent to the A127/A130 that could have great road links installed and accommodate all of Castle points housing developments to satisfy Government in one place. A sacrifice of 1 small piece of Green belt should be considered rather than sacrifice the well being of existing and future people of castle point by making there lives a misery by over congesting existing small areas. Before any passing of developments my comment should be considered below	Before any planning is approved or development is carried out the existing road structure on canvey island needs to be looked at. The 1st is to proceed with the development of Roscommon way phase 2 to greatly improve traffic flow around the island. The 2 main traffic problem areas are Sommes avenue to Dovervelt road both ways as well as Northwick corner through the village to Thorney bay road. By extending the Roscommon way phase 1 with phase 2 as originally planned but never completed. Essex Highways' Roscommon Way Extension Phase 2 was planned to extend the new route from Haven Road to Thorney Bay Road on Canvey Island, providing an alternative route for commercial traffic and supporting future development. While Phase 1 was completed, Phase 2 faced funding issues in 2018 and remains unfinished,	No	Not Answered	Not Answered	A	North West Thundersley Third Road onto Canvey	North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was	N

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												with the completion of the final phase described as "vitally important" for easing congestion and supporting the local economy. Phase 1 (Completed) Phase 2 (Planned, but Unfinished) Planned Extension: Phase 2 was designed to continue the route from Haven Road to Thorney Bay Road. Aims: The goals included further regenerating the local economy, providing a flood-safe route off the island, diverting traffic from residential areas, and enabling further development. Funding Issues: In 2018, a report stated that there was "no cash" to finish the project, and the completion of the final phase was described as "vitally important" for the local economy and for easing island congestion. This would be a great step to alleviate the traffic congestion on Canvey and should have been carried out in 2018. However the third road (where that assumption comes from I don't know as there is still only 1 access point onto Canvey where the two access roads meet which is Waterside Farm						not preferred. Third Road The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4,	

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												roundabout) A new route continuing Northwick Road across to Coryton/Stamford-le-hope should be urgently considered. This would reduce traffic on the already congested saddler's farm roundabout although most likely increase traffic flow onto the island with vehicles accessing south Benfleet via Canvey						which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan.	
0712-0001	Individual	Simon	Fitzgerald		Yes	SP3	No	I believe it is unsafe and that the general impact on the overall community puts it at risk. Sewage issues have not been identified namely the additional 2700 homes in the Charfleets area. Canvey Island has the second worst sewage issue within the country that is directly affecting the sea front along with a huge issue regarding a smell which is constantly in the air. There are other more suitable and safe areas	No	Consistent with national policy	Sewage and the impact on the general area. Traffic congestion and the impact to life especially in a time of a major incident happening on the Island.	Review the areas where it would be more suitable within the actual Borough rather than just Canvey Island	Yes	Not Answered	Not Answered		Charfleets Other sites have not been considered Sewage infrastructure	Charfleets Charfleets Industrial Estate is included within Policy E1 which includes the statement 'the Council will seek to provide and retain Class E(g), B2 and B8 use classes or other 'sui generis' uses of a similar employment nature unless it can be	N

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								within the Borough which can be identified and built on without having the same negative impact. The plan will fail and time and effort wasted in general. The Council need to admit this and openly honest regarding the whole process										demonstrated that there is no reasonable prospect for the site to be used for these purposes'. This policy will apply until such time as a master plan for West Canvey has been developed. Policy E1 may subsequently change in terms of its approach to Charfleets when the Castle Point Plan is reviewed in 5 years' time, to enable the delivery of the West Canvey regeneration. Other sites have not been considered All reasonable option sites were considered in the Strategic Land Availability Assessment (SLAA) and the Sustainability Appraisal (SA). Infrastructure Infrastructure matters (including	

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																		healthcare, education and sewage) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP).	
0713-0001	Individual	Anthony	Bell		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0714-0001	Individual	Nicola	Kearney		Yes	HA D4	Yes		No	Effective	I formally object to the planning application for the proposed development of 114 homes on Scrub Lane, Hadleigh. I have reviewed the plans and have serious concerns regarding the impact this development will have on our community, particularly in relation to highway safety and safeguarding. I do not believe the draft plan document to be sound. Our road already suffers from significant parking and traffic issues, particularly during peak times such as school drop-off and pick-up. The lack of available parking spaces leads to vehicles obstructing pavements daily, creating a hazard for pedestrians, long queues of vehicles along	Revise the number of homes built on this land, and review the assisted living homes plan for safeguarding.	No	Not Answered	Not Answered	A	Objecting to Had4 due to: Traffic capacity on Scrub Lane Parking capacity on Scrub Lane Density out of character Location of site close to a school	Traffic Capacity Any application for homes on this site will have to comply with policy T6 which ensures that development proposals offer safe access to the highway. Any proposal will also have to comply with T5 to ensure sufficient highway impact mitigation. Parking Capacity Any application for homes on this site will have to comply with policy T7 which requires the	N

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											the road in both directions as there are already issues at the Scrub lane Mews junction, and only one lane can be accessed at both these points, which also hinder crucial access for emergency vehicles. The addition of 114 new homes will generate a significant increase in vehicle movements and a demand for parking that cannot be accommodated by the existing infrastructure. The proposed provision is, in my opinion, inadequate and will exacerbate the current situation to an unmanageable and dangerous level. I have a significant concern about the proposed six assisted living homes, which are to be located directly adjacent to Hadleigh Junior School. While I fully support the provision of assisted living, having a child on the spectrum, you have not made clear the nature of this housing, and close proximity of these homes backing on to to a junior school raises serious safeguarding questions that must be addressed. The well-being and safety of the children at Hadleigh													EPOA Parking Guidance (Part 1 and 2) to be implemented. Density The density chosen for this site was informed by the Density and Capacity Study July 2025, please see this for further details. Location The council has a duty to provide homes for all and supported living dwellings are considered appropriate in this location. More information can be found in the Equality Impact Assessment.	

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											Junior School must be a top priority for the council. I am not convinced that this is a suitable location for this type of housing, and I urge the council to consider the potential risks and to put the safeguarding of children first in its decision-making process.								
0715-0001	Individual	Michael	Jarrett		Yes	SP3	No	This plan allows for only 6196 new homes over the plan period. This is absolutely nowhere near legal compliance with the mandatory central government target, which is over 11,000 new homes.	No	Consistent with national policy	This plan allows for only 6196 new homes over the plan period. This is absolutely nowhere near legal compliance with the mandatory central government target, which is over 11,000 new homes.	The plan should include extensive development on the 'blinking owl' site, in north west Thundersley. The total number of new homes proposed under the local plan must be increased, in line with the legally mandated central government number of dwellings target for Castle Point.	No	Not Answered	Not Answered	A	Not meeting the Standard Method number North West Thundersley The Council undertook a Local Housing Needs Assessment in December 2023 which identified a need for around 255 homes per year in Castle Point. Changes to the NPPF in December 2024, removed the ability for Councils to set a	Standard Method Housing Number The Standard Methodology requirement for Castle Point is 686 homes per year (as of June 2025).	N

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																		lower housing target, than that set out by the Standard Methodology. However, taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point. The Castle Point Plan Regulation 19 Draft makes provision for around 364 new homes a year (around 6,196 homes to 2043) which is sufficient to meet the need for housing arising from the Local Housing Needs Assessment but is insufficient for the standard methodology	

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																		requirement for housing set out in the NPPF 2025. More information on this is set out in the Housing Capacity Topic Paper. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West	

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																		Thundersley was not preferred.	
0716-0001	Individual	John	Knot		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0717-0001	Individual	Laurence	Dixon		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0718-0001	Individual	Warren	Gibson		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0719-0001	Individual	Judy	Aitken		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0720-0001	Individual	Aimee	Harbinson		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N

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072 1-000 1	Individual	Kate	Knot		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
072 2-000 1	Individual	Timothy	Copsey		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
072 3-000 1	Individual	Susan	Staples		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
072 4-000 1	Individual	Denise	Grace Auger		Yes	Whole Plan	Yes		No	Positively prepared			No	Not Answered	Not Answered		Castle Point Plan is not sound.	Comments noted.	N

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0725-0001	Individual	Janet	Dunford		Yes	C4	No	For the Castle Point Plan to be legally compliant, it must satisfy the statutory obligations set out in the Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004, and the National Planning Policy Framework (NPPF, December 2024). While I recognise the effort that has gone into preparing the Regulation 19 draft, there are several areas where, in my view, the Plan does not yet meet the legal tests of soundness and compliance, and these must be addressed before submission for examination. Perhaps most critically, the Council has not yet demonstrated a deliverable five-year housing land supply, as required under paragraph 78 of the NPPF. This is not a mere technicality; it is a fundamental test of the Plan's soundness and credibility. Policy SP3 fails to establish a deliverable five-year supply of housing land—whether measured against the Government's housing targets or the Council's own lower assessed need. The absence of a transparent, evidenced, and up-to-date supply not only	No	Consistent with national policy	Flood Risk and Inadequate Drainage • The proposed development of 3,143 homes is located within Flood Zones 2 and 3, areas with a high probability of flooding as defined by the Environment Agency. • Two major hazard sites—Calor Gas and Oikios—are situated nearby, compounding risk in the event of flooding or emergency evacuation. • The 2013/14 internal flooding event demonstrated the island's vulnerability. Following that event, the official report recommended that all drains be properly maintained to mitigate recurrence. • The 2017 Technical Report on Canvey Lake confirmed that the drainage system is inadequate for current and future capacity. • The Local Plan's technical assessment itself acknowledges that “special drainage is critical for Canvey because it is a low-lying area vulnerable to climate change.” • Independent flood experts have stated that every assessed site on Canvey has a “high probability of flooding.” • Planning law and the National Planning Policy Framework (NPPF) require	The proposed Canvey Island development contradicts the principles of sustainable development under the NPPF, which mandates that safety, resilience, and flood risk must be primary considerations. Proceeding without a full flood assessment and infrastructure plan exposes residents, businesses, and emergency services to unacceptable risk. A geological survey, of the site, transport links improved along with road infrastructure. Build in North West Thundersley	Yes	Not Answered	Not Answered	C	Five Year Housing Land Supply Flood Risk on Canvey Oil and Gas causing threat to safety No Flood Risk Assessment Air Quality North West Thundersley should be built on instead	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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								undermines the Plan’s justification but also leaves all of Castle Point’s Green Belt—land which may come under pressure for development—critically exposed to speculative proposals, including on sites that are environmentally sensitive or constrained by inadequate infrastructure. Flood Risk and Inadequate Drainage • The proposed development of 3,143 homes is located within Flood Zones 2 and 3, areas with a high probability of flooding as defined by the Environment Agency. • Two major hazard sites—Calor Gas and Oikios—are situated nearby, compounding risk in the event of flooding or emergency evacuation. • The 2013/14 internal flooding event demonstrated the island’s vulnerability. Following that event, the official report recommended that all drains be properly maintained to mitigate recurrence. • The 2017 Technical Report on Canvey Lake confirmed that the drainage system is inadequate for current and future capacity. • The Local Plan’s technical			that local authorities: “Locate development in areas of lowest flood risk and demonstrate there are no reasonable alternatives before permitting building in Flood Zones 2 or 3.” No comprehensive Flood Risk Assessment (FRA) has yet been completed for these sites. 2. Infrastructure and Transport Capacity • The existing road network is severely constrained, with both access roads leading to a single congested roundabout. • No clear transport improvement plan or confirmed funding mechanism has been provided to address increased traffic volumes from the proposed development. • The absence of robust infrastructure planning raises significant safety, access, and evacuation concerns, particularly during flood events. 3. Alternative and Safer Development Sites • The North Benfleet site offers a safer and more sustainable alternative, as it is not within a flood zone. • A potential link to the A127 could be incorporated into the planned junction upgrade, and Essex County Council draft plans demonstrate the feasibility							should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council’s aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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								assessment itself acknowledges that “special drainage is critical for Canvey because it is a low-lying area vulnerable to climate change.” • Independent flood experts have stated that every assessed site on Canvey has a “high probability of flooding.” • Planning law and the National Planning Policy Framework (NPPF) require that local authorities: “Locate development in areas of lowest flood risk and demonstrate there are no reasonable alternatives before permitting building in Flood Zones 2 or 3.” No comprehensive Flood Risk Assessment (FRA) has yet been completed for these sites. 2. Infrastructure and Transport Capacity • The existing road network is severely constrained, with both access roads leading to a single congested roundabout. • No clear transport improvement plan or confirmed funding mechanism has been provided to address increased traffic volumes from the proposed development. • The absence of robust infrastructure planning raises significant safety,			of this connection. • The current plan prioritizes green belt and grey belt preservation over public safety and flood resilience, contrary to planning policy that requires flood risk and infrastructure adequacy to take precedence. The air does not meet the air pollution standards for homes and young families The proposed Canvey Island development contradicts the principles of sustainable development under the NPPF, which mandates that safety, resilience, and flood risk must be primary considerations. Proceeding without a full flood assessment and infrastructure plan exposes residents, businesses, and emergency services to unacceptable risk.								housing topic paper. Flood Risk on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the	

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								access, and evacuation concerns, particularly during flood events. 3. Alternative and Safer Development Sites • The North Benfleet site offers a safer and more sustainable alternative, as it is not within a flood zone. • A potential link to the A127 could be incorporated into the planned junction upgrade, and Essex County Council draft plans demonstrate the feasibility of this connection. • The current plan prioritizes green belt and grey belt preservation over public safety and flood resilience, contrary to planning policy that requires flood risk and infrastructure adequacy to take precedence. The proposed Canvey Island development contradicts the principles of sustainable development under the NPPF, which mandates that safety, resilience, and flood risk must be primary considerations. Proceeding without a full flood assessment and infrastructure plan exposes residents, businesses, and emergency services to unacceptable risk.													form of the SFRA and IDP, including in relation to Canvey. Oil and Gas on the Island As set out in Plan paragraph 8.28 ‘Both port facilities are registered as Control of Major Accident Hazards (COMAH) sites due to the hazardous nature of the goods that they receive and store. The Health and Safety Executive (HSE) and the Environment Agency are responsible for regulating activities at these sites, and also provide advice on the level of hazard the installations pose to nearby development. Both installations have HSE consultation zones identified around them, in	

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																		which it is expected that other development is controlled to limit unnecessary harm to life and property. The extent of these zones is determined by the nature of the goods received and stored on site, and the technical measures employed to ensure safety at the sites. It is therefore possible that the level of hazard posed to other developments nearby can be reduced, both by limiting development nearby, and also by seeking improvements to the level of hazard posed by these sites, both during normal management and maintenance, and also at the point where new development is proposed.'	

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																		The current HSE consultation zones are indicated on the policies map. The plan doesn't propose any new housing allocations in the HSE consultation zone. However, some existing residential areas are already within the zone, as well as the Thorney Bay Park Homes site. Policy SD8 'Development near Hazardous Uses' states that 'Development proposals will be assessed in accordance with the Health and Safety Executive (HSE) Guidance where they fall within a consultation zone for one or more hazardous installations. Where the HSE advises against development the planning application will be refused on	

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																		health and safety grounds’. Flood Risk Assessment Level 1 and Level 2 Flood Risk Assessments are available to view on the Councils Website. Air Quality Air quality impacts are assessed in the Sustainability Appraisal, under objective 9.1. Annual Status Reports for Castle Point can be found on the Essex Air website along with further information relating to air quality within Castle Point. Castle Point monitor nitrogen dioxide using diffusion tubes at 30 monitoring locations around the district. The main source of pollution in the Borough is road traffic emissions from major roads, notably the A13, A127	

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																		and A130. The Council has not declared any Air Quality Management Areas (AQMAs). Generally, air pollution is low in Castle Point. Results from the monitoring points across the Borough suggest that air quality is improving. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence.	

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																		Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred.	

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0725-0002	Individual	Janet	Dunford		Yes	B5	No	Not able to provide an emergency plan to evacuation plan as this area only has one means of entry and already over developed. The air quality does not meet the required standard and when asked to a councillor was told this does not matter. It does not meet the the legal compliance as grey belt has not been used in the plan.	No	Consistent with national policy	Over development of an area that has only one means of entry and exit and no emergency flood plan with no planned improvements for access.	Include the north thundersley site in the draft plan and remove the sites C4, C9, C10F, C10G.	No	Not Answered	Not Answered	C	Air Quality Emergency Evacuation Plan Green/Grey Belt not considered Third Road needed onto Canvey	Air Quality Air quality impacts are assessed in the Sustainability Appraisal, under objective 9.1. Annual Status Reports for Castle Point can be found on the Essex Air website along with further information relating to air quality within Castle Point. Castle Point monitor nitrogen dioxide using diffusion tubes at 30 monitoring locations around the district. The main source of pollution in the Borough is road traffic emissions from major roads, notably the A13, A127 and A130. The Council has not declared any Air Quality Management Areas (AQMAs). Generally, air pollution is low in Castle Point. Results from the monitoring points across	N

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																		the Borough suggest that air quality is improving. Emergency Evacuation Plan The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/ Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not	

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																		limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. Where our Green Belt Review	

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																		indicates that a site may potentially be Grey Belt, it does not automatically mean that it is an appropriate development site for those reasons set out above. Third Road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000	

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																		households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan.	

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0725-0003	Individual	Janet	Dunford		Yes	C10	No	The area would create a danger to road users and is very near to the sea wall, given risk to flooding. Over development of the area, lack of parking as the roads are all restricted parking.	No	Consistent with national policy	Investigate the North Thundersley site and added to the plan.		Not Answered	Not Answered	Not Answered	C	Third Road needed onto Canvey Transport	Third Road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the	N

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																		Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Transport The plan has been subject to detailed Transport Assessment, assessing impacts and recommending local interventions. These are identified in the Infrastructure Delivery Plan. Alongside this, the Local Transport	

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																		Authority, Essex County Council, have prepared the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex includes wider local improvements to transport networks in and around Castle Point, including improved linkages to other areas. Growth in Castle Point will facilitate the delivery of the proposals in the Local Transport Plan 4.	
0341-0014	Organisation	Janet	Nuttall	Natural England		ENV1	Yes	We recommend including a reference to National Character Areas and Local Landscape Character Assessment areas (where datasets for these are available) Natural England - National Character Area Profiles - National Character Area Profiles.	Yes							A	We recommend including a reference to National Character Areas and Local Landscape Character Assessment areas (where datasets for these are available) Natural England - National Character Area Profiles -	<u>Modification: New paragraph in Policy ENV1</u> 4. Development proposals should be designed to reflect character, features and priorities of established Landscape Character Areas and landscape	<u>Modification: New paragraph in Policy ENV1</u> 4. Development proposals should be designed to reflect

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																	National Character Area Profiles.	assessment s. <u>Modification: New Reasoned Justification Paragraph</u> 18.6 The Natural England National Landscape Character Areas, as well as local Essex Landscape Character Assessments provide a way of understanding how the landscape and its elements contribute to local character, sense of place, and local distinctiveness can be preserved and enhanced. Canvey and southern areas of the	character, features and priorities of established Landscape Character Areas and landscape assessments. <u>Modification: New Reasoned Justification Paragraph</u> 18.6 The Natural England National Landscape Character

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																		Borough form part of the Thames Estuary Landscape Character Area, while northern parts of the Borough form part of the Northern Thames Basin/South Essex Coastal Towns Landscape Character Area	Areas, as well as local Essex Landscape Character Assessments provide a way of understanding how the landscape and its elements contribute to local character, sense of place, and local distinctiveness can be

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																			preserved and enhanced. Canvey and southern areas of the Borough form part of the Thames Estuary Landscape Character Area, while northern parts of the Borough form part of the Northern Thames Basin/ South Essex

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																			Coastal Towns Landscape Character Area
0727-0001	Individual	Jake	Townsend		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0728-0001	Individual	Georgia	Knigh		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0729-0001	Individual	Car	Brannan		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0730-0001	Individual	Sharon	Thomas		Yes	Whole Plan	Yes		Yes	Consistent with national policy			Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant	Support noted.	N
0731-0001	Individual	Janette	Parker-East		Yes	Whole Plan	Yes		Yes	Positively prepared, Effective, Justified, Consistent with national policy			No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant	Support noted.	N

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0732-0001	Individual	Rachael	Wratislaw		Yes	HA D4	Yes		No	Positively prepared	There is not room on this plot of land to build 114 homes unless they are very small homes with little to no gardens and no parking. People need private outdoor space which by fitting 114 homes on this plot would not achieve. 114 homes would mean a lot more children needing school places, where will these school places come from? 114 new homes means a lot more traffic on Scrub Lane which is already a busy road for a residential street making it even more dangerous for families to live on. I am petrified of walking down the road with my young children when it gets busy that one of them will suddenly run into the road. There is a speed bump missing halfway along and cars speed up between these bumps. Parking for parents will become very difficult if this stretch of road is taken up by new housing making the area very busy and more dangerous for children and parents at drop off and pick up time. Additionally the impact of air quality from increased traffic using Scrub Lane will be bad for current and future	Move the junior school to this site instead and build new housing on that site. Or if there must be new housing carried out here then limit it to no more than 30 new homes.	No	Not Answered	Not Answered	A	Objecting to Had4 due to: Traffic Parking capacity on Scrub Lane Loss of habitat to animals Disruption to students education Parking Capacity Any application for homes on this site will have to comply with policy T7 which requires the EPOA Parking Guidance (Part 1 and 2) to be implemented. Loss of Habitat Any application for homes on this site will have to comply with ENV1 to ensure that all development proposals should contribute positively towards creating	Traffic Any application for homes on this site will have to comply with policy T6 which ensures that development proposals offer safe access to the highway. Any proposal will also have to comply with T5 to ensure sufficient highway impact mitigation.	N

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											residents. The impact of this development on the surrounding environment would mean loss of habitat for insects and small animals on this field. Whilst this development is being undertaken children's ability to concentrate in the infants school will be impacted not to mention the air quality and noise from such a development polluting air during play outside.							a visually attractive environment. Disruption to students education Any application for homes on this site will have to comply with policy SD6 which requires proposals to be submitted by a construction environment management plan to ensure that any adverse impacts of the development are sufficiently mitigated.	
0732-0002	Individual	Rachael	Wratislaw		Yes	INFRA1	Yes		No	Positively prepared	There is no mention of relocating the library. Libraries are still important as they allow for equal access to knowledge (not just books but internet access), are community hubs for people of all ages and host things like Storytime's for children, reading groups, workshops and other cultural activities, support literacy and education (summer reading challenges), cultural preservation of the local area, and also provide economic and social value.	There needs to be a guaranteed space for a Hadleigh library in the new development or relocation nearby; so that people can still access it by bus or car parking or by foot.	No	Not Answered		A	Relocation of Hadleigh Library is necessary	Policy INFRA1 is included within the plan to make sure that the redevelopment of existing community facilities are only supported if a replacement/improvement to existing facilities are provided.	N

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073 3-000 1	Individual	John	O'Connor		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
073 4-000 1	Individual	Deborah	Johnstone		Yes	HAD2	No	It concerns me that the number provided in Castle Point's plan as it stands now is much lower than the government's target rate. I appreciate that Castle Point is trying to save all Green Belt land and this is a great thing, but leaves us too much at risk for government intervention and potentially no say in which land is or is not developed. Castle Point should consider large-scale alternatives and I will mention North West Thundersley here since it is such a large site and with the right infrastructure could be really well connected to the A13 and A127 without creating traffic in the area. Same with other infrastructure - schools, GP surgeries, etc - there is sufficient space in NW Thundersley to develop these.	No	Justified, Consistent with national policy	Unfortunately the plan as it stands now, although would be ideal if it were accepted, is so much below the government housing target that it's not consistent with national policy and also doesn't take national guidelines of including green/grey belt sites. North West Thundersley could be an ideal solution here. I appreciate and agree wholeheartedly with exclusion of the Hadleigh Farm area (i.e. the statements around environmental, recreational, biodiversity, agricultural, etc). I feel it's therefore to protect this site by ensuring the Castle Point Plan has a total number of houses more in line with government targets. I link this back to my comment in 2b. re: potential for government intervention and no say about potential build sites.	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey Belt, Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050, and Hadleigh at 305. Total housing target of 11,000.	No	Not Answered	Not Answered	A	Agree with HAD2 North West Thundersley	Support noted. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred.	N

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0734-0002	Individual	Deborah	Johnstone		Yes	SP3	No	Unfortunately I do not consider the plan to be sound as it stands now. I don't believe that the government will consider it credible as a five-year land supply. The plan fails to consider viable alternatives that could easily accommodate more realistic numbers (i.e. North West Thundersley).	No	Justified, Consistent with national policy	The plan doesn't meet the housing number target as specified by the government for Castle Point. This therefore puts us at risk for intervention, where we could no longer have a say on which additional areas are to be developed, and puts too much risk on us losing our most valuable green belt sites. The plan ignores government guidance re: inclusion of green/grey belt sites. The plan does not consider all viable green/grey belt sites, i.e. North West Thundersley. The plan puts too much strain on already overdeveloped parts of the borough, i.e., Canvey, that lack the infrastructure to accommodate additional housing numbers (not to mention flooding and drainage issues). NW Thundersley on the other hand, could be developed with additional measures and connected to the A13 / A127.	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey Belt, Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050, and Hadleigh at 305. Total housing target of 11,000	No	Not Answered		A	No five year housing land supply North West Thundersley	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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																		should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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																		housing topic paper. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred.	
073 5-000 1	Individual	Sean	Burke		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
073 6-	Individual	Robin	Frair		Yes	Whole	Yes		Yes	Positively prepared			No	Not Ans	Not Ans		Castle Point Plan is sound and legally compliant	Support noted.	N

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0001						Plan								wered	were d				
0737-0001	Individual	Mark	Bartlett		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0341-0015	Organisation	Janet	Nuttall	Natural England		ENV2	Yes	Natural England welcomes the strategic approach set out in Policy ENV2 with regards to coastal management and will review the Riverside Strategy HRA when this is available. We would encourage Castle Point to explore potential nature-based solutions to coastal and flood management as these can create opportunities for environmental enhancement that may help to mitigate any potential impacts on protected sites or act as compensatory measures should these be required.	Yes							A	Natural England welcomes the strategic approach set out in Policy ENV2 with regards to coastal management and will review the Riverside Strategy HRA when this is available. We would encourage Castle Point to explore potential nature-based solutions to coastal and flood management as these can create opportunities for environmental enhancement that may help to mitigate any potential impacts on protected sites or act as compensatory measures should these be required.	Support noted	N

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0341-0016	Organisat ion	Jan et	Nutt al	Natu ral Enga lnd		ENV 3	Yes	We agree that ‘Where appropriate, large scale residential developments within the Zones of Influence will be required to provide sustainable accessible natural greenspace (SANG) or SANG-like provision’. This should be defined as providing a minimum of 8Ha per 1000 new population of accessible semi-natural greenspace with a minimum 2.7km circular walk on-site or on-site and making use of the existing Public Rights of Way network. Note that the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is in the process of being updated (section 18.23) and the supporting text should refer to future iterations of this strategy. We are pleased to see reference to SSSIs. Given point 1a covers irreplaceable habitats and SSSIs, should it refer to the mitigation hierarchy rather than the biodiversity hierarchy which prioritises steps for BNG delivery (onsite first, offsite, and statutory credits as a last resort)? We welcome point 1d(ii) and the 20% target for development on greenfield land. This aligns with the	Yes							A	We agree that ‘Where appropriate, large scale residential developments within the Zones of Influence will be required to provide sustainable accessible natural greenspace (SANG) or SANG like provision’. This should be defined as providing a minimum of 8Ha per 1000 new population of accessible semi-natural greenspace with a minimum 2.7km circular walk on-site or on-site and making use of the existing Public Rights of Way network. Note that the Essex Coast Recreational Disturbance Avoidance and Mitigation	<u>Modification: Addition to Policy ENV3 paragraph 1a and b</u> a. Applying the principles related to the ~~biodiversity~~ mitigation hierarchy, Sites of Special Scientific interests (SSSI) and irreplaceable habitats set out in national planning policy, ~~in~~ Castle Point , including ancient woodlands ~~are considered to constitute irreplaceable habitats~~ b. Where appropriate, large scale residential developments (500 units + or equivalent) within the	<u>Modification: Addition to Policy ENV3 paragr aph 1a and b</u> a. Applyi ng the principl es related to the ~~biodive rsity~~ mitiga tion hierarc hy, Sites of Specia l Scienti fic interes ts (SSSI) and irrepla ceable habitat s set out in nation al planni ng

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								wider Essex ambitions for 20% Biodiversity Net Gain to support nature recovery and delivery of the LNRS. We welcome the inclusion of an Urban Greening Factor in the Plan. The UGF can work alongside BNG, ensuring that developments provide a biodiversity / greening uplift even where the BNG baseline is low. Public realm improvements (as noted in para 16.15) would also offer urban greening opportunities for Castle Point.									Strategy (RAMS) is in the process of being updated (section 18.23) and the supporting text should refer to future iterations of this strategy. We are pleased to see reference to SSSIs. Given point 1a covers irreplaceable habitats and SSSIs, should it refer to the mitigation hierarchy rather than the biodiversity hierarchy which prioritises steps for BNG delivery (onsite first, offsite, and statutory credits as a last resort)? We welcome point 1d(ii) and the 20% target for development on greenfield land. This aligns with the wider Essex ambitions for	Essex Coast Zone of Influence will be required to provide sustainable Suitable Accessible Natural Greenspace (SANG) or SANG-like provision. This should be defined as providing a minimum of 8Ha per 1,000 new population of accessible semi-natural greenspace with a minimum 2.3km circular walk on-site. Alternatively, developments may be able to contribute to the uplift an existing greenspace (e.g. a Country Park) to SANG standard.	policy, in ~~Castle Point~~, including ancient woodlands are considered to constitute irreplaceable habitats b. Where appropriate, large scale residential developments (500 units + or equivalent) within the Essex Coast Zone of Influen

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																	20% Biodiversity Net Gain to support nature recovery and delivery of the LNRS. We welcome the inclusion of an Urban Greening Factor in the Plan. The UGF can work alongside BNG, ensuring that developments provide a biodiversity / greening uplift even where the BNG baseline is low. Public realm improvements (as noted in para 16.15) would also offer urban greening opportunities for Castle Point.	~~and making use of the existing Public Rights of Way network.~~ <u>Modification: Paragraph 18.23</u> 18.23 A Recreational dDisturbance Avoidance and Mitigation Strategy (RAMS) has been prepared for the Essex Coast Habitats Sites to address this cooperatively across Essex. This, together with any future updated iterations, sets out a series of actions to be taken to avoid adverse in-combination effects upon Essex Coast	ce will be required to provide sustainable Suitable Accessible Natural Green space (SANG) or SANG-like provision. This should be defined as providing a minimum of 8Ha per 1,000 new population of accessible semi-natura

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																		Habitats Sites to these habitats. The Strategy identifies a Zone of Influence (ZOI) around each Habitats sites in Essex where recreational disturbance is likely to result from residential development. Modification: Merge Paragraph 18.24 into 18.23 together as they both address RAMs. This allows for the creation of a new paragraph 18.24 to address SANG (see below) New para: 18.24: The RAMS tariff addresses in-combination	I green space with a minimum 2.3km circular walk on-site. Alternatively, developments may be able to contribute to the uplift an existing green space (e.g. a Country Park) to SANG standard. and making use of the

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																		adverse effects on the integrity of the Essex Coast Habitats Sites. However, large sites (500+) with alone adverse effects from recreational disturbance will also need to mitigate via on-site SANG (Suitable Alternative Natural Greenspace) provision, as recommended by Natural England. SANGs are areas that are designated with the aim of protecting ecologically sensitive protected sites like Special Protection Area (SPA) from	existing Public Rights of Way network. Modification: Paragraph 18.23 18.23 A Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) has been prepared for the Essex Coast Habitats Sites to address this cooper

ID Ref	Individual/Organisation/Agent?	First Name	Last Name	If organisation - name	Has agreed to publication of Name /Comments?	Policy/Para No.	2a. Legally Compliant?	2b. If No, explanation	3a. Sound?	3b. Positive/Effective/Justified/Consistent?	3c. Explanation	4. Suggested modifications	5. Wish to participate in exam	6. Why?	Supporting Evidence supplied?	Option A, B or C	Summary	Officer Response	Mods Required
																		recreational pressures by providing alternative green space for people to visit. SANG need to conform to the latest Natural England SANG guidelines (add link to SANG guidelines on CPBC website). Where SANG or equivalent is provided, the RAMs tariff still applies, because in such cases, the Essex RAMS tariff mitigates for residual effect of these large sites, as no amount of on-site greenspace will prevent all visits to the coast, nor is that desirable.	actively across Essex. This, together with any future updated iterations, sets out a series of actions to be taken to avoid adverse in-combination effects upon Essex Coast Habitats Sites to these habitats. The Strategy identifies a

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																		<u>New addition to Glossary</u> SANG (Suitable Alternative Natural Greenspace) - A strategically planned high quality naturalistic green space designed to draw recreational visitors away from ecologically sensitive protected sites such as SPAs (Special Protection Areas), thereby reducing development impacts. SANGs may include green or blue infrastructure and serve a multi-functional role, for example:	Zone of Influence (ZOI) around each Habitats sites in Essex where recreational disturbance is likely to result from residential development. Modification: Merge Paragraph 18.24 into 18.23 together as they both address RAMs. This allows

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																		provision of SuDS, climate change mitigation and enhancing public health and wellbeing.	for the creation of a new paragraph 18.24 to address SANG (see below) New para: 18.24: The RAMS tariff addresses in-combination adverse effects on the integrity of the Essex Coast Habitats Sites. However, large sites

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																			(500+) with alone adverse effects from recreational disturbance will also need to mitigate via on-site SANG (Suitable Alternative Natural Green space) provision, as recommended by Natural England. SANGs are areas that are

ID Ref	Individual/Organisation/Age nt?	Firs t Na me	Last Na me	If orga nisat ion - nam e	Has agree d to publi catio n of Name /Com ment s?	Poli cy/ Par a No.	2a. Leg ally Co mp lia nt?	2b. If No, explanation	3a. So un d?	3b. Positive/Eff ective/Justif ied/Consist ent?	3c. Explanation	4. Suggested modifications	5. Wi sh to par tici pat e in ex am	6. Wh y?	Sup porti ng Evid enc e sup plie d?	Opt ion A, B or C	Summary	Officer Response	Mods Require d
																			desig nated with the aim of protec ting eco lo gically sensi ti ve protec ted sites like Speci al Protec tion Area (SPA) from recrea tional press ures by provid ing altern ative green space for peopl e to visit. SANG need to confor m to

ID Ref	Individual/Organisation/Agent?	First Name	Last Name	If organisation - name	Has agreed to publication of Name /Comments?	Policy/Para No.	2a. Legally Compliant?	2b. If No, explanation	3a. Sound?	3b. Positive/Effective/Justified/Consistent?	3c. Explanation	4. Suggested modifications	5. Wish to participate in exam	6. Why?	Supporting Evidence supplied?	Option A, B or C	Summary	Officer Response	Mods Required
																			the latest Natural England SANG guidelines (add link to SANG guidelines on CPBC website). Where SANG or equivalent is provided, the RAMs tariff still applies, because in such cases, the Essex RAMS tariff mitigates for residu

ID Ref	Individual/Organisation/Agent?	First Name	Last Name	If organisation - name	Has agreed to publication of Name /Comments?	Policy/Para No.	2a. Legally Compliant?	2b. If No, explanation	3a. Sound?	3b. Positive/Effective/Justified/Consistent?	3c. Explanation	4. Suggested modifications	5. Wish to participate in exam	6. Why?	Supporting Evidence supplied?	Option A, B or C	Summary	Officer Response	Mods Required
																			al effect of these large sites, as no amount of on-site green space will prevent all visits to the coast, nor is that desirable. <u>Related Consequent Mods</u> Related Consequent Mods required to Policy C1 and Thun2, as set

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																			out in the Schedule of Mods and the Natural England Statement of Common Ground. <u>New addition to Glossary</u> SANG (Suitable Alternative Natural Green space) - A strategically planned high quality naturalistic

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																			green space designed to draw recreational visitors away from ecologically sensitive protected sites such as SPAs (Special Protection Areas), thereby reducing development impacts. SANGs may include green or blue

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																			infrastructure and serve a multi-functional role, for example: provision of SuDS, climate change mitigation and enhancing public health and wellbeing.
0341-0017	Organisation	Janet	Nuttall	Natural England		ENV 6	Yes	We support the protection of best and most versatile agricultural land.	Yes							A	We support the protection of best and most versatile agricultural land.	Support noted	N

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0341-0018	Organisation	Janet	Nuttall	Natural England		Infra4	Yes	We support the need for standards to ensure the adequate provision of open space in Castle Point. The design of new open space should be informed by local needs and opportunities, and provision should be sufficient to meet the requirements of new communities. As a baseline, Natural England recommends a standard of 3Ha of accessible greenspace per 1000 people, with no net loss or reduction in this capacity. A higher level of provision of 8Ha of accessible greenspace per 1000 people may be needed where there are recreational pressure concerns on coastal Habitats Sites.	Yes							A	We support the need for standards to ensure the adequate provision of open space in Castle Point. The design of new open space should be informed by local needs and opportunities, and provision should be sufficient to meet the requirements of new communities. As a baseline, Natural England recommends a standard of 3Ha of accessible greenspace per 1000 people, with no net loss or reduction in this capacity. A higher level of provision of 8Ha of accessible greenspace per 1000 people may be needed where there are recreational pressure concerns on coastal Habitats Sites.	Broad support for open space standards noted Modifications proposed as follows: <u>New addition to Policy Infra4</u> 6. New open spaces will be required for major developments on grey belt sites and greenfield sites in the urban area, according to the Council's Open Space Needs Assessment quantity, access and quality standards. This These will be required where there is a deficiency (by quantity or access) of open space types, or where the implementation of the development itself will lead to a deficiency. The benchmark scale of development that is normally expected to provide equipped/design	Yes Broad support for open space standards noted Modifications proposed as follows: <u>New addition to Policy Infra4</u> 6. New open spaces will be required for major developments on grey belt sites and greenfield sites in the urban area, according to the Council's Open Space Needs Assessment quantity

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																		ated open spaces on site is as follows: <u>Modification to supporting text 19.52</u> The Castle Point Open Space Needs Assessment ~~recommends~~ standards for ensuring there is an adequate provision of open space across the Borough over the Plan period are set out below. ~~#~~ The assessment 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. Meeting these standards will also ensure that Natural England's 3ha/1000 population accessible greenspace standard is achieved. Add Title to Table	, access and quality standards. ~~This~~ These will be required where there is a deficiency (by quantity or access) of open space types, or where the implementation of the development itself will lead to a deficiency. The benchmark scale of development that is normally expected to provide equipped/designated

ID Ref	Individual/Organisation/Age nt?	First Name	Last Name	If organisation - name	Has agreed to publication of Name /Comments?	Policy/ Paragraph No.	2a. Legally Compliant?	2b. If No, explanation	3a. Sound?	3b. Positive/Effective/Justified/Consistent?	3c. Explanation	4. Suggested modifications	5. Wish to participate in exam	6. Why?	Supporting Evidence supplied?	Option A, B or C	Summary	Officer Response	Mods Required
																		'Table x: Open Space Needs Assessment Quantity, and Access Standards' Delete final column in table 'Additional open space to be delivered') <u>Amendments/Additions to Supporting Text</u> 19.56 A Habitats Regulations Assessment will be required at application stage for any facility near to Benfleet and Southend Marshes SPA or Holehaven Creek SSSI (as functionally linked land), in order to demonstrate no adverse effects on site integrity. Where 8Ha per 1,000 new population of on-site SANG is required under Policy ENV3, this will replace the requirement for the Accessible Natural Green	open spaces on site is as follows: <u>Modification to supporting text</u> 19.52 The Castle Point Open Space Needs Assessment ~~recomm~~ends standards for ensuring there is an adequate provision of open space across the Borough over the Plan period are set out below. The assessment establis

ID Ref	Individual/Organisation/Age nt?	First Name	Last Name	If organisation - name	Has agreed to publication of Name /Comments?	Policy/ Paragraph No.	2a. Legally Compliant?	2b. If No, explanation	3a. Sound?	3b. Positive/Effective/Justified/Consistent?	3c. Explanation	4. Suggested modifications	5. Wish to participate in exam	6. Why?	Supporting Evidence supplied?	Option A, B or C	Summary	Officer Response	Mods Required
																		Space element of open space requirements detailed in Table x above.	hes 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. Meeting these standards will also ensure that Natural England's 3ha/1000 population accessible greenspace standard is achieved.

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																			Add Title to Table 'Table x: Open Space Needs Assessment Quantity , and Access Standards' Delete final column in table 'Additional open space to be delivered') Amendments/Additions to Supporting Text 19.56 A Habitats Regulations Assessment will be required at application stage for any facility

ID Ref	Individual/Organisation/Agent?	First Name	Last Name	If organisation - name	Has agreed to publication of Name /Comments?	Policy/Para No.	2a. Legally Compliant?	2b. If No, explanation	3a. Sound?	3b. Positive/Effective/Justified/Consistent?	3c. Explanation	4. Suggested modifications	5. Wish to participate in exam	6. Why?	Supporting Evidence supplied?	Option A, B or C	Summary	Officer Response	Mods Required
																			near to Benfleet and Southend Marshes SPA or Holehaven Creek SSSI (as functionally linked land), in order to demonstrate no adverse effects on site integrity. Where 8Ha per 1,000 new population of on-site SANG is required under Policy ENV3, this will replace the requirement for the Accessible Natural Green

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																			Space element of open space requirements detailed in Table x above.
0341-0019	Organisation	Janet	Nuttall	Natural England		SD1	Yes	Natural England wishes to remind Castle Point that any flood risk projects which have the potential to impact SPA features will require an HRA to ensure that they do not damage designated features or impact SSSI species and habitats. We note the risks to biodiversity and ecology from climate change are identified in section 21.3 and welcome efforts to manage these impacts. Section 21.18 identifies the potential for intertidal marshland habitat loss that may require compensatory measures. Natural England would like to be consulted at the earliest stage to ensure that any compensatory measures are sufficient. We also	Yes							A	Natural England wishes to remind Castle Point that any flood risk projects which have the potential to impact SPA features will require an HRA to ensure that they do not damage designated features or impact SSSI species and habitats. We note the risks to biodiversity and ecology from climate change are identified in section 21.3 and welcome efforts to manage these impacts. Section 21.18 identifies the	<u>Modification: Paragraph 21.18</u> Local Plan 21.18 The loss of intertidal marshland habitats. The Benfleet and Southend Marshes is designated as a Special Protection Area (SPA) and is recognised for its assemblage of migratory birds under the Ramsar	<u>Modification: Paragraph 21.18</u> Local Plan 21.18 The loss of intertidal marshland habitats. The Benfleet and Southend Marshes is design

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								encourage Castle Point to identify compensatory sites early as there are high levels of competition for suitable sites in and around the Thames estuary. Ideally, we would rather flood management measures avoid the loss of designated habitat entirely, but Natural England recognise that this may not be feasible given the local area. It may be necessary to explore habitat creation options as a compensatory measure and there will need to be a comprehensive plan for any such proposals including a robust long-term monitoring programme to ensure that compensatory measures are functioning effectively.									potential for intertidal marshland habitat loss that may require compensatory measures. Natural England would like to be consulted at the earliest stage to ensure that any compensatory measures are sufficient. We also encourage Castle Point to identify compensatory sites early as there are high levels of competition for suitable sites in and around the Thames estuary. Ideally, we would rather flood management measures avoid the loss of designated habitat entirely, but Natural England recognise that this may not be feasible given the local area. It may be necessary to explore habitat creation options as a compensatory measure and there will need to be a comprehensive plan for any such proposals including	Convention. As a consequence, there is a need to identify compensatory habitat. The TE2100 Plan seeks to identify compensatory provision to account for this loss. Natural England's early input will be sought to ensure that any compensatory measures are sufficient. Habitats created as compensatory measures will require a robust long-term monitoring programme to ensure continued functionality. Any development within Hadleigh	ated as a Special Protection Area (SPA) and is recognised for its assemblage of migratory birds under the Ramsar Convention. As a consequence, there is a need to identify compensatory habitat. The TE2100 Plan seeks to

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																	a robust long-term monitoring programme to ensure that compensatory measures are functioning effectively. Note: Similar comments were also made by NE in their response to the HRA	Marshes should avoid causing adverse effects on sites integrity. This will need to be demonstrated through a project level Habitats Regulations Assessment.	identify compensatory provision to account for this loss. Natural England's early input will be sought to ensure that any compensatory measures are sufficient. Habitats created as compensatory measures will require a

ID Ref	Individual/Organisation/Age nt?	Firs t Na me	Last Na me	If orga nisat ion - nam e	Has agree d to publi catio n of Name /Com ment s?	Poli cy/ Par a No.	2a. Leg ally Co mp lia nt?	2b. If No, explanation	3a. So un d?	3b. Positive/Eff ective/Justif ied/Consist ent?	3c. Explanation	4. Suggested modifications	5. Wi sh to par tici pat e in ex am	6. Wh y?	Sup porti ng Evid enc e sup plie d?	Opt ion A, B or C	Summary	Officer Response	Mods Require d
																			robust long-term monitoring programme to ensure continued functionality. Any development within Hadleigh Marshes should avoid causing adverse effects on sites integrity. This will need to be demonstrated through a project level

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																			Habitats Regulations Assessment.
0341-0020	Organisation	Janet	Nuttall	Natural England		SD9	Yes	Natural England welcomes the requirements for new development to incorporate water efficiency measures and achieve stringent standards. Useful reference can be made to the recently published Shared Standards for Water Efficiency in Local Plans. The Standards set out a collaborative and collective approach by Anglian Water, Cambridge Water, Essex & Suffolk Water, Affinity Water, the Environment Agency and Natural England, with the full endorsement of Water Resources East (WRE) as part of strengthening the Regional Water Resources Plan for Eastern England. It is your authority's responsibility to determine that the Local Plan meets the statutory obligations for nature recovery, set out in Annex D of the Standards. We advise that implementation of the recommendations in the Shared Standards are one way for your authority to meet its nature recovery	Yes							A	Natural England welcomes the requirements for new development to incorporate water efficiency measures and achieve stringent standards. Useful reference can be made to the recently published Shared Standards for Water Efficiency in Local Plans. The Standards set out a collaborative and collective approach by Anglian Water, Cambridge Water, Essex & Suffolk Water, Affinity Water, the Environment Agency and Natural England, with the full endorsement of Water Resources East (WRE) as part of strengthening the Regional Water Resources Plan for Eastern England. It is your authority's responsibility to	Reps to SD9 and supporting text as agreed with Essex County Council and set out in the Schdeule of Mods and Natural England SoCG.	Y

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								and protection obligations, in relation your plans for growth and water scarcity. This includes undertaking an integrated water cycle study to inform the local plan and assess the need for the water efficiency measures in your LPA area to address the impacts of growth on nature recovery obligations. Recommended policy wording around water efficiency, for inclusion in Local Plans, is set out in the Shared Standards. We support the policy requirement that all new development should demonstrate that adequate foul water treatment and drainage already exists or can be provided in time to serve the development. The policy stipulates that this must include confirmation that there is adequate quantitative and qualitative capacity at the Water Recycling Centre that will serve the development.									determine that the Local Plan meets the statutory obligations for nature recovery, set out in Annex D of the Standards. We advise that implementation of the recommendations in the Shared Standards are one way for your authority to meet its nature recovery and protection obligations, in relation your plans for growth and water scarcity. This includes undertaking an integrated water cycle study to inform the local plan and assess the need for the water efficiency measures in your LPA area to address the impacts of growth on nature recovery obligations. Recommended policy wording around water efficiency, for inclusion in Local Plans, is set out in the Shared Standards. We support the		

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																	policy requirement that all new development should demonstrate that adequate foul water treatment and drainage already exists or can be provided in time to serve the development. The policy stipulates that this must include confirmation that there is adequate quantitative and qualitative capacity at the Water Recycling Centre that will serve the development.		
0338-0001	Organisation	Catherine	Bicknell	NHS Mid and South Essex		For word	Yes	The ICB has been consulted at each stage of Plan preparation and between the formal stages the Council has engaged the ICB in ‘duty to cooperate’ meetings. The Council has explained its process, approach and Plan content, and has listened and responded to matters raised by the ICB. Adjustments have been made to policy and supporting text in response to the ICB’s comments at earlier stages of the Plan preparation process. The ICB is satisfied that, in relation to its duties to the ICB as a statutory	Yes		The test of “soundness” has 4 strands, the last being that the Plan must be consistent with national policy, enabling the delivery of sustainable development in accordance with the policies in the NPPF. The ICB’s comments on the “soundness” test are directed at this requirement, specifically in relation to health and wellbeing. Many of the policies in the Plan will have direct or indirect impacts on the health and wellbeing of the current and future population of Castle Point as well as the delivery of					A	The ICB has been consulted at each stage of Plan preparation and between the formal stages the Council has engaged the ICB in ‘duty to cooperate’ meetings. The Council has explained its process, approach and Plan content, and has listened and responded to matters raised by the ICB. Adjustments have been made to policy and	Support noted	N

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								consultee in the plan making process, the Council has complied with the relevant regulations.			healthcare services. These are important elements of sustainability. The ICB's response to consultation on the Castle Point Plan Issues and Options document in September 2024 set out the ICB's priorities and outlined the Mid and South Essex Joint Forward Plan 2024-2029 before answering the specific consultation questions. Within these answers the ICB made a series of requests for amendments and comments on the Plan. The Council published its Issues and Options Consultation Statement 2025 which summarises the ICB's comments, explains that the ICB's comments have been considered and how matters have been addressed. 1The ICB requested that the Plan, in addition to new development creating healthy environments and associated infrastructure, is drafted to help improve health in existing areas and reduce health inequalities that exist in the district. The Council's Issues and Options Consultation Statement 2025 explains that:						supporting text in response to the ICB's comments at earlier stages of the Plan preparation process. The ICB is satisfied that, in relation to its duties to the ICB as a statutory consultee in the plan making process, the Council has complied with the relevant regulations.		

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0338-0002	Organisation	Catherine	Bicknell	NHS Mid and South Essex		Vision	Yes		Yes			The ICB requested that within the vision, reference to health be strengthened by saying that health inequalities will be reduced reflecting the ICS' common endeavour. The Plan vision has not been amended saying that health inequalities will be reduced, and its omission has not been explained. The ICB request that this amendment is made.				A	The ICB requested that within the vision, reference to health be strengthened by saying that health inequalities will be reduced reflecting the ICS' common endeavour. The Plan vision has not been amended saying that health inequalities will be reduced, and its omission has not been explained. The ICB request that this amendment is made.	The opening sentence of the Vision recognises the fundamental importance of health, stating: ‘All residents have the opportunity to fulfil their potential and live happy, healthy, productive lives.’ It is also noted that Plan objective 19 refers to the goal of ‘reducing health inequalities’, as follows: ‘Objective 19: Secure improved health and wellbeing outcomes for residents enabling more active and healthier lifestyles, creating healthy Living environments and reducing health inequalities.’ Therefore, ICBs	N

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																		common endeavour is reflected in the Plan objectives.	
0338-0003	Organisation	Catherine	Bicknell	NHS Mid and South Essex		Infra3		Policy Infra3 – Improving Health and Wellbeing says that the Council will work in partnership with the NHS and Public Health to ensure residents can access high quality primary and secondary health care services and that new and improved services are put in place, where appropriate, to serve the growing population; and • Policy Inf3 does not explain specifically what action will be taken to achieve the points set out in the policy, but the supporting text gives more detail. It explains that the Council will: • Secure developer contributions towards new healthcare space with the NHS determining how new provision should be provided. • Work with partners in the NHS to retain and continue to extend outreach services from the hospitals in the local area.								A	The ICB requested that the Plan, in addition to new development creating healthy environments and associated infrastructure, is drafted to help improve health in existing areas and reduce health inequalities that exist in the district. The Council’s Issues and Options Consultation Statement 2025 explains that: • Policy Infra3 – Improving Health and Wellbeing says that the Council will work in partnership with the NHS and Public Health to ensure residents can access high quality primary and secondary health care services and	Support noted. Health factors and presence of health-care services is monitored as part of the Plan Monitoring Framework. Similarly, open space, recreation and highway safety all form part of the background evidence supporting the plan-making process. This evidence has been used to inform policies and to improve performance in these areas as appropriate.	N

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								Work with partners through the South East Essex Alliance and the Castle Point and Rochford Health and Wellbeing Board to address issue and priorities emerging through the Joint Strategic Needs Assessment (JSNA) and the Essex Joint Health and Wellbeing Strategy. The text explains that this will involve improvements to housing and to the environment, such as accessibility standards in new homes, improving active design, improving the quality of open spaces and making roads safer for walking and cycling.									that new and improved services are put in place, where appropriate, to serve the growing population; and Policy Inf3 does not explain specifically what action will be taken to achieve the points set out in the policy, but the supporting text gives more detail. It explains that the Council will: - Secure developer contributions towards new healthcare space with the NHS determining how new provision should be provided. - Work with partners in the NHS to retain and continue to extend outreach services from the hospitals in the local area. - Work with partners through the South East Essex Alliance and the Castle Point and Rochford Health and Wellbeing Board to		

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																	address issue and priorities emerging through the Joint Strategic Needs Assessment (JSNA) and the Essex Joint Health and Wellbeing Strategy. The text explains that this will involve improvements to housing and to the environment, such as accessibility standards in new homes, improving active design, improving the quality of open spaces and making roads safer for walking and cycling. Taken together the Canvey place policies seek to deliver new housing, deliver improvements to the town centre environment guided by a master planning process, maintain and improve open spaces and public realm, and enhance accessibility to and around the island. Similar policies are proposed for other places in the district.		

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																	The ICB supports the inclusion of these policies and requests that their effectiveness in improving health in existing areas and reducing health inequalities that exist in the district is monitored and opportunities are taken to amend policies to improve performance in these areas as appropriate.		
0338-0004	Organisation	Catherine	Bicknell	NHS Mid and South Essex		Infra5		Policy Infra5 – Indoor Leisure and Sports recognizes that access to opportunities for sport and physical activity is important to the health and well-being of communities and to increase participation in physical activity, the Council will seek to secure new and improved indoor leisure and sports facilities.								A	The ICB requested that the Plan, in addition to new development creating healthy environments and associated infrastructure, is drafted to help improve health in existing areas and reduce health inequalities that exist in the district. The Council's Issues and Options Consultation Statement 2025 explains that:	Support noted. Health factors and presence of health-care services is monitored as part of the Plan Monitoring Framework. Similarly, open space, recreation and highway safety all form part of the background evidence supporting the plan-making process.	N

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																	• Policy Infra5 – Indoor Leisure and Sports recognises that access to opportunities for sport and physical activity is important to the health and wellbeing of communities and to increase participation in physical activity, the Council will seek to secure new and improved indoor leisure and sports facilities. • Secure developer contributions towards new healthcare space with the NHS determining how new provision should be provided. • Work with partners in the NHS to retain and continue to extend outreach services from the hospitals in the local area. • Work with partners through the South East Essex Alliance and the Castle Point and Rochford Health and Wellbeing Board to	This evidence has been used to inform policies and to improve performance in these areas as appropriate.	

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																	address issue and priorities emerging through the Joint Strategic Needs Assessment (JSNA) and the Essex Joint Health and Wellbeing Strategy. The text explains that this will involve improvements to housing and to the environment, such as accessibility standards in new homes, improving active design, improving the quality of open spaces and making roads safer for walking and cycling. Taken together the Canvey place policies seek to deliver new housing, deliver improvements to the town centre environment guided by a master planning process, maintain and improve open spaces and public realm, and enhance accessibility to and around the island. Similar policies are proposed for other places in the district.		

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																	The ICB supports the inclusion of these policies and requests that their effectiveness in improving health in existing areas and reducing health inequalities that exist in the district is monitored and opportunities are taken to amend policies to improve performance in these areas as appropriate.		
0338-0005	Organisation	Catherine	Bicknell	NHS Mid and South Essex		Canvey Island	Yes	Taken together the Canvey place policies seek to deliver new housing, deliver improvements to the town centre environment guided by a master planning process, maintain and improve open spaces and public realm, and enhance accessibility to and around the island. Similar policies are proposed for other places in the district.	Yes		The ICB supports the inclusion of these policies and requests that their effectiveness in improving health in existing areas and reducing health inequalities that exist in the district is monitored and opportunities are taken to amend policies to improve performance in these areas as appropriate.					A	The ICB supports the inclusion of these policies and requests that their effectiveness in improving health in existing areas and reducing health inequalities that exist in the district is monitored and opportunities are taken to amend policies to improve performance in these areas as appropriate.	Support noted	N
0338-0006	Organisation	Catherine	Bicknell	NHS Mid and South		Hou4	Yes	The ICB requested consideration be given to requiring more than 8% of new homes to be built to the M4(3) standard to allow some choice for residents	Yes		Policy Hou4 – Specialist Housing Requirements states that all new homes will be delivered in accordance with accessibility standards as					A	Policy Hou4 – Specialist Housing Requirements states that all new homes will be delivered in	Support noted	N

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				Essex				in need of wheelchair user housing. The Council's Issues and Options Consultation Statement 2025 explains that all new homes will be delivered in accordance with accessibility standards as follows: 10% of all new homes will be built to standard M4(3) wheelchair user.			follows: a. 100% of all new homes will be built to standard M4(2); b. 10% of all new homes will be built to standard M4(3). The supporting text explains that in order to provide both choice and resilience in the housing stock and recognising that some need will also be met through adaptations, the Plan/s requirements that 10% of all new dwellings meet M4(3) standard remains justified and deliverable. The ICB's request is addressed.					accordance with accessibility standards as follows: a. 100% of all new homes will be built to standard M4(2); b. 10% of all new homes will be built to standard M4(3). The supporting text explains that in order to provide both choice and resilience in the housing stock and recognising that some need will also be met through adaptations, the Plan/s requirements that 10% of all new dwellings meet M4(3) standard remains justified and deliverable. The ICB's request is addressed.			
0338-0007	Organisation	Catherine	Bicknell	NHS Mid and South Essex		TC5	Yes	The ICB asked for a proactive approach to managing the number and location of hot food takeaways. Policy TC5 – Hot Food Takeaways and Fast Food Outlets states that new hot food takeaways or fast food outlets will only be permitted in town centres, local shopping parades or in our of centre retail parks, and only where specified conditions are met. These	Yes		The inclusion of Policy TC5 provides a tool to control the number and location of new hot food takeaways and fast food outlets and satisfies the ICB's request.					A	The inclusion of Policy TC5 provides a tool to control the number and location of new hot food takeaways and fast food outlets and satisfies the ICB's request.	Support noted	N

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								include the location being more than 400m from the nearest school entrances, a health impact assessment shas been undertaken with measures identified to limit the impact on the proposal on obesity levels in the local community.											
0338-0008	Organisation	Catherine	Bicknell	NHS Mid and South Essex		D1-D9 Achieving Well Designed Places	Yes	The ICB requested that parity of access to homes, spaces and means of transport for residents in all parts of the district should be addressed through the borough-wide design code. The supporting text to the Achieving Well Designed Places chapter, explains that the Castle Point deign Code has informed how policies in this chapter will be implemented. Policy D1 – Design Objectives sets out design criteria for new developments Policy D2 – Design on Larger Sites and within Premium Sustainability areas sets higher design requirements for specified areas Policy D3 – Master Planning sets out the requirements for master planning of sites allocated for development. Policy T1 – Transport Strategy includes commitments to securing developments in accessible locations with good access to services and integrated transport, including walking	Yes		The focus of policies is, understandably, on new developments. In relation to Canvey, place-based policies are included in the Plan; some allocate land for Mid and South Essex Integrated Care Board development including delivering enhancement to places, others seek to protect and improve existing assets. The ICB does not object to the proposed policies but asks whether the policies will be sufficient to deliver improvements for existing communities. The ICB asked that the design of new development should recognise and address the link between health outcomes and the wider determinants of health, including housing, transportation, access to healthy food options, social integration and the built environment. The ICB is satisfied that the Plan policies recognise the relevance of the wider determinants of health and should contribute to					A	The focus of policies is, understandably, on new developments. In relation to Canvey, place-based policies are included in the Plan; some allocate land for Mid and South Essex Integrated Care Board development including delivering enhancement to places, others seek to protect and improve existing assets. The ICB does not object to the proposed policies but asks whether the policies will be sufficient to deliver improvements for existing communities. The ICB asked that the design of new development should recognise and address the link between health	Support noted	N

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								and cycling infrastructure and public transport; requiring new developments to be designed using active design principles; securing improvements to provide well connected walking and cycling routes and associated infrastructure.			improving population health and wellbeing.						outcomes and the wider determinants of health, including housing, transportation, access to healthy food options, social integration and the built environment. The ICB is satisfied that the Plan policies recognise the relevance of the wider determinants of health and should contribute to improving population health and wellbeing.		
0739-0001	Individual	Jennifer	Fox		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0740-0001	Individual	Alexander	Fox		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0741-0001	Individual	Stan	Brown		Yes	Whole Plan	Yes		Yes	Positively prepared			Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant	Support noted.	N
0742-0001	Individual	Michael	Currigan		Yes	SP3	No		No	Justified	Too much congestion (traffic) and no improvement of infrastructure. Probably the council will introduce a congestion fee like London because of the increase of new properties to be built	Don't go ahead	No	Not Answered	Not Answered		Too much traffic No Infrastructure	Traffic The plan has been subject to detailed Transport Assessment, assessing impacts and	N

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																		recommending local interventions. These are identified in the Infrastructure Delivery Plan. Alongside this, the Local Transport Authority, Essex County Council, have prepared the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex includes wider local improvements to transport networks in and around Castle Point, including improved linkages to other areas. Growth in Castle Point will facilitate the delivery of the proposals in the Local Transport Plan 4. Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the	

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																		supporting Infrastructure Delivery Plan (IDP).	
074 3-000 1	Individual	Aliya	Pachy		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
074 4-000 1	Individual	Nanine	Pachy		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
074 5-000 1	Individual	Vyki	Towler-Har bon		Yes	Whole Plan	Yes		Yes	Positively prepared, Effective, Justified, Consistent with national policy			Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant	Support noted.	N
074 6-000 1	Individual	Georgina	Towler-Har bon		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
074 7-000 1	Individual	Marco	Siano		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
074 8-000 1	Individual	Tolomoye Do	Okiki		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N

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		nal d											ered						
0749-0001	Individual	Gabriella	Kwolek		Yes	C5	No	There is no space on canvey to build additional homes. Please not do it	No		Do not build on canvey island. If anything please build another road into the island	Make plans to build another road to canvey do not build more homes	No	Not Answered	Not Answered	A	Third Road onto Canvey	The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4,	N

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																		which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan.	
0749-0002	Individual	Gabriella	Kwolek		Yes	SP3	No	Do not build more homes	No		Do not build more homes		No	Not Answered		A	Dont build any more homes	Housing Need The Council undertook a Local Housing Needs Assessment in December 2023 which identified a need for around 255 homes per year in Castle Point. Changes to the NPPF in December 2024, removed the ability for Councils to set a	N

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																		lower housing target, than that set out by the Standard Methodology. However, taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point. The Castle Point Plan Regulation 19 Draft makes provision for around 364 new homes a year (around 6,196 homes to 2043) which is sufficient to meet the need for housing arising from the Local Housing Needs Assessment but is insufficient for the standard methodology	

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																		requirement for housing set out in the NPPF 2025.	
0338-0009	Organisation	Catherine	Bicknell	NHS Mid and South Essex		Infra4	Yes	The ICB advocated the protection of attractive and accessible open spaces including appropriate signage, toilet facilities and availability for community events.	Yes		The ICB is satisfied that Policy Infra4 provides a good framework for securing improvements to open space provision, albeit that it does not specifically describe signage requirements or the provision of public toilets.					A	The ICB is satisfied that Policy Infra4 provides a good framework for securing improvements to open space provision, albeit that it does not specifically describe signage requirements or the provision of public toilets.	The ICB is satisfied that Policy Infra4 provides a good framework for securing improvements to open space provision, albeit that it does not specifically describe signage requirements or the provision of public toilets.	N

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0751-0001	Individual	SHARON	GOODMAN		Yes	SP3	No	Failed to consider strategic alternatives like north west thundersley.no credible five year housing land supply.	No	Consistent with national policy	The draft local plan is not consistent with national policy.does not meet the housing target for castle point.site selection ignores green belt/grey belt against new np of guidelines.the draft local plan is not justified.site selection strategy is biased and predetermined towards a no green belt build policy site selection is based on the over development of brown field. not considered all,no green belt/grey belt sites added,with the exclusion of north west thundersley,nppf guidelines state development should be directed away from areas at highest risk of flooding.suds measures are not appropriate for canvey island's unique geography and drainage infrastructure.the 3316 urban homes for canvey is not resident let.canvey west homes puts residents in the east at risk with emergency evacuation procedures.	Add north west thundersley site,187Ha,a green belt/greybelt./brown field site option for 7500 homes.reduce the urban housing target to 3500 from 6200,with canvey at 1050.total housing target of 11000.	No	Not Answered	Not Answered		No Five Year Housing Land Supply North West Thundersley Flood risk on Canvey Emergency Evacuation concerns	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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																		should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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																		housing topic paper. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Flooding on Canvey Whilst Canvey is at risk of flooding, it is not functional flood	

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																		plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey. Emergency Evacuation The Councils	

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																		detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/	
0752-0001	Individual	Jason	Young		Yes	Whole Plan	Yes		No	Consistent with national policy			Yes	Not Answered	Not Answered		Not consistent with national policy	Comment Noted.	N
0753-0001	Individual	Richard	Bonham		Yes	Whole Plan	No	Poor road , unable to cope with existing traffic	No				Yes	Not Answered	Not Answered	A	Traffic	The plan has been subject to detailed Transport Assessment, assessing impacts and recommending local interventions. These are identified in the Infrastructure Delivery Plan. Alongside this, the Local Transport	N

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																		Authority, Essex County Council, have prepared the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex includes wider local improvements to transport networks in and around Castle Point, including improved linkages to other areas. Growth in Castle Point will facilitate the delivery of the proposals in the Local Transport Plan 4.	

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0754-0001	Individual	Yvonne	Walker		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersly. No credible five-year housing land supply.	No	Justified, Consistent with national policy	The draft local plan is not consistent with national policy. Doesn't meet the housing target for Castle Point. Site selection ignores Greenbelt / Greybelt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a "no greenbelt build policy". Site selection is based on the "over development of Brownfield sites". Not considered all sites, no greenbelt / greybelt sites added with the exclusion of North West Thundersley. NPPF guidelines state development should be directed away from areas at highest risk of flooding. SUDS measures are not appropriate for Canvey Island's unique geography and drainage infrastructure. The 3316 urban homes for Canvey is not resident led. Canvey West homes puts residents in the East at risk with emergency evacuation procedures.	Add North West Thundersley site, 187Ha, a greenbelt / greybelt / brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050. Total housing target of 11000.	No	Not Answered	Not Answered	A	Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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																		housing topic paper. Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing	

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																		flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not	

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																		and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey. Emergency Evacuation The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/	
0755-0001	Individual	Anthony	Stacey		Yes	SP3	No	How on earth can further overcrowding an already overcrowded island be legally compliant	No	Effective	The island is already overcrowded with insufficient routes on and off the Island. The building of this many additional homes is only going to exasperate matters further. Even building a second route off the Island will not compensate for the additional homes.	Remove all additional housing. This Island cannot cope with more housing.	No	Not Answered	Not Answered		Remove all Housing on Canvey	Comments noted.	N

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0756-0001	Individual	James	Giddins		Yes	SP3	No	Failed to consider strategic alternatives like north west thundersley No credible 5 year housing land supply	No	Justified, Consistent with national policy	The draft local plan is not consistent with national policy. Doesn't meet the housing target for Castle Point. Site selection ignores Greenbelt / Grey Belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a "no greenbelt build policy". Site selection is based on the "over development of Brownfield sites". Not considered all sites, no Greenbelt / Grey Belt sites added, with the exclusion of North West Thundersley. NPPF guidelines state development should be directed away from areas at highest risk of flooding. SUDS measures are not appropriate for Canvey Island's unique geography and drainage infrastructure. The 3316 urban homes for Canvey is not resident led. Canvey West homes puts residents in the East at risk	Draft document 'legally compliant' and/or 'sound', including any revised wording. Add North West Thundersley site, 187Ha, a Greenbelt/Grey Belt/Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050. Total housing target of 11,000.	No	Not Answered	Not Answered		Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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											with emergency evacuation procedures							should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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																		flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not	

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0757-0001	Individual	Alan	White		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0758-0001	Individual	Julia	White		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0759-	Individual	BARRY	BURNETT		Yes	HA D2	No		No	Positively prepared, Effective,	Finally, as a resident I gain much enjoyment from the open spaces and vistas		No	Not Ans	Yes	A	Support for not building on	Support noted.	N

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0001										Justified, Consistent with national policy	within Castle Point. I must therefore register my strong approval and support for Policy Had 2 within the Castle Point Plan. This is our heritage, and I believe that no changes should be made on these lands which would result in a significant impact on the landscape.			wered			Hadleigh Farm (HAD2)		
0759-0002	Individual	BARRY	BURNETT		Yes	SP3	No		No	Positively prepared, Effective, Justified, Consistent with national policy	1. I do NOT believe that the Castle Point Plan is fully legally compliant 2. I do NOT believe that the Castle Point Plan is sound 3. I believe that the proposal for over 3.3K homes on Canvey Island is disproportional and fails to fully consider all environmental and infrastructure impacts 4. In my opinion the site in North West Thundersley should be included in the Plan 5. I do not consider that a sound projection for five-year housing land supply has been provided. In my opinion the Plan in its current state does not meet the legal tests of soundness and compliance. There appears to be a sense of isolationism in the plan, in that there is little within the plan to demonstrate that the impact of the proposals have been discussed with adjoining authorities, and in my opinion it has the appearance that several assumptions have been		No	Not Answered	Yes		Environmental impacts Infrastructure impacts North West Thundersley Five year housing land supply DTC	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for	N

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											made and left unchallenged. My major concern is that the NW Thundersley site labelled as GB16 on the Reg 18 Consultation, although mentioned within the Sustainability Appraisal, has apparently been rejected with little justification. I acknowledge the good intentions of the premise that no Green Belt is to be included in the Plan, but I strongly believe that under the present governmental circumstances compromises have to be made, and that there is a very strong case for the inclusion of this site. Indeed, failure to include this, or any other Green Belt, would lead any review to question whether all suitable sites within the borough have been identified and considered for inclusion, and this in itself puts the credibility of the plan into question. The failure to properly consider and robustly discuss this site also undermines the Sustainability Appraisal. Additionally, the Plan does not contain a deliverable five-year supply of housing land for either the Government's or Council's housing targets. Taking all of this together my opinion is that the								those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. No Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's	

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											absence of robust and transparent discussion to competently indicate that all potential sites have been considered is worrying. This failure leaves all of Castle Point’s Green Belt (with a potential for development) open to speculative development. For these reasons I do not believe that the draft plan is legally compliant in the current state, and requires further revision to ensure that development is sustainable, justified, and in the public interest. I was also very surprised to see the high density of housing suggested for Canvey given the drainage issues and risk of flooding, plus the problems with accessibility due to infrastructure restrictions. The housing target imposed by the Government is ludicrously large, and impossible given the infrastructure and fragile nature of the area. This must be resisted, else the character and social structure of Castle Point would be irrevocably damaged. However, I do not believe that the Plan has gone far enough in discussing and justifying why the significantly lower numbers are more appropriate than those dictated by central												Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council’s aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11	

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											Government. As mention above, the case is severely weakened by the rejection of the NW Thundersley site. Worryingly, without proper justification the Plan aims to only achieve around 53% of the housing target over the 17-year plan period. The exclusion of NW Thundersley undermines the claim that the Plan has been positively prepared. With a plan that offers just over half of the Governments housing requirements with NW Thundersley rejected and no other Green Belt sites included I believe that the Planning Inspector will insist on Green Belt being made available – and this would mean that all such areas In the borough would be up for speculative planning applications whilst the council deliberates on which areas should be sacrificed. Worse still, the plan is open to the Secretary of State taking such powers away from the Council and arbitrarily deciding where the full Government quota of houses should go. Although Green Belt sites should be protected in the plan, I believe that NW Thundersley should be considered as an exception; a sacrifice to make the plan robust and protect the								onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see housing topic paper. Duty to Cooperate Addressed in the Duty to Cooperate Statement and supporting Statements of Common Ground. The Council has worked collaboratively with all to ensure that the Duty to Cooperate has been met	

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											remainder of the Green Belt areas. This area is a mix of Green belt, Grey Belt and Brownfield sites, offering the opportunity for infrastructure-led growth in a sustainable location and so doing would relieve pressure on more vulnerable areas. I have read elsewhere that the Blinking Owl site alone has the potential for over 5,000 homes, and whilst the NW Thundersley area has some Green Belt, the site mostly comprises Grey Belt plotlands, light industrial units, and inaccessible land. This would provide the exciting prospect of developing a new zone for sustainable growth. With careful planning I understand that there is sufficient area to build here and also to maintain the vital buffer between Benfleet and Thundersley. The inclusion of this site would make the 17 year plan more robust, potentially delivering a housing target nearer to that dictated by Central Government.								
0760-0001	Individual	James	Stephens		Yes	HAD3	Yes		No	Justified	I think the land is better used by the NHS than it would be with houses.	Remove this policy.	No	Not Answered	Not Answered		Objecting to HAD3 due to loss of NHS building	Policy HAD3 will only be supported if the NHS provides assurance that the site is surplus to their requirements	N

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																		and services operating from the site can be provided elsewhere.	
0760-0002	Individual	James	Stephens		Yes	HAD4	Yes		Yes			None: I think this policy would be an improvement.	Not Answered	Not Answered			Support for HAD4	Support noted.	N
0761-0001	Individual	Ralph	Cornish		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersley. No credible five-year housing land supply	No	Justified, Consistent with national policy	The draft local plan is not consistent with national policy. Doesn't meet the housing target for Castle Point. Site selection ignores Greenbelt / Grey Belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a "no greenbelt build policy". Site selection is based on the "over development of Brownfield sites". Not considered all sites, no Greenbelt / Grey Belt sites added, with the exclusion of North West Thundersley. NPPF guidelines state development should be directed away from areas at highest risk of flooding. SUDS measures are not appropriate for Canvey Island's unique geography and drainage infrastructure. The 3316 urban	Add North West Thundersley site, 187Ha, a Greenbelt/Grey Belt/ Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050. Total housing target of 11,000.	No	Not Answered	Not Answered	A	Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from	N

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											homes for Canvey is not resident led. Canvey West homes puts residents in the East at risk with emergency evacuation procedures.							that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to	

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																		calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see housing topic paper. Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the	

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																		value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. North West Thundersley North West Thundersley is in	

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																		the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Flooding on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood	

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																		Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey. Emergency Evacuation The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/	

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0762-0001	Individual	vivienne	bowyer		Yes	SP3	No		No	Positively prepared	Anglian Water is already having difficulty in providing water and sewage, these plans in addition to the extra use of water required for the new rubbish plans will tip these resources over the top. Are all depts consulted ? Are you providing a helicopter pad to get people to hospitals if the need arises ? The roads are already congested all these extra houses will mean an increase in traffic.		No	Not Answered	Not Answered		Has the water companies been consulted? Emergency services access Traffic	Water companies consulted? Yes we have consulted Essex and Suffolk Water and Anglian Water and have statements of common ground agreed. Emergency services Needs of emergency services considered in the supporting Infrastructure Delivery Plan (IDP). Traffic The plan has been subject to detailed Transport Assessment, assessing impacts and recommending local interventions. These are identified in the Infrastructure Delivery Plan. Alongside this, the Local Transport Authority, Essex County Council,	N

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																		have prepared the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex includes wider local improvements to transport networks in and around Castle Point, including improved linkages to other areas. Growth in Castle Point will facilitate the delivery of the proposals in the Local Transport Plan 4.	
0763-0001	Individual	Angela	Hamilton		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N

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0764-0001	Individual	Elizabeth	Ellis		Yes	SP3	No	How on earth can a layman member of the public legitimately answer this question. I would refer to the comments of Rebecca Harris MP on the plan and do not believe that sufficient evidence of testing for legal tests of soundness and compliance are not demonstrable.	No	Positively prepared, Effective, Justified	I am not expert in public/national policy so cannot comment as to whether the plan presented is consistent with it. However I can say I see no evidence of objectively assessed needs in the plan. I do not see evidence of the consideration of proportionate alternatives and I do not believe the plan can and will be effectively delivered in the plan period. The housing sites for example are piecemeal and unlikely to achieve anywhere near the target figures. As a minor point the plan period needs to be clarified or amended it is nonsensical to have 2023 as a start date.	Provision of evidence of objective assessments of all key matters, evidence of alternative proposals and approaches, proposed timescales for delivery which housing developments for example will be delivered in 5 years? 10 years? A most basic timeline could and should be provided for all elements.	No	Not Answered	Not Answered	A	No Evidence of alternative sites being considered Timescales of delivery not provided Not meeting housing targets Change the start date as 2023 is nonsensical	Alternative sites All reasonable option sites were considered in the Strategic Land Availability Assessment (SLAA) and the Sustainability Appraisal (SA). Timescales of delivery Policy SP3 provides a timeline for the delivery of homes throughout the plan period. Not Meeting Housing Targets The Council undertook a Local Housing Needs Assessment in December 2023 which identified a need for around 255 homes per year in Castle Point. Changes to the NPPF in December 2024, removed the ability for Councils to set a lower housing target, than that set out by the Standard	N

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																		Methodology. However, taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point. The Castle Point Plan Regulation 19 Draft makes provision for around 364 new homes a year (around 6,196 homes to 2043) which is sufficient to meet the need for housing arising from the Local Housing Needs Assessment but is insufficient for the standard methodology requirement for housing set out in the NPPF 2025.	

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																		Change the start date The start date has been ammended to 2026.	
0764-0002	Individual	Elizabeth	Ellis		Yes	SP3	No	I am not able to comment on legality this is a moot point. However the plan does not show evidence of consultation with neighbouring authorities.	No	Positively prepared, Effective, Justified, Consistent with national policy	Please also refer to previous comments regarding soundness. No evidence of objective assessment of needs. No evidence of alternatives No evidence of even the most basic timeline and therefore cannot be sure the plan can be effectively delivered within its timeline. How I assess whether it is consistent with national policy is totally unclear but I would again defer to Dame Rebecca Harris MP's formal response to the plan for details on this I fully support her response.		No	Not Answered		A	No evidence of DTC	DTC is addressed in the Duty to Cooperate Statement and supporting Statements of Common Ground. The Council has worked collaboratively with all to ensure that the Duty to Cooperate has been met.	N

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0338-0010	Organisation	Catherine	Bicknell	NHS Mid and South Essex		SP4	Yes	The ICB requested that healthcare infrastructure should be brought forward by new developments mitigating their impact recognising that the health system needs flexibility to spend contributions in the most appropriate way at the point that the development proceeds. In addition, planning policies and planning obligations should be drafted to allow flexibility to respond to changing population health priorities and models of care.	Yes		Policy SP4 provides an adequate framework for negotiating development contributions. It should be noted that NHS Mid and South Essex will seek to secure investment through central capital funding, local resources and contributions through local authorities to invest in infrastructure that not only provides the primary care needs of growing and increasingly elderly populations but also for peoples' wider health and care needs to be met through "left shift of care" into a community setting.					A	Policy SP4 provides an adequate framework for negotiating development contributions. It should be noted that NHS Mid and South Essex will seek to secure investment through central capital funding, local resources and contributions through local authorities to invest in infrastructure that not only provides the primary care needs of growing and increasingly elderly populations but also for peoples' wider health and care needs to be met through "left shift of care" into a community setting.	Policy SP4 provides an adequate framework for negotiating development contributions. It should be noted that NHS Mid and South Essex will seek to secure investment through central capital funding, local resources and contributions through local authorities to invest in infrastructure that not only provides the primary care needs of growing and increasingly elderly populations but also for peoples' wider health and care needs to be met through "left shift of care" into a community setting.	N

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0766-0001	Individual	Terri	Dines		Yes	SP3	No	Failed to consider other alternatives, for example North West Thundersey. No creditible 5 year housing supply	No	Justified, Consistent with national policy	The draft local plan is not justified with national policy. It doesn't meet the housing target for Castle Point. The site selected ignores the green/grey belt against new NPPF guidelines. the plan is not justified. The site selection strategy is biased and predetermined towards a "no greenbelt policy" Site selection is based on the overdevelopment of Brownfield sites. Not all sites considered, no green/grey belt sites added and with the exclusion of North West Thundersley. NPPF guidelines state development should be direct away from areas at high risk of flooding. SUDS measures are not appropriate for Canvey Island's unique geography and drainage infrastructure. The 3316 urban homes for Canvey in not resident led. Canvey west homes puts residents in the East of Canvey at risk with emergency evacuation procedures.	North West Thundersley site. 187Ha A greenbelt Brownfield site option for 7500 homes and reduce the urban hosuing target from 6200 to 3500 with Canvey at 1050.	No	Not Answered	Not Answered	A	Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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																		flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not	

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																		and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	
0767-0001	Individual	Jemma	Rocher		Yes	SP3	Yes		No	Justified	If we can only have all the improvements with the building of residential homes, then the plan does not justify the need for Canvey. Islanders need better infrastructure, but at the detrimental cost of more people on the island, more housing is not a solution.	Provide all the updates but without the detrimental cost of the new homes. Having more people live here will not improve anything	No	Not Answered	Not Answered	A	No homes, more infrastructure	Housing Need The Council undertook a Local Housing Needs Assessment in December 2023 which identified a need for around 255 homes per year in Castle Point. Changes to the NPPF in December 2024, removed the ability for	N

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																		Councils to set a lower housing target, than that set out by the Standard Methodology. However, taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point. The Castle Point Plan Regulation 19 Draft makes provision for around 364 new homes a year (around 6,196 homes to 2043) which is sufficient to meet the need for housing arising from the Local Housing Needs Assessment but is insufficient for the standard	

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																		methodology requirement for housing set out in the NPPF 2025. Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP).	
0338-0011	Organisation	Catherine	Bicknell	NHS Mid and South Essex		T1/T3	Yes	The ICB requested that active travel and public transport are promoted in the local plan and that walking, as the most accessible type of active travel, is prioritised. The ICB is satisfied that Plan policies, including T1 and T3, require that active travel and public transport are prioritised and make provision for their improvement.	Yes		The Pre-submission Local Plan addresses the issues raised by the ICB, with the exception of including reference to reduced health inequalities in the Plan Vision. The ICB requests that this amendment is made but is satisfied that the Plan is sound in its approach to delivering sustainable communities from a health and wellbeing perspective.					A	The ICB requested that active travel and public transport are promoted in the local plan and that walking, as the most accessible type of active travel, is prioritised. The ICB is satisfied that Plan policies, including T1 and T3, require that active travel and public transport are prioritised and make provision for their improvement.	Support noted	N

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0769-0001	Individual	Joan	Staples		Yes	SP3	No	Failed to consider strategic alternatives like north west thundersley. No credible 5 year housing supply	No	Justified, Consistent with national policy	The draft local plan is not justified with national policy. Doesn't meet the housing target for castle point. Site selections ignore Greenbelt/Grey belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a "no greenbelt built policy" Site selection is based on the overdevelopment of Brownfield sites. Not all sites considered, No Greenbelt/grey belt sites added and with the exclusion of North west Thundersley. NPPF guidelines state development should be directed away from area's at highest risk of flooding. SUDS measures are not appropriate for Canvey Island's unique geography and drainage infrastructure. The 3316 Urban homes for Canvey is not resident led. Canvey West homes puts residents in the East of Canvey at risk with emergency evacuation procedures.	North west Thundersley site. 187Ha Agreenbelt Grey belt Brownfield site option for 7500 homes Reduce the urban housing target to 3500 from 6200 with Canvey at 1050 Total housing target of 11000 homes	No	Not Answered	Not Answered		Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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																		considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Flooding on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development	

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																		and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey. Emergency Evacuation The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/	
0770-0001	Individual	Dan	Dixon		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0771-0001	Individual	Katie	Dixon		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N

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													ered						
0772-0001	Individual	Karen	Castle		Yes	SP3	No		No	Justified, Consistent with national policy	Does meet the target and has excluded viable alternative sites	Look at alternative brown and grey belt sites especially NW thundersley	No	Not Answered	Not Answered		Doesnt meet housing targets North West Thundersley	Housing Need The Council undertook a Local Housing Needs Assessment in December 2023 which identified a need for around 255 homes per year in Castle Point. Changes to the NPPF in December 2024, removed the ability for Councils to set a lower housing target, than that set out by the Standard Methodology. However, taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point.	N

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																		The Castle Point Plan Regulation 19 Draft makes provision for around 364 new homes a year (around 6,196 homes to 2043) which is sufficient to meet the need for housing arising from the Local Housing Needs Assessment but is insufficient for the standard methodology requirement for housing set out in the NPPF 2025. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons	

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																		set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred.	

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0773-0001	Individual	Louise	Collins		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersley. No credible five-year housing land supply.	No	Justified, Consistent with national policy	The draft local plan is not consistent with national policy. Doesn't meet the housing target for Castle Point. Site selection ignores Greenbelt / Grey Belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a "no greenbelt build policy". Site selection is based on the "over development of Brownfield sites". Not considered all sites, no Greenbelt / Grey Belt sites added, with the exclusion of North West Thundersley. NPPF guidelines state development should be directed away from areas at highest risk of flooding. SUDS measures are not appropriate for Canvey Island's unique geography and drainage infrastructure. The 3316 urban homes for Canvey is not resident led. Canvey West homes puts residents in the East at risk with emergency evacuation procedures	Add North West Thundersley site, 187Ha, a Greenbelt/Grey Belt/ Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050. Total housing target of 11,000.	No	Not Answered	Not Answered	A	Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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																		should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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																		housing topic paper. Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing	

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																		flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not	

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																		considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Flooding on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development	

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																		and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey. Emergency Evacuation The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/	

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0774-0001	Individual	James	Robbins		Yes	SP3	No	This report demonstrates that this approach creates two critical vulnerabilities. First, the plan disproportionately concentrates new housing on Canvey Island, with over 3,300 homes allocated to the town. This concentration is likely to place an intolerable strain on the island's limited infrastructure, particularly its road network, which is prone to significant congestion. Second, the council's absolute prohibition on Green Belt development, without a fully evidenced justification for why alternatives like higher-density brownfield development have been exhausted, runs contrary to NPPF guidance. This rigid stance may be legally challenged by the Planning Inspectorate, potentially leading to a forced revision of the plan or a declaration that it is unsound, which could, in a paradoxical outcome, result in the very Green Belt release the plan was designed to prevent	No	Positively prepared, Effective, Justified, Consistent with national policy	The council's failure to present unassailable evidence could lead to the plan being found unsound, forcing a revision that could ultimately result in the very outcomes it sought to avoid. 6. Critical Analysis of Major Planning Issues 6.1 The Disproportionate Burden on Canvey Island The concentration of over 3,300 new homes on Canvey Island is a highly contentious issue that underpins much of the local opposition to the new plan.	Conform to the national guidelines	No	Not Answered	Not Answered	A	Infrastructure Transport Green Belt	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Transport The plan has been subject to detailed Transport Assessment, assessing impacts and recommending local interventions. These are identified in the Infrastructure Delivery Plan. Alongside this, the Local Transport Authority, Essex County Council, have prepared the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex includes wider local improvements to transport	N

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																		networks in and around Castle Point, including improved linkages to other areas. Growth in Castle Point will facilitate the delivery of the proposals in the Local Transport Plan 4. Green Belt The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the	

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																		natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. Where our Green Belt Review indicates that a site may potentially be	

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																		Grey Belt, it does not automatically mean that it is an appropriate development site for those reasons set out above.	
0775-0001	Individual	Jaz	Wasson		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0776-0001	Individual	Brenda	Norman		Yes	SP3	No	What a [REDACTED] load of gobaldegook [REDACTED Due To Personal Information] Let me say in plain English , if I am allowed, this [REDACTED] island is already overcrowded, it can't take anymore houses , [REDACTED] stop building, Is this [REDACTED] plain enough for you [REDACTED] .	No				Yes	Not Answered	Not Answered		No Houses	Housing Need The Council undertook a Local Housing Needs Assessment in December 2023 which identified a need for around 255 homes per year in Castle Point. Changes to the NPPF in December 2024, removed the ability for Councils to set a lower housing target, than that set out by the	N

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																		Standard Methodology. However, taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point. The Castle Point Plan Regulation 19 Draft makes provision for around 364 new homes a year (around 6,196 homes to 2043) which is sufficient to meet the need for housing arising from the Local Housing Needs Assessment but is insufficient for the standard methodology requirement for housing set out in the NPPF	

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																		2025.	
0777-0001	Individual	Brian	Palmer		Yes	SP3	No	The North West Thundersley or known as (The Blinking Owl Site) has not been considered and this answers the problems of. >>>>>> More gridlocked traffic on the local roads and would be giving better access to major roadways . A127 >A130 (Essex County Council are already committed to improving Essex Roads .) Therefore would consider the necessary road improvements within the budget they have been allowed. Canvey Island ? with only one road access already is gridlocked most of the day. Canvey Island already has the threat of flooding >> More Houses ?	No	Positively prepared	North West Thundersley (The Blinking Owl Site.) has not been considered which would resolve most of the problems the existing Plan Draft at the moment .	Using the North West Thundersley ie The Blinking Owl Site resolves a lot of the existing problems. Also help with problems with the existing Road Network for the future.	No	Not Answered	Not Answered		North West Thundersley Transport	North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why	N

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																		North West Thundersley was not preferred. Transport The plan has been subject to detailed Transport Assessment, assessing impacts and recommending local interventions. These are identified in the Infrastructure Delivery Plan. Alongside this, the Local Transport Authority, Essex County Council, have prepared the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex includes wider local improvements to transport networks in and around Castle Point, including improved linkages to other areas. Growth in Castle Point will facilitate the delivery of the proposals in the	

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																		Local Transport Plan 4.	
0777-0002	Individual	Brian	Palmer		Yes	HAD2	No	Unsound at Reg2	No	Positively prepared	The vision For Hadleigh Farm area,policyHad2. Would cause more road gridlock in the area. And existing roadworks are already unable to repair our broken roads and pavements. The NHS local Health Service cannot cope already with existing locals needs.	Consider the alternative North West Thundersley ie The Blinking Owl. With The option of moving Manor Trading Estate to that area. At present The roads and pavements on this site full of broken surface areas with deep pot holes . This large area providing alternative houses with exit road routes to A127 and A130	No	Not Answered			Objecting to proposals at HAD2 which would cause more pressure to roads and NHS services North West Thundersley	Policy HAD2 does not include any housing development proposals and encourages the use of the area for recreational/agricultural purposes. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the	N

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																		SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred.	
0778-0001	Individual	Janet	Effeny		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersley. No credible 5 year housing supply.	No	Justified, Consistent with national policy	The draft local plan is not justified with national policy. Doesn't meet the housing target for castle point. Greenbelt/Grey belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a "no greenbelt built policy" "Site selection is based on the overdevelopment brownfield sites. Not all sites considered .No greenbelt/grey belt sites added and with the exclusion Northwest Thundersley NPPF guidelines state development should be directed away from areas at highest risk of flooding.SUDS measures are not appropriate for Canvey Island unique geography and drainage infrastructure. The 3316 urban homes for Canvey is not resident led Canvey	Add North west Thundersley site.187Ha Agreenbelt Grey belt brownfield site option for 7500 homes .Reduce the urban housing target to 3500 from 6200 with Canvey at1050 Total housing target of 11000 homes.	No	Not Answered	Not Answered		Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing	N

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											West homes puts residents in the East of Canvey at risk with emergency evacuation procedures.							land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is	

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																		these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see housing topic paper. Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development.	

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																		These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. North West	

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																		Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Flooding on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The	

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																		recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey. Emergency Evacuation The Councils detailed emergency planning pages are here	

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																		www.castlepoint.gov.uk/emergencyplanning/	
0779-0001	Individual	Barbara	Brown		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N

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0780-0001	Individual	Dean	Haste		Yes	SP3	No	FAILED TO CONSIDER STRATEGIC ALTERNATIVES LIKE NORTH WEST THUNDERSLEY. NO CREDIBLE 5 YEAR HOUSING SUPPLY	No	Justified, Consistent with national policy	The draft local plan is not justified with national policy. Doesn't meet the housing target for castle point. Site selections ignore Greenbelt/Grey belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a "no greenbelt built policy" Site selection is based on the overdevelopment of Brownfield sites. Not all sites considered, No Greenbelt/grey belt sites added and with the exclusion of North west Thundersley. NPPF guidelines state development should be directed away from area's at highest risk of flooding. SUDS measures are not appropriate for Canvey Island's unique geography and drainage infrastructure. The 3316 Urban homes for Canvey is not resident led. Canvey West homes puts residents in the East of Canvey at risk with emergency evacuation procedures.	North west Thundersley site. 187Ha A greenbelt Grey belt Brownfield site option for 7500 homes Reduce the urban housing target to 3500 from 6200 with Canvey at 1050 Total housing target of 11000 homes	No	Not Answered	Not Answered		Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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0781-0001	Individual	Justin	King		Yes	SP3	No	This plan is unfair, unjust and unachievable for Canvey when there are viable options like the blinking owl site. Canvey's infrastructure is already overloaded, so I know, let's build all these new homes without a thought for the people of Canvey who already suffer. When you asked the questions last year regarding whether we would like to build on either greenbelt or brownbelt, you full well knew everyone would have said brownbelt, but if you said greenbelt or 3000 homes on brownbelt on Canvey, the replies would have been totally different because that amount of homes on Canvey is a joke, and I don't think we would have all ticked for greenbelt, and it seems like it's been a trick question with the brownbelt in mind.	No	Justified, Consistent with national policy	The draft local plan is not consistent with national policy. Doesn't meet the housing target for Castle Point. Site selection ignores Greenbelt / Grey Belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a "no greenbelt build policy". Site selection is based on the "over development of Brownfield sites". Not considered all sites, no Greenbelt / Grey Belt sites added, with the exclusion of North West Thundersley. NPPF guidelines state development should be directed away from areas at highest risk of flooding. SUDS measures are not appropriate for Canvey Island's unique geography and drainage infrastructure. The 3316 urban homes for Canvey is not resident led. Canvey West homes puts residents in the East at risk with emergency evacuation procedures.	Add North West Thundersley site, 187Ha, a Greenbelt/Grey Belt/ Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050. Total housing target of 11,000.	Yes	Not Answered	Not Answered	A	Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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0782-0001	Individual	Tracy	Empson		Yes	SP3	No	FAILED TO CONSIDER STRATEGIC ALTERNATIVES FOR INSTANCE NORTH-WEST THUNDERSLEY NO CREDIBLE 5 YEAR HOUSING LAND SUPPLY ALSO I CANNOT SEE ANY EVIDENCE OF THE DRAINAGE BEING UPGRADED SINCE THE 2014 FLOODS WHEN THEY WERE DEEMED IN NEED OF UPGRADE I CANNOT SEE EVEDENCE OF FLOOD CHECKS IN WEST CANVEY SPECIFICALLY WHERE THE BULK OF HOUSING IS PLANNED	No	Justified, Consistent with national policy	THE DRAFT LOCAL PLAN IS NOT CONSISTENT WITH NATIONAL POLICY. IT DOESNT MEET THE HOUSING TARGET FOR CASTLE POINT. SITE SELECTION IGNORES GREENBELT/GREYBELT AGAINST NEW NPPF GUIDELINES THE DRAFT LOCAL PLAN IS NOT JUSTIFIED AND THE SITE SELECTION STRATERGY IS BIASED AND PREDETERMINED TOWARDS A 'NO GREENBELT BUILD POLICY'. SITE SELECTION IS BASED ON THE 'OVER DEVELOPMENT OF BROWNFIELD SITES NOT CONSIDERED ALL SITES - NO GREENBELT/GREYBELT SITES ADDED WITH THE EXCLUSION OF NORTH WEST THUNDERSELY. NPPF GUIDELINES STATE DEVELOPMENT SHOULD BE DIRECTED AWAY FROM AREAS AT HIGHEST RISK OF FLOODING. SUDS MEASURES ARE NOT APPROPRIATE FOR CANVEY ISLANDS UNIQUE GEOGRAPHY AND DRAINAGE INFRASTRUCTURE. THE 3316 URBAN HOMES FOR CANVEY IS NOT RESIDENT LED. CANVEY WEST HOMES PUTS RESIDENTS IN THE EAST AT RISK WITH	DRAFT DOCUMENT NEEDS TO BE LEGALLY COMPLAINT AND/OR SOUND INCLUDING ANY REVISED WORDING. ADD NORTH WEST THUNDERSLEY SITE 187Ha, A GREENBELT/GREYBELT/BROWNFIELD SITE OPTION FOR 7,500 HOMES REDUCE THE URBAN HOUSING TARGET TO 3,500 FROM 6,200 WITH CANVEY AT 1,050 TOTAL HOUSING TARGET 11,000	No	Not Answered	Not Answered	A	Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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0783-0001	Individual	TO	Empson		Yes	SP3	No	FAILED TO CONSIDER STRATEGIC ALTERNATIVES FOR INSTANCE NORTH-WEST THUNDERSLEY NO CREDIBLE 5 YEAR HOUSING LAND SUPPLY ALSO I CANNOT SEE ANY EVIDENCE OF THE DRAINAGE BEING UPGRADED SINCE THE 2014 FLOODS WHEN THEY WERE DEEMED IN NEED OF UPGRADE I CANNOT SEE EVEDENCE OF FLOOD CHECKS IN WEST CANVEY SPECIFICALLY WHERE THE BULK OF HOUSING IS PLANNED	No	Justified, Consistent with national policy	THE DRAFT LOCAL PLAN IS NOT CONSISTENT WITH NATIONAL POLICY. IT DOESNT MEET THE HOUSING TARGET FOR CASTLE POINT. SITE SELECTION IGNORES GREENBELT/GREYBELT AGAINST NEW NPPF GUIDELINES THE DRAFT LOCAL PLAN IS NOT JUSTIFIED AND THE SITE SELECTION STRATERGY IS BIASED AND PREDETERMINED TOWARDS A 'NO GREENBELT BUILD POLICY'. SITE SELECTION IS BASED ON THE 'OVER DEVELOPMENT OF BROWNFIELD SITES NOT CONSIDERED ALL SITES - NO GREENBELT/GREYBELT SITES ADDED WITH THE EXCLUSION OF NORTH WEST THUNDERSELY. NPPF GUIDELINES STATE DEVELOPMENT SHOULD BE DIRECTED AWAY FROM AREAS AT HIGHEST RISK OF FLOODING. SUDS MEASURES ARE NOT APPROPRIATE FOR CANVEY ISLANDS UNIQUE GEOGRAPHY AND DRAINAGE INFRASTRUCTURE. THE 3316 URBAN HOMES FOR CANVEY IS NOT RESIDENT LED. CANVEY WEST HOMES PUTS RESIDENTS IN THE EAST AT RISK WITH	DRAFT DOCUMENT NEEDS TO BE LEGALLY COMPLAINT AND/OR SOUND INCLUDING ANY REVISED WORDING. ADD NORTH WEST THUNDERSLEY SITE 187Ha, A GREENBELT/GREYBELT/BROWNFIELD SITE OPTION FOR 7,500 HOMES REDUCE THE URBAN HOUSING TARGET TO 3,500 FROM 6,200 WITH CANVEY AT 1,050 TOTAL HOUSING TARGET 11,000	No	Not Answered	Not Answered	A	Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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0784-0001	Individual	Tracey	Man		Yes	SP3	No	Failed to use Standard Methodology to calculate the number of homes required in Castle Point as directed by The Housing Minister in June. Failed to consider strategic alternatives like North West Thundersley. No credible 5 year Housing Plan.	No	Justified, Consistent with national policy	The Draft Local Plan is not consistent with National Policy and doesn't meet the housing target for Castle Point. Site selection ignores Greenbelt/Greybelt against new NPPF guidelines, Ignores NPPF guidelines that development should be directed away from areas at high risk of flooding particularly considering Canvey's low elevation, high groundwater levels, tidal influence and severe drainage issues. The Draft Local Plan is not justified. Site selection strategy is based and predetermined towards a 'no greenbelt build policy'. Site selection is based on the 'over development of Brownfield sites', Not considered all sites by excluding North West Thundersley. Ignores NPPF guidelines that should be directed away from areas at high risk of flooding. SUDS measures are not appropriate for Canvey's unique geography and poor drainage structure. The 3316 houses urban homes for Canvey is not resident led. Canvey West homes puts residents at risk in the event of an emergency evacuation due to the flood risk and the danger posed by the	Add North West Thundersley site, 187Ha which is a greenbelt/greybelt/brownfield site option for 7500 homes. It is a sustainable and accessible site and wouldn't undermine the wider function of the green belt. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050. The island has unique constraints around infrastructure with only two roads available to get off the island and you have to go to one single roundabout (Waterside Farm) before you can access either road. Gridlock and permanent traffic queues are common now, the island has no capacity for more cars. Total housing (including NW Thundersley)= 11,000 homes	No	Not Answered	Not Answered	A	Not meeting standard method Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Housing Need The Council undertook a Local Housing Needs Assessment in December 2023 which identified a need for around 255 homes per year in Castle Point. Changes to the NPPF in December 2024, removed the ability for Councils to set a lower housing target, than that set out by the Standard Methodology. However, taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point. The Castle Point	N

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											proximity of the COMAH sites.							Plan Regulation 19 Draft makes provision for around 364 new homes a year (around 6,196 homes to 2043) which is sufficient to meet the need for housing arising from the Local Housing Needs Assessment but is insufficient for the standard methodology requirement for housing set out in the NPPF 2025. Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a	

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																		new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver	

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																		231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see housing topic paper. Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the	

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																		Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our	

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																		Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Flooding on	

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																		Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to	

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																		Canvey. Emergency Evacuation The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/	
0785-0001	Individual	Karen	White		Yes	SP3	Yes		No	Effective	The amount of homes planned for Canvey Island will not be effective as simply no infrastructure to cope with that increase of population to the island.	Modifications necessary are a complete change of highways giving a direct route to A13/A130. Maybe a flyover to A130. This will help the population already living here.	No	Not Answered	Not Answered	A	Third Road onto Canvey Infrastructure	The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements	N

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																		for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in	

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																		the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP).	
078 6-000 1	Individual	Clare	Cousins		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
078 7-000 1	Individual	Raymond	Hilton		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N

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0788-0001	Individual	John	Murphy		Yes	SP3	No	Majority of planned building in the borough on Canvey Island flood plains. Minimal planned for better suited locations. No improvement plans for ingress / egress to the island which is always gridlocked in rush hours and the whole area grids to a halt for even a minor accident, roadworks etc.	No	Positively prepared, Effective, Justified, Consistent with national policy			No	Not Answered	Not Answered		Flood Risk on Canvey Third Road onto Canvey	Flood Risk on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in	N

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																		relation to Canvey. Third Road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000 households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the	

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																		Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan.	
0789-0001	Individual	Sharon	Cousins		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N

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0353-0001	Organisation	Hycynth	Cabiles	NHS Property		SP4		NHS Property Services (NHSPS) manages, maintains and improves NHS properties and facilities, working in partnership with NHS organisations to create safe, efficient, sustainable and modern healthcare environments. We partner with local NHS Integrated Care Boards (ICBs) and wider NHS organisations to help them plan and manage their estates to unlock greater value and ensure every patient can get the care they need in the right place and space for them. NHSPS is part of the NHS and is wholly owned by the Department of Health and Social Care (DHSC) – all surplus funds are reinvested directly into the NHS to tackle the biggest estates challenges including space utilisation, quality, and access with the core objective to enable excellent patient care. General Comments on Health Infrastructure to Support Housing Growth The delivery of new and improved healthcare infrastructure is significantly resource intensive. The NHS as a whole is facing significant constraints in terms of the funding needed to deliver healthcare services, and population growth from								A	Draft Strategic Policy SP4 states that, where necessary, new developments will be required to provide for the necessary on-site or off-site infrastructure requirements arising from the proposal, including improvements and expansions of healthcare facilities in reference to the IDP (Supporting Paragraph 6.62). Policy Infra3 particularly concerns seeking planning obligations or CIL to mitigate impacts of new developments on health provision. As drafted Strategic Policy SP4 does not sufficiently reflect the engagement process required when assessing the likely level of healthcare infrastructure required to support the level of growth proposed by the	Policy SP4, is a high level strategic policy, and the importance of working in partnership with the NHS regarding specific health related infrastructure is covered elsewhere in Policy Infra3. NPPF paragraph 16 notes that Plans should avoid unnecessary duplication. It is considered implicit in Policy Infra3 that the council will work ‘in partnership with the NHS and Public Health’ (paragraph a); that contributions will be sought to new or enhanced health facilities (paragraph b); that Health Impact Assessments should be undertaken ‘at an early stage’	N

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								new housing development adds further pressure to the system. New development should make a proportionate contribution to funding the healthcare needs arising from new development. Health provision is an integral component of sustainable development – access to essential healthcare services promotes good health outcomes and supports the overall social and economic wellbeing of an area. Residential developments often have very significant impacts in terms of the need for additional primary healthcare provision for future residents. Given health infrastructure’s strategic importance to supporting housing growth and sustainable development, it should be considered at the forefront of priorities for infrastructure delivery. The ability to continually review the healthcare estate, optimise land use, and deliver health services from modern facilities is crucial. The health estate must be supported to develop, modernise, or be protected in line with integrated NHS strategies. Planning policies should enable the delivery of essential healthcare infrastructure								plan. Supporting paragraph 6.64 stipulates the Council’s consideration of the ECC Developers’ Guide to Infrastructure Contributions, and we also note the published Healthcare Facilities Developer Contributions Guidance SPD (2023). Whilst both documents set out the process/methodology adopted to determine the type of contributions, the required level of engagement with the Integrated Care Board (ICB) as local health commissioners should be made clear within Strategic Policy SP4, in line with Policy Infra3. For purposes of consistency across the Local Plan, we recommend the Council make clear reference to Policy Infra3 in seeking	(paragraph i);.and agreed with ‘public health professionals prior to commencement of the assessment at the earliest opportunity’ (paragraph h).		

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								and be prepared in consultation with the NHS to ensure they help deliver estate transformation. Detailed Comments on Draft Local Plan Policies Our detailed comments set out below are focused on ensuring that the needs of the health service are embedded into the Local Plan in a way that supports sustainable growth. When developing any additional guidance to support implementation of Local Plan policies relevant to health, for example in relation to developer contributions or health impact assessments, we would request the Council engage the NHS in the process as early as possible. Draft Strategic Policy SP4: Development Contributions and Infra 3: Improving Health and Wellbeing Draft Strategic Policy SP4 states that, where necessary, new developments will be required to provide for the necessary on-site or off-site infrastructure requirements arising from the proposal, including improvements and expansions of healthcare facilities in reference to the IDP (Supporting Paragraph 6.62). Policy Infra3 particularly concerns									contributions for healthcare infrastructure, making clear reference unto the engagement required with the NHS and in particular, the ICB. Healthcare providers should have flexibility in determining the most appropriate means of meeting the relevant healthcare needs arising from a new development, and should therefore be engaged with at the earliest stages possible.		

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0791-0001	Individual	Kelly	Brown		Yes	SP3	No	Failed to consider stragetic alternatives like North West Thundersley. No credible 5-year housing land supply.	No	Justified, Consistent with national policy	The draft local plan is not consistent with national policy. It doesn't meet the housing target for Castle Point. Site selection ignores greenbelt/greybelt against against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a no greenbelt build policy. Site selection is based on the over development of brownfield sites. Not considered all sites, no greenbelt/grey belt sites added with the exclusion of North West Thundersley. NPPF guidelines state development should be directed away from areas of highest risk of flooding. SUDS measures are not appropriate for Canvey Island's unique geography and drainage infrastructure (it cannot cope now!). Over 3000 urban homes for Canvey is not resident led. Canvey West homes puts residents in the East at risk with emergency evacuation procedures. It is not just the drainage infrastructure that is an issue on Canvey, it already struggles with the current weight of traffic - access routes just cannot support this level of building.	North West Thundersley site, 187Ha, a greenbelt/brownfield site option for 7500 homes. Reduce the urban housing target to 3500 homes from 6200, with Canvey at 1050.	No	Not Answered	Not Answered	A	Not meeting standard method Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Housing Need The Council undertook a Local Housing Needs Assessment in December 2023 which identified a need for around 255 homes per year in Castle Point. Changes to the NPPF in December 2024, removed the ability for Councils to set a lower housing target, than that set out by the Standard Methodology. However, taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point.	The Castle Point	N

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																		Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to	

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																		Canvey. Emergency Evacuation The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/	
0792-0001	Individual	Amy	Barnes		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0353-0002	Organisation	Hyacinth	Cables	NHS Property		Infra3		Draft Policy Infra3 sets out the Council's commitment to making sure that new developments consider their impacts on health and wellbeing. NHSPS welcomes and supports the inclusion of policies which seeks to improve health								A	Draft Policy Infra3 sets out the Council's commitment to making sure that new developments consider their impacts on health and wellbeing.	Support noted	N

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								and wellbeing, and the requirement for Health Impact Assessment on significant residential developments of 50 units or more. There is a well-established connection between planning and health, and the planning system has an important role in creating healthy communities. The planning system is critical not only to the provision of improved health services and infrastructure by enabling health providers to meet changing healthcare needs, but also to addressing the wider determinants of health.									NHSPS welcomes and supports the inclusion of policies which seeks to improve health and wellbeing, and the requirement for Health Impact Assessment on significant residential developments of 50 units or more. There is a well-established connection between planning and health, and the planning system has an important role in creating healthy communities. The planning system is critical not only to the provision of improved health services and infrastructure by enabling health providers to meet changing healthcare needs, but also to addressing the wider determinants of health.		

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0794-0001	Individual	Daniel	Adamson		Yes	SP3	Yes		Yes		- The plan is sound but: - there's insufficient additional housing planned to meet national policy. - there are no plans to upgrade highways network to accommodate planned housing. - The North West Thundersley area should therefore be considered for large scale housing so as to help meet national policy levels. This area is the least useable green belt of any in the borough - so could be re-classified for housing. Access to the highways network could be made around the Fairglen Interchange, thereby reducing any extra traffic flow across more urban, already congested parts of the borough.	- The North West Thundersley area should be considered for large scale housing so as to help meet national policy levels. This area is the least useable green belt of any in the borough - so could be re-classified for housing. Access to the highways network could be made around the Fairglen Interchange, thereby reducing any extra traffic flow across more urban, already congested parts of the borough.	No	Not Answered	Not Answered	A	Not meeting standard method Transport North West Thundersley	Housing Need The Council undertook a Local Housing Needs Assessment in December 2023 which identified a need for around 255 homes per year in Castle Point. Changes to the NPPF in December 2024, removed the ability for Councils to set a lower housing target, than that set out by the Standard Methodology. However, taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point. The Castle Point	N

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																		Plan Regulation 19 Draft makes provision for around 364 new homes a year (around 6,196 homes to 2043) which is sufficient to meet the need for housing arising from the Local Housing Needs Assessment but is insufficient for the standard methodology requirement for housing set out in the NPPF 2025. Transport The plan has been subject to detailed Transport Assessment, assessing impacts and recommending local interventions. These are identified in the Infrastructure Delivery Plan. Alongside this, the Local Transport Authority, Essex County Council, have prepared	

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																		the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex includes wider local improvements to transport networks in and around Castle Point, including improved linkages to other areas. Growth in Castle Point will facilitate the delivery of the proposals in the Local Transport Plan 4. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and	

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																		also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred.	
0794-0002	Individual	Daniel	Adamson		Yes	T3	Yes		Yes		Sustainable travel needs to be enhanced further than the plan aims to do. The plan should try to reduce use of private motor vehicles in favour of public transport and cycling/walking. To this end, significant improvements should be made to cycle routes, which are currently very limited. Whilst it's acknowledged that the topography of Benfleet acts as a barrier to cycling, well surfaced off-road routes could be added on Essex Way, whilst joint cycle-footpaths should be added elsewhere where the		Not Answered	Not Answered		A	Sustainable Transport	Chapter 20 of the Local plan is committed to promoting and encouraging Sustainable Transport.	N

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											roads are too narrow to accommodate safe cycling. A13 is wide enough to have a cycle/bus lane along more length than is currently the case.								
0794-0003	Individual	Daniel	Adamson		Yes	T3	Yes		Yes		Sustainable travel needs to be enhanced further than the plan aims to do. The plan should try to reduce use of private motor vehicles in favour of public transport and cycling/walking. To this end, significant improvements should be made to cycle routes, which are currently very limited. Where A13 is not wide enough to accommodate safe cycling, the footpath should become joint cycle-pedestrian path. Whilst on-road cycle infrastructure is welcomed on the roads mentioned (including Church Rd), for this to be safe, on-road parking will need to be removed. This will also ease congestion. Speed humps on Scrub Lane are very uncomfortable for cyclists, so better types could be used.		Not Answered	Not Answered		A	Cycle Routes	Policy T3 seeks to secure active travel improvements	N
0794-0004	Individual	Daniel	Adamson		Yes	HA D4	Yes		Yes		Whilst housing in this location seems a good use of no longer used land, the capacity and density calculation results in too many houses for such a small area, ie 114 homes is too many - 60 dwellings would be more appropriate.		Not Answered	Not Answered		A	Density proposed on Had4	Density The density chosen for this site was informed by the Density and Capacity Study July 2025, please	N

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																		see this for further details.	
0794-0005	Individual	Daniel	Adams		Yes	T3	Yes		Yes		Sustainable travel needs to be made easier and safer. Measures should be taken to reduce use of private motor vehicle, especially for short distance trips. Much improved cycle routes are required, as these are terrible at present and it's very dangerous to try to cycle across Thundersley. Cycle routes need to be connected with Hadleigh, Rayleigh Weir, Sth Benfleet/Canvey via an off road path in Essex Way and the rest of Benfleet via permitted off road cycling on Bread and Cheese Hill (upwards only). Benfleet Road is too narrow and busy for safe on-road cycling, so the footpath should become joint cycle-pedestrian. The same applies to most parts of Church Rd/Hart Rd/Kenneth Rd. A surface/path that can be cycled on should be added to the whole length of The Chase. At present, whilst a quiet east-west route, the unmade surface is very difficult and dangerous to cycle on. The path between Thundersley Common and Kingsley Lane is currently not permitted for cycling, yet this would be the safest		Not Answered	Not Answered		A	Better cycle routes in Thundersley	Policy T3 seeks to secure active travel improvements	N

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											route to cycle from A127 (Rayleigh Weir) into Thundersley village and there is enough space for a cycle path alongside existing path for (dog) walking. Until such measures are taken to improve cycle safety and efficiency, it will be difficult to incentivise people to switch from cars to cycling.								
0794-0006	Individual	Daniel	Adamson		Yes	DH1	Yes		Yes		Plan mentions "Introduce FURTHER cycle routes along New Road/Daws Heath Road.." - there are none at present! To allow for safe cycling between Daws Heath and Thundersley/Hadleigh, Daws Heath Road should have narrow on-road cycle lanes where no pavement and joint cycle-pedestrian path where there is pavement.		Not Answered	Not Answered		A	Better cycle routes in Daws Heath	Policy T3 seeks to secure active travel improvements and Policy DH1 promotes connectivity within Daws Heath	N
0794-0007	Individual	Daniel	Adamson		Yes	DH2	Yes		Yes		No further development should be permitted in the Daws Heath area. Any further development will risk the village losing its identity and it's vital that no more green belt land is lost. Also Daws Heath Road will not be able to cope with further development, especially at either end (Woodmans and Scrub Lane/New Road). Housing in the lower grade green belt in north Thundersley is a more viable alternative for		Not Answered	Not Answered		A	No development in Daws Heath	Policy DH2 seeks to protect undeveloped land between Daws Heath and neighbouring settlements to prevent the coalescence of settlements.	N

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											development as the green belt there is less used, has less wildlife and is close to the main highway network of A130/A127 at Fairglen interchange.								
0794-0008	Individual	Daniel	Adamson		Yes	GB1	Yes		Yes		It's vital we protect the green belt across the borough with any housing development only in very select locations. Housing in the lower grade green belt in north Thundersley is the most viable area for development as the green belt there is less used, has less wildlife and is close to the main highway network of A130/A127 at Fairglen interchange. This should be incorporated into the plan.		Not Answered	Not Answered		A	Protect the Green Belt Release North West Thundersley	Green Belt The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence	N

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																		of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. Where our Green Belt Review indicates that a site may potentially be Grey Belt, it does not automatically mean that it is an appropriate development site for those	

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																		reasons set out above. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred.	
0794-0009	Individual	Daniel	Adams		Yes	T3	Yes		Yes		Whilst the sustainable and active transport policy is welcomed and crucial to avoid even worse traffic congestion, it requires vast improvements to the cycle network across the borough		Not Answered	Not Answered		A	Policy T3 is welcomed but needs investment	Support noted.	N

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											- examples of which have been included in my comments in the sections on individual towns in the borough. Otherwise there will be no incentive to switch from car to cycle.								
0795-0001	Individual	Kevin	Hughes		Yes	SP3	No	This is green belt, rebranded to suit your purposes. There is also no supportive infrastructure, which I am sure the govt said must be built to facilitate the scale of build and impact	No	Effective, Consistent with national policy	The govt said that, even if you conveniently decide to rebrand green to grey belt, it does not mean you just go ahead and build on it. Also, even Essex water suppliers have challenged the soundness of this. Conveniently ignore which of these you like. I fear anything said of residential concern will be ignored, but hey, you were told! Also, this is very disproportionate, happy to have more homes, but putting a massive percentage in one flood risky area is -. Unfair and 2. Short term 3. Shows lack of thinking in location support, schools, medical capability, no traffic consultation with highways agency, serious impact on the existing residents ability to get on and off the island	Put water and sewage infrastructure in place to ensure existing annual water plain rise impact are not made worse. Every year in Charfleets / Dutch Village area you have to bring in drainage experts to reduce the road and home flooding. Also, road infrastructure is already significantly challenged. Even 1000 new homes is at least 1000 new cars, the island will not cope. But I suspect decision makers are not personally impacted. Other mainland areas can cope much better with high volume build. They should take most of the hit	Yes	Not Answered	Not Answered		No building on Green/Grey Belt Infrastructure Flood Risk on Canvey	No building on Green/Grey Belt This plan does not include any development on Green/Grey Belt land. The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the	N

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																		natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. Where our Green Belt Review indicates that a site may potentially be	

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																		Grey Belt, it does not automatically mean that it is an appropriate development site for those reasons set out above. Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Flood Risk on Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on	

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																		Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	
0796-0001	Individual	Katherine	Dolphin		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0797-0001	Individual	Sophie	Dixon		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0798-0001	Individual	Rickie	Murphy		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N

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0799-0001	Individual	Michael	Deardon		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0800-0001	Individual	Tom	Gibson		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0801-0001	Individual	Peggy-Jane	Smith		Yes	SP3	No	My concern is that the government, will require more houses built.	No	Consistent with national policy	As before, I am concerned that the government will require more houses. Although I agree with the council that we have huge constraints within C.P. and I also agree that we should avoid building on greenbelt, I am concerned that certain greenbelt hasn't been fully accessed in the disastrous eventually we are forced to do so. (build on greenbelt). I think more attention should have been given to land North West Thundersley. This land will have the least overall impact on the majority of residents. It has a planned road infrastructure in place by E.CC. I think more work needs to be done to access its viability.		No	Not Answered	Not Answered	A	Not meeting standard method North West Thundersley	Housing Need The Council undertook a Local Housing Needs Assessment in December 2023 which identified a need for around 255 homes per year in Castle Point. Changes to the NPPF in December 2024, removed the ability for Councils to set a lower housing target, than that set out by the Standard Methodology. However, taking into account the extensive evidence base that has been prepared to support the Castle Point	N

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																		Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point. The Castle Point Plan Regulation 19 Draft makes provision for around 364 new homes a year (around 6,196 homes to 2043) which is sufficient to meet the need for housing arising from the Local Housing Needs Assessment but is insufficient for the standard methodology requirement for housing set out in the NPPF 2025. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic	

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																		Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred.	

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0802-0001	Individual	Kathleen	Murton		Yes	SP3	No	Failure to consider alternatives, i.e. North West Thundersley. No credible five year housing land supply.	No	Justified, Consistent with national policy	The draft local plan is not consistent with national policy, it doesn't meet the housing target for Castle Point and site selection ignores green belt/grey belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a 'no green belt build policy'. Site selection is based on 'over development of Brownfield sites'. Not considered all sites, no Green belt/Grey belt sites added, with the exclusion of North West Thundersley. NPPF guidelines state development should be directed away from areas at highest risk of flooding. SUDS measures are not appropriate for the unique geography and drainage infrastructure of Canvey Island. The 3316 urban homes for Canvey is not resident led. Canvey West homes put residents in the East at risk with emergency evacuation procedures.	Add North West Thundersley site, 187Ha, a Green belt/Grey belt/Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050. Total housing target of 11,000.	No	Not Answered	Not Answered	A	Infrastructure Transport Third Road onto Canvey Flood Risk on Canvey Green/Grey belt Alternative sites	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Transport The plan has been subject to detailed Transport Assessment, assessing impacts and recommending local interventions. These are identified in the Infrastructure Delivery Plan. Alongside this, the Local Transport Authority, Essex County Council, have prepared the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex includes wider local improvements to transport	N

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																		networks in and around Castle Point, including improved linkages to other areas. Growth in Castle Point will facilitate the delivery of the proposals in the Local Transport Plan 4. Third Road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000	

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																		households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Flood Risk on Canvey Whilst Canvey is at risk of flooding, it is not	

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																		functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	Green/Grey Belt The Council has

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																		undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around	

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																		Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. Where our Green Belt Review indicates that a site may potentially be Grey Belt, it does not automatically mean that it is an appropriate development site for those reasons set out above. Alternative Sites All reasonable option sites were considered in the Strategic	

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																		Land Availability Assessment (SLAA) and the Sustainability Appraisal (SA).	
0803-0001	Individual	Remo	Santi		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N

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0804-0001	Individual	Patricia	Slaymaker		Yes	HAD2	No	Failed to consider strategic alternatives like North West Thundersley. No credible five-year housing land supply.	No	Justified, Consistent with national policy	It is not consistent with national policy. It doesn't meet the housing target for Castle point and site selection, ignores Greenbelt/Grey belt against new NPPF guidelines. It is not justified, the site selection strategy is biased and predetermined towards a "no Greenbelt build policy", it is solely based on the "overdevelopment of Brown field sites", has not considered all sites with no Greenbelt/Grey belt sites added, and the exclusion of the North West Thundersley site. I do totally agree with Had2 Policy, for the Hadleigh Farm area, which states this site as environmental, recreational, nature recovery, biodiversity, agricultural, farming activities, nature conservation, SSS1, Ramsay site, ecological restoration, habitat creation and connectivity, protection as an open space, promoting the heritage site, the Castle, and whatever is planned for this site in the future does not have a significant impact on the landscape or the Greenbelt. I also agree the Had2 policy is about protecting this Greenbelt site as not	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey belt, Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200 with Canvey at 1050 and Hadleigh at 305. Total housing target of 11,000	No	Not Answered	Not Answered	A	No five year housing land supply North West Thundersley Green/Grey Belt Supports HAD2 Wants policy C6 for Hadleigh	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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											suitable for development, but this unsound plan for 6,200 homes puts the Hadleigh Farmland site at risk to speculative development, needing planning objections with respect to urban sprawl, it's a buffer zone, the effect on highways and traffic, lack of infrastructure, protecting our farmland and wildlife, out of character, open space, heritage, archaeology, promoting historic links, and use grey belt first. Any development on this site effects both Hadleigh and the neighbouring area of Leigh on Sea. I can fully support this Had2 Policy with no housing development ever on this farmland site and I hope the Salvation Army agree with this direction. We need a C6 Policy for this farmland site , the South Hadleigh Green Lung, to protect and enhance a strategic green infrastructure asset between Hadleigh and Leigh on Sea.														should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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0805-0001	Individual	Steven	Scarlett		Yes	C5	No	The emergency services will not be able to respond to an emergency on the island due to the excess houses/people moving onto the island and without greater road and service infrastructure in place.	No	Effective	Failure to put adequate road infrastructure in place to support the additional people moving onto the island will restrict the emergency services to respond effectively	Provide additional roads and access onto and off the island	No	Not Answered	Not Answered		Emergency services will be unable to access Canvey	Needs of emergency services considered in the supporting Infrastructure Delivery Plan (IDP).	N

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0806-0001	Individual	Christine	Lowes		Yes	HAD2	No	Failed to consider strategic alternatives like North West Thundersley. No credible five-year housing land supply.	No	Justified, Consistent with national policy	It is not consistent with national policy. It doesn't meet the housing target for Castle Point and site selection ignores Greenbelt/Grey belt against new NPPF guidelines. It is not justified, the site selection strategy is biased and predetermined towards a "no Greenbelt build policy", it is solely based on the "overdevelopment of Brownfield sites", has not considered all sites, with no Greenbelt/Grey belt sites added and the exclusion of the North West Thundersley site. I do totally agree with Had2 Policy, for the Hadleigh Farm area, which states this site as environmental, recreational, nature recovery, biodiversity, agricultural, farming activities, nature conservation, SSSI, Ramsay site, ecological restoration, habitat creation and connectivity, protection as an open space, promoting the heritage site, the Castle, and whatever is planned for this site in the future does not have a significant impact on the landscape or the Greenbelt. I also agree the Had2 policy is about protecting this Greenbelt site as not	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey belt, Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050, and Hadleigh at 305. Total housing target of 11,000.	No	Not Answered	Not Answered		No five year housing land supply North West Thundersley Green/Grey Belt Supports HAD2 Wants policy C6 for Hadleigh	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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											suitable for development, but this unsound plan for 6,200 homes puts the Hadleigh farmland site at risk to speculative development, needing planning objections with respect to urban sprawl, it's a buffer zone, the effect on highways and traffic, lack of infrastructure, protecting our farmland and wildlife, out of character, open space, heritage, archaeology, promoting historic links and use grey belt first. Any development on this site effects both Hadleigh and the neighbouring area of Leigh on Sea. I can fully support this Had2 policy with no housing development ever on this farmland site and I hope the Salvation Army agree with this direction. We need a C6 policy for this farmland site, the South Hadleigh Green Lung, to protect and enhance a strategic green infrastructure asset between Hadleigh and Leigh on Sea.														should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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																		safeguarded by policy HAD2	
0807-0001	Individual	Josh	Scanlon		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N

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0808-0001	Individual	Gary	Faux		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersley. No credible five-year housing land supply.	No	Justified, Consistent with national policy	It is not consistent with national policy, it doesn't meet the housing target for Castle Point, and site selection ignores Greenbelt / Grey Belt against new NPPF guidelines. It is not justified, the site selection strategy is biased and predetermined towards a "no greenbelt build policy", it is solely based on the "over development of Brownfield sites", has not considered all sites, with no Greenbelt / Grey Belt sites added, and the exclusion of the North West Thundersley site. I do totally agree with Had2 Policy, for the Hadleigh Farm area, which states this site as environmental, recreational, nature recovery, biodiversity, agricultural, farming activities, nature conservation, SSSI, Ramsar site, ecological restoration, habitat creation and connectivity, protection as an open space, promoting the heritage site, the Castle, and whatever is planned for this site in the future does not have a significant impact on the landscape or the Greenbelt. I also agree the Had2 Policy is about protecting this Greenbelt site as not suitable for development, but this unsound plan for 6,200 homes, put's the	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey Belt, Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050, and Hadleigh at 305. Total housing target of 11,000.	No	Not Answered	Not Answered	A	No five year housing land supply North West Thundersley Green/Grey Belt Supports HAD2 Wants policy C6 for Hadleigh	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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0809-0001	Individual	Susan	Faux		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersley. No credible five-year housing land supply.	No	Justified, Consistent with national policy	It is not consistent with national policy, it doesn't meet the housing target for Castle Point, and site selection ignores Greenbelt / Grey Belt against new NPPF guidelines. It is not justified, the site selection strategy is biased and predetermined towards a "no greenbelt build policy", it is solely based on the "over development of Brownfield sites", has not considered all sites, with no Greenbelt / Grey Belt sites added, and the exclusion of the North West Thundersley site. I do totally agree with Had2 Policy, for the Hadleigh Farm area, which states this site as environmental, recreational, nature recovery, biodiversity, agricultural, farming activities, nature conservation, SSSI, Ramsar site, ecological restoration, habitat creation and connectivity, protection as an open space, promoting the heritage site, the Castle, and whatever is planned for this site in the future does not have a significant impact on the landscape or the Greenbelt. I also agree the Had2 Policy is about protecting this Greenbelt site as not suitable for development, but this unsound plan for 6,200 homes, put's the	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey Belt, Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050, and Hadleigh at 305. Total housing target of 11,000.	No	Not Answered	Not Answered	A	No five year housing land supply North West Thundersley Green/Grey Belt Supports HAD2 Wants policy C6 for Hadleigh	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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											Hadleigh farmland site at risk to speculative development, needing planning objections with respect to urban sprawl, it's a buffer zone, the effect on highways and traffic, lack of infrastructure, protecting our farmland and wildlife, out of character, open space, heritage, archaeology, promoting historic links, and use grey belt first. Any development on this site effects both Hadleigh and the neighbouring area of Leigh on Sea. I can fully support this Had2 Policy with no housing development ever on this farmland site, and I hope the Salvation Army agree with this direction. We need a C6 Policy for this farmland site, the South Hadleigh Green Lung, to protect and enhance a strategic green infrastructure asset between Hadleigh and Leigh on Sea.							should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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																		housing topic paper. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with	

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																		that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. Where our Green Belt Review indicates that a site may potentially be Grey Belt, it does not automatically mean that it is an appropriate development site for those reasons set out above. Support for HAD2 Noted. A policy for the Green Lung in Hadleigh is not considered necessary as the land is	

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																		safeguarded by policy HAD3	
0810-0001	Individual	Nicola	Cannon		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N

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0811-0001	Individual	Marion	Andrew		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersley. No credible five year housing land supply.	No	Justified, Consistent with national policy	It is not consistent with national policy, it doesn't meet the housing target for Castle Point, and site selection ignores Greenbelt / Grey Belt against new NPPF guidelines. It is not justified, the site selection strategy is biased and predetermined towards a "no greenbelt build policy", it is solely based on the "over development of Brownfield sites", has not considered all sites, with no Greenbelt / Grey Belt sites added, and the exclusion of the North West Thundersley site. I do totally agree with Had2 Policy, for the Hadleigh Farm area, which states this site as environmental, recreational, nature recovery, biodiversity, agricultural, farming activities, nature conservation, SSSI, Ramsar site, ecological restoration, habitat creation and connectivity, protection as an open space, promoting the heritage site, the Castle, and whatever is planned for this site in the future does not have a significant impact on the landscape or the Greenbelt. I also agree the Had2 Policy is about protecting this	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey Belt, Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050, and Hadleigh at 305. Total housing target of 11,000.	No	Not Answered	Not Answered	B - not representing an organisation	No five year housing land supply North West Thundersley Green/Grey Belt Supports HAD2 Wants policy C6 for Hadleigh	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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											Greenbelt site as not suitable for development, but this unsound plan for 6,200 homes, put's the Hadleigh farmland site at risk to speculative development, needing planning objections with respect to urban sprawl, it's a buffer zone, the effect on highways and traffic, lack of infrastructure, protecting our farmland and wildlife, out of character, open space, heritage, archaeology, promoting historic links, and use grey belt first. Any development on this site effects both Hadleigh and the neighbouring area of Leigh on Sea. I can fully support this Had2 Policy with no housing development ever on this farmland site, and I hope the Salvation Army agree with this direction. We need a C6 Policy for this farmland site, the South Hadleigh Green Lung, to protect and enhance a strategic green infrastructure asset between Hadleigh and Leigh on Sea.								should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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																		housing topic paper. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with	

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																		the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites	

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0812-0001	Individual	Janet	THORNE		Yes	SP3	Yes		No		There is no way Canvey island can have over 3000 homes built there!!!! Poor infrastructure, risk of flooding and only 1 way off. Traffic is horrendous as it is!!!!		No	Not Answered	Not Answered	A	Infrastructure Transport Third Road onto Canvey Flood Risk on Canvey	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Transport The plan has been subject to detailed Transport Assessment, assessing impacts and recommending local interventions. These are identified in the Infrastructure Delivery Plan. Alongside this, the Local Transport Authority, Essex County Council, have prepared the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex includes wider local improvements to transport	N

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																		networks in and around Castle Point, including improved linkages to other areas. Growth in Castle Point will facilitate the delivery of the proposals in the Local Transport Plan 4. Third Road onto Canvey The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions. Access improvements for Canvey are a strategic matter which cannot be addressed through the Castle Point Plan alone, as any growth is only a proportion of the demand for those access improvements. The bulk of the demand come from the existing 16,000	

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																		households on Canvey. However, the strategic need for access improvements to Canvey Island have been identified through the Essex Local Transport Plan 4, which within the Implementation Plan for South Essex specifically identifies three projects which will improve accessibility to and from the Island. The Local Transport Plan sits alongside the Castle Point Plan, and the development in the Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan. Flood Risk on Canvey Whilst Canvey is at risk of flooding, it is not	

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																		functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey.	

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0813-0001	Individual	Alan	Spiller		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersley. No credible five year housing land supply.	No	Justified, Consistent with national policy	It is not consistent with national policy. It doesn't meet the housing target for Castle Point and site selection ignores Greenbelt/Grey belt against new NPPF guidelines. It is not justified, the site selection strategy is biased and predetermined towards a "no Greenbelt build policy", it is solely based on the "overdevelopment of Brownfield sites", has not considered all sites, with no Greenbelt/Grey belt sites added and the exclusion of the North West Thundersley site. I do totally agree with Had2 policy, for the Hadleigh farm area, which states this site as environmental, recreational, nature recovery biodiversity, agricultural, farming activities, nature conservation, SSSI Ramsar site, ecological restoration, habitat creation and connectivity, protection as an open space, promoting the heritage site, the Castle and whatever is planned for this site in the future does not have a significant impact on the landscape or the Greenbelt. I also agree the Had2 Policy is about protecting this Greenbelt Sute as not suitor	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey Belt, Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050 and Hadleigh at 305. Total housing target of 11,000.	No	Not Answered	Not Answered		No five year housing land supply North West Thundersley Green/Grey Belt Supports HAD2 Wants policy C6 for Hadleigh	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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											development, but this unsound plan for 6,200 homes puts the Hadleigh Farmland site at risk to speculative development, needing planning objections with respite urban sprawl, it's a buffer zone, the effect on highways and traffic, lack of infrastructure, protecting our farmland and character, open space, heritage, archaeology, promoting historic links and use grey belt first. Any development on this site effects both Hadleigh and the neighbouring area of Leigh on Sea. I can fully support this Had2 Policy with no housing development ever on this farmland site and hope the Salvation Army agree with this direction. We need a C6 policy for this farmland site, the South Hadleigh Green Lung, to protect and enhance a strategic green infrastructure asset between Hadleigh and Leigh on Sea.							should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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																		housing topic paper. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with	

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																		the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites	

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0814-0001	Individual	Michelle	Ford		Yes	SP3	No	Has not considered strategic alternatives like North West Thundersley. No credible 5 year housing land supply.	No	Consistent with national policy	The draft local plan is not consistent with national policy. Doesn't meet the housing target for Castle Point. Site selection ignores greenbelt/grey belt against new NPPF guidelines. The draft local plan is not justified. Site selection strategy is biased and predetermined towards a no greenbelt build policy. Site selection is based on the overdevelopment of Brownfield sites. Not considered all sites, no greenbelt/grey belt sites added with the exclusion of North West Thundersley. NFFP guidelines state development should be directed away from areas at highest risk of flooding. SUDS measures are not appropriate for the unique geography of Canvey Island and the drainage infrastructure. The 3316 urban homes for Canvey are not resident led. Canvey West homes will put residents in the east at risk with emergency evacuation procedures.	Add North West Thundersley site 187Ha, a Greenbelt/Grey belt/Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200 with Canvey at 1050. Total housing target of 11,000	No	Not Answered	Not Answered	A	Not meeting standard method Lack of Five Year Housing Land Supply Green/Grey Belt not considered North West Thundersley Flood Risk on Canvey Emergency Evacuation Concerns	Housing Need The Council undertook a Local Housing Needs Assessment in December 2023 which identified a need for around 255 homes per year in Castle Point. Changes to the NPPF in December 2024, removed the ability for Councils to set a lower housing target, than that set out by the Standard Methodology. However, taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point. The Castle Point	N

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																		Plan Regulation 19 Draft makes provision for around 364 new homes a year (around 6,196 homes to 2043) which is sufficient to meet the need for housing arising from the Local Housing Needs Assessment but is insufficient for the standard methodology requirement for housing set out in the NPPF 2025. Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a	

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																		new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver	

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																		231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see housing topic paper. Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the	

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																		Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our	

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																		Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Flooding on	

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																		Canvey Whilst Canvey is at risk of flooding, it is not functional flood plain as it is substantially defended from flooding. The recommendations of the Strategic Flood Risk Assessment do not seek to restrict the overall level of development in the borough, including on Canvey, but aim to direct the location of development and/or the design of development to minimise exposure to flood risk. Furthermore, flooding and the need for flood management infrastructure is covered by policies SP4, SD1, SD2 and SD3 of the plan, and supporting evidence in the form of the SFRA and IDP, including in relation to	

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																		Canvey. Emergency Evacuation The Councils detailed emergency planning pages are here www.castlepoint.gov.uk/emergencyplanning/	
0815-0001	Individual	Duncan	Macpherson		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N

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0816-0001	Individual	Kathryn	Jones		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersley. No credible five year housing land supply.	No	Justified, Consistent with national policy	It is not consistent with national policy, it doesn't meet the housing target for Castle Point and site selection ignores Greenbelt/grey belt against new NPPF guidelines. It is not justified, the site selection strategy is biased and predetermined towards a "no Greenbelt build policy". It is solely based on the "overdevelopment of Brownfield sites", has not considered all sites, with no Greenbelt/Grey belt sites added and the exclusion of the North West Thundersley site. I do totally agree with Had2 Policy, for the Hadleigh Farm area, which states this site as environmental, recreational, nature recovery, biodiversity, agricultural, farming activities, nature conservation, SSSI Ramsar site, ecological restoration, habitat creation and connectivity, protection as an open space, promoting the heritage site, the Castle and whatever is planned for this site in the future does not have a significant impact on the landscape or the Greenbelt. I also agree the Had2 Policy is about protecting this	Add North West Thundersley site, 187 Ha as a Greenbelt, Grey belt, Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050 and Hadleigh at 305. Total housing target of 11,000.	No	Not Answered	Not Answered		No five year housing land supply North West Thundersley Green/Grey Belt Supports HAD2 Wants policy C6 for Hadleigh	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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											Greenbelt site as not suitable for development, but this unsound platform 6,200 homes puts the Hadleigh farmland site at risk to speculative development, needing planning objections with respect to urban sprawl, it's a buffer zone, the effect on highways and traffic, lack of infrastructure, protecting our farmland and wildlife, out of character, open space, heritage, archaeology, promoting historic links and use grey belt first. Any development on this site effects both Hadleigh and the neighbouring area of Leigh on Sea. I can fully support this Had2 Policy with no housing development ever on this farmland site and I hope the Salvation Army agree with this direction. We need a C6 Policy for this farmland site, the South Hadleigh Green Lung, to protect and enhance a strategic green infrastructure asset between Hadleigh and Leigh n Sea.														should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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																		housing topic paper. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with	

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																		the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites	

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																		that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. Where our Green Belt Review indicates that a site may potentially be Grey Belt, it does not automatically mean that it is an appropriate development site for those reasons set out above. Support for HAD2 Noted. A policy for the Green Lung in Hadleigh is not considered necessary as the land is	

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																		safeguarded by policy HAD3	
0817-0001	Individual	Vivienne	Beamish		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N

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0818-0001	Individual	Sally	Holman		Yes	SP3	No	Failure to consider strategic alternatives, for example N W Thundersley NO credible 5 year housing land supply	No	Justified, Consistent with national policy	This is NOT consistent with National Policy, it doesn't meet the housing target for Castle Point & the site selection totally ignores Greenbelt / Grey belt against new NPPF guidelines. It's not justified, the site selection strategy is biased & mostly towards a "no greenbelt build policy", it's based solely on the "over development of Brownfield sites" has not considered all sites, with no Greenbelt / Greybelt sites added, and the exclusion of the NW Thundersley Site. I DO TOTALLY agree with the Had2 policy for the Hadleigh Farm area, which states this site as environmental, recreational, nature recovery, biodiversity, agricultural, farming activities, nature conservation, SSSI, Ramsar site, ecological restoration, habitat creation & connectivity, protection as an open space, promoting the heritage site, the Castle and whatever is planned for this site in the future does NOT have a significant impact on the landscape OR the Greenbelt. I ALSO AGREE the Had2 Policy is about protecting	ADD NW Thundersley site, 187 Ha, as a Greenbelt, Grey belt, Brownfield site option for 7500 homes. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050, and Hadleigh at 305 Total Housing target of 11,000	No	Not Answered	Not Answered	A	No five year housing land supply North West Thundersley Green/Grey Belt Supports HAD2 Wants policy C6 for Hadleigh	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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											this Greenbelt site as NOT SUITABLE for development, but this unsound plan for 6,200 homes, puts the Hadleigh farmland site AT RISK to speculative development, needing planning objections with respect to urban sprawl, it's a buffer zone, the effect on highways & traffic, lack of infrastructure, protecting our farmland & wildlife, out of character, open space, heritage, archaeology, promoting historic links, & use grey belt FIRST. Any development on this site effects both Hadleigh & the neighbouring area of Leigh on Sea. I can fully support this Had2 Policy with NO housing development EVER on this farmland site and I really hope the Salvation Army agree with this direction. We need a C6 Policy for this farmland site, the South Hadleigh Green Lung, to protect & enhance a strategic green infrastructure asset between Hadleigh & Leigh on Sea.														should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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																		housing topic paper. North West Thundersley North West Thundersley is in the Green Belt. For those reasons set out in the Housing Capacity Topic Paper, it was not included within the plan. Furthermore, it is not considered that the site is deliverable for those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Green/Grey Belt The Council has undertaken a Green Belt Review in accordance with	

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																		the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites	

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																		that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. Where our Green Belt Review indicates that a site may potentially be Grey Belt, it does not automatically mean that it is an appropriate development site for those reasons set out above. Support for HAD2 Noted. A policy for the Green Lung in Hadleigh is not considered necessary as the land is	

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																		safeguarded by policy HAD3	
0353-0003	Organisation	Hyacinth	Cables	NHS Property		Infra1		Draft Policy Infra1 focuses on the provision of new and improvement of existing community facilities. Point 4 in particular sets out the requirements to be demonstrated where the development would result in the loss of a community facility. NHSPS welcomes the included wording under Point 4 (a), in line with our previous representation at early Regulation 18 stage (2024). For the avoidance of doubt in the interpretation of								A	Draft Policy Infra1 focuses on the provision of new and improvement of existing community facilities. Point 4 in particular sets out the requirements to be demonstrated where the development would result in the loss of a community facility. NHSPS welcomes the included wording	Policy element 4 states that ‘a. An assessment has been undertaken which demonstrates that the existing facility is surplus to requirement;’ would justify the loss of a facility. <u>New paragraph 19.13</u> The loss of any community	Y

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								Policy Infra1 Point 4, we would request the Council to provide clarity in supporting paragraphs in reference to the disposal process of healthcare facilities. Where healthcare facilities are demonstrated as being surplus to requirements or will be changed as part of wider NHS estate reorganisation and service transformation programmes, we request that it is clarified and ensured that this will sufficiently satisfy the requirements under Point 4 (a) of the policy.									under Point 4 (a), in line with our previous representation at early Regulation 18 stage (2024). For the avoidance of doubt in the interpretation of Policy Infra1 Point 4, we would request the Council to provide clarity in supporting paragraphs in reference to the disposal process of healthcare facilities. Where healthcare facilities are demonstrated as being surplus to requirements or will be changed as part of wider NHS estate reorganisation and service transformation programmes, we request that it is clarified and ensured that this will sufficiently satisfy the requirements under Point 4 (a) of the policy	facilities must be fully justified. The Local Planning Authority will require any application involving the loss of a facility to be supported by written evidence and applicants should contact the Local Planning Authority at the earliest stage to discuss the details.	

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0820-0001	Individual	h	keele		Yes	SP3	No	This plan has been forced despite the Governments rationale being totally unsound. Present house building is now far in excess of that imposed by the Government and has far outstripped population increase. Consequently the number of houses now being planned is just pure speculation by developers. Not once has anyone attempted to understand the very unique restrictions and constraints of the geography of the area. It quite simply has no expansion room whatsoever as it's bordered by water and floodplains and other Boroughs who also have the same restraints. Hence there is no room for infrastructure improvements at all. In addition there is a very high risk Upper tier COMAH site in Castle Point. The roads are frequently grid locked at all times of day which would prove disastrous in the face of any emergency at the COMAH site.	No	Consistent with national policy	Please see 2b.	It can,t be legally sound because of @b.	Yes	Not Answered	Not Answered		No Homes too many constraints COMAH safety concerns	Housing Need The Council undertook a Local Housing Needs Assessment in December 2023 which identified a need for around 255 homes per year in Castle Point. Changes to the NPPF in December 2024, removed the ability for Councils to set a lower housing target, than that set out by the Standard Methodology. However, taking into account the extensive evidence base that has been prepared to support the Castle Point Plan, it is not considered appropriate, sustainable or in keeping with the NPPF when read as a whole, to deliver this scale of growth in Castle Point. The Castle Point	N

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																		Plan Regulation 19 Draft makes provision for around 364 new homes a year (around 6,196 homes to 2043) which is sufficient to meet the need for housing arising from the Local Housing Needs Assessment but is insufficient for the standard methodology requirement for housing set out in the NPPF 2025. Constraints The evidence base that supports the plan has extensive information on the constraints within the borough and if appropriate how they can be mitigated against. COMAH safety concerns As set out in Plan paragraph 8.28 'Both port facilities are	

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																		registered as Control of Major Accident Hazards (COMAH) sites due to the hazardous nature of the goods that they receive and store. The Health and Safety Executive (HSE) and the Environment Agency are responsible for regulating activities at these sites, and also provide advice on the level of hazard the installations pose to nearby development. Both installations have HSE consultation zones identified around them, in which it is expected that other development is controlled to limit unnecessary harm to life and property. The extent of these zones is determined by	

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																		the nature of the goods received and stored on site, and the technical measures employed to ensure safety at the sites. It is therefore possible that the level of hazard posed to other developments nearby can be reduced, both by limiting development nearby, and also by seeking improvements to the level of hazard posed by these sites, both during normal management and maintenance, and also at the point where new development is proposed.' The current HSE consultation zones are indicated on the policies map. The plan doesn't propose any new housing allocations in the HSE consultation	

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																		zone. However, some existing residential areas are already within the zone, as well as the Thorney Bay Park Homes site. Policy SD8 'Development near Hazardous Uses' states that 'Development proposals will be assessed in accordance with the Health and Safety Executive (HSE) Guidance where they fall within a consultation zone for one or more hazardous installations. Where the HSE advises against development the planning application will be refused on health and safety grounds'.	
0821-0001	Individual	Gillian	Santi		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N

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0822-0001	Individual	Trevor	Shaw		Yes	SP3	No	Failed to consider strategic alternatives like North West Thundersley. No credible five-year housing land supply.	No	Justified, Consistent with national policy	It is not consistent with national policy, it doesn't meet the housing target for Castle Point, and site selection ignores Greenbelt / Grey Belt against new NPPF guidelines. It is not justified, the site selection strategy is biased and predetermined towards a "no Greenbelt build policy", it is solely based on the "over development of Brownfield sites", has not considered all sites, with no Greenbelt / Grey Belt sites added, and the exclusion of the North West Thundersley site. I do totally agree with Had2 Policy, for the Hadleigh Farm area, which states this site as environmental, recreational, nature recovery, biodiversity, agricultural, farming activities, nature conservation, SSSI, Ramsar site, ecological restoration, habitat creation and connectivity, protection as an open space, promoting the heritage site, the Castle, and whatever is planned for this site in the future does not have a significant impact on the landscape or the Greenbelt. I also agree the Had2 Policy is about protecting this Greenbelt site as not	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey Belt, Brownfield site option for 7500 homes. Reduce the Urban Housing target to 3500 from 6200, with Canvey at 1050, Hadleigh at 305. Total housing target of 11,000.	No	Not Answered	Not Answered	A	No five year housing land supply North West Thundersley Green/Grey Belt Supports HAD2 Wants policy C6 for Hadleigh	Five Year Housing Land Supply The Council is currently relying on the 1998 Adopted Local Plan which does not have up to date policies on housing supply, consequently, the five-year housing land supply position is calculated using the Government's Standard method. However, once a new plan is place, the housing target is set by that plan and not the Government's Standard method. The five-year housing land supply position is calculated from that target. It is therefore important that we continue to progress the Castle Point Plan. The Castle Point Plan will provide a rolling 5 year housing land supply. It	N

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											suitable for development, but this unsound plan for 6,200 homes, put's the Hadleigh farmland site at risk to speculative development, with respect to urban sprawl, it's a buffer zone, the effect on highways and traffic, lack of infrastructure, protecting our farmland and wildlife, out of character, open space, heritage, archaeology, promoting historic links, and use grey belt first. Any development on this site effects both Hadleigh and the neighbouring area of Leigh on Sea. I can fully support this Had2 Policy with no housing development ever on this farmland site, and I hope the Salvation Army agree with this direction. We need a C6 Policy for this farmland site, the South Hadleigh Green Lung, to protect and enhance a strategic green infrastructure asset between Hadleigh and Leigh on Sea.														should be noted that it is common for stepped increases in housing delivery to be set out and agreed in plans, as stepped changes respond to the capacity of the housing market to respond to and deliver against new housing targets. In the first ten years of the plan the Council's aim is to deliver 231 homes per year on average. It then expects to step up delivery again from year 11 onwards to 555 homes per year on average. It is these delivery rates that will be used to calculate the five-year housing land supply position once the Castle Point Plan is adopted, and from that point onwards. For further information please see	

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																		the requirements of the Governments guidance. After a thorough review, backed up by strong evidence (as set out in the Housing Capacity Topic Paper), the Council has found several clear reasons, when considered together, to rule out Green Belt sites for development. These are not limited to; Evidence of the value of the natural environment in Castle Point, Evidence of the value of heritage assets in Castle Point, Evidence of the role of greenfield sites in providing flood mitigation, Evidence of the capacity of the highway network in and around Castle Point, Evidence of the impact of the Green Belt sites	

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																		that were promoted to us would have on the landscape and on the number of additional cars that will enter the local highway network and Evidence that parts of our Green Belt fulfil a strong Green Belt purpose. Green Belt/Grey belt is addressed under policy GB2. Where our Green Belt Review indicates that a site may potentially be Grey Belt, it does not automatically mean that it is an appropriate development site for those reasons set out above. Support for HAD2 Noted. A policy for the Green Lung in Hadleigh is not considered necessary as the land is	

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																		safeguarded by policy HAD3	
0353-0004	Organisation	Hyacinth	Cables	NHS Property		SD4		Draft Policy SD4 focuses on the ways in which new developments would need to be built to be net-zero carbon from the outset. The NHS requires all new development projects to be net zero carbon, and NHSPS fully support policies that promote carbon neutral development. In considering the implementation of policies related to net zero, we would highlight that NHS property could benefit from								A	Draft Policy SD4 focuses on the ways in which new developments would need to be built to be net-zero carbon from the outset. The NHS requires all new development projects to be net zero carbon, and NHSPS fully support policies that promote carbon neutral development. In	Support noted	N

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								carbon offset funds collected where on-site carbon mitigation requirements cannot be met. This would support the NHS to reach the goal of becoming the world's first net zero healthcare provider.									considering the implementation of policies related to net zero, we would highlight that NHS property could benefit from carbon offset funds collected where on-site carbon mitigation requirements cannot be met. This would support the NHS to reach the goal of becoming the world's first net zero healthcare provider.		
0353-0005	Organisation	Hyacinth	Cables	NHS Property		Had 3		Both Hadleigh Clinic and Thundersley Clinic are currently owned by NHS Property Services (NHSPS). Under draft Policies Had 3 and Thun 3A, both sites are proposed as an allocation for the delivery of 14no. and 24no. new homes, respectively. In the delivery requirements of these allocations, NHSPS welcomes the wording which requires assurance from the NHS that each respective site is first identified as being surplus to local healthcare provision requirements. NHSPS welcome the allocations in-principle and would encourage the Council's continued engagement with NHSPS in assessing the suitability of								A	Both Hadleigh Clinic and Thundersley Clinic are currently owned by NHS Property Services (NHSPS). Under draft Policies Had 3 and Thun 3A, both sites are proposed as an allocation for the delivery of 14no. and 24no. new homes, respectively. In the delivery requirements of these allocations, NHSPS welcomes the wording which requires assurance from the NHS that each respective site is first identified as being	Support noted	N

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								allocations Had 3 and Thun 3A for redevelopment.									surplus to local healthcare provision requirements. NHSPS welcome the allocations in-principle and would encourage the Council's continued engagement with NHSPS in assessing the suitability of allocations Had 3 and Thun 3A for redevelopment.		
0353-0006	Organisation	Hyacinth	Cables	NHS Property		Thun3A	Not Stated	Both Hadleigh Clinic and Thundersley Clinic are currently owned by NHS Property Services (NHSPS). Under draft Policies Had 3 and Thun 3A, both sites are proposed as an allocation for the delivery of 14no. and 24no. new homes, respectively. In the delivery requirements of these allocations, NHSPS welcomes the wording which requires assurance from the NHS that each respective site is first identified as being surplus to local healthcare provision requirements. NHSPS welcome the allocations in-principle and would encourage the Council's continued engagement with NHSPS in assessing the suitability of allocations Had 3 and Thun 3A for redevelopment.								A	Both Hadleigh Clinic and Thundersley Clinic are currently owned by NHS Property Services (NHSPS). Under draft Policies Had 3 and Thun 3A, both sites are proposed as an allocation for the delivery of 14no. and 24no. new homes, respectively. In the delivery requirements of these allocations, NHSPS welcomes the wording which requires assurance from the NHS that each respective site is first identified as being surplus to local healthcare	Support noted	N

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																	provision requirements. NHSPS welcome the allocations in-principle and would encourage the Council's continued engagement with NHSPS in assessing the suitability of allocations Had 3 and Thun 3A for redevelopment.		

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1012-0001	Agent	Arun	Srisankanda	Oikos Storage Ltd c/o Adams Hendry Consulting Ltd	Yes	C3	Yes		No	Positively prepared, Effective, Justified, Consistent with national policy	1. Oikos Storage Limited (Oikos) welcomes and supports the inclusion of a section in the presubmission Plan, which deals specifically with its site as a port facility and acknowledges its national significance. Oikos also welcomes the fact that, following the examination and subsequent receipt of the Inspector's Report into the 2022 version of the Local Plan, a significant number of alterations have been made to the policy and its supporting text. Unfortunately, however, Oikos considers that, as currently drafted, certain aspects of this section of the plan are still unsound, as explained below. Policy C3 2. The draft policy usefully outlines a series of criteria that future development proposals at the site will be assessed against. In general, this is a helpful approach, which should provide a level of certainty for Oikos in any proposals that it brings forward. Oikos considers, however, that the caveat within the introductory sentence of the policy - 'will normally be permitted' (emphasis added) - introduces ambiguity into the decision-making process and	Policy C3 needs to be redrafted to read something along the lines of the following: Within the allocated Port Related Facilities Area shown on the Policies Map, applications for development will be permitted, subject to the following criteria: a. The design of the proposed development must not cause significant harm to the landscape or environmental assets, having regard to the scale of existing development on the site; c. There must be no unacceptable change in the level of hazard or risk posed by the facility as a consequence of the proposals. The Health and Safety Executive must be consulted and their satisfaction sought in relation to this matter; d. Public access to the coastal path adjacent to the site must be protected, and opportunities to enhance access will be explored where they are appropriate and do not compromise the safety and security of the facilities or their operations	Yes	Not Answered	Yes	A	Oikos Storage Limited (Oikos) welcomes and supports the inclusion of a section in the presubmission Plan, which deals specifically with its site as a port facility and acknowledges its national significance. Oikos also welcomes the fact that, following the examination and subsequent receipt of the Inspector's Report into the 2022 version of the Local Plan, a significant number of alterations have been made to the policy and its supporting text. Unfortunately, however, Oikos considers that, as currently drafted, certain aspects of this section of the plan are still unsound, as explained below. Objects to Policy C3 intro paragraph wording caveat within the introductory sentence of the	Policy C3: It is considered the policy is sufficiently supportive of Canvey Port Facilities. The word 'normally ' acknowledges that there are standard planning considerations and criteria that need to be adhered to. The planning authority is obliged to consider the views of statutory consultees and other material considerations in the development management decision making process. C3(b). Paragraph 8.27 notes that <i>'The Calor Gas and Oikos terminals are nationally significant and have a role to play in ensuring the security of energy supplies in the UK'</i>. Their	C3(d): Public access to the coastal path adjacent to the site must be protected and opportunities to enhance access for pedestrians, cyclists and equestrians will be sought where appropriate ;

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											removes the certainty that the policy should be aiming to achieve. 3. The NPPF makes clear (paragraph (16(d)) that, amongst other things, Local Plans should contain policies that are clearly written and unambiguous so it is evident how a decision maker should react to development proposals. As a result of the wording highlighted, it is Oikos’ view that the draft policy is not positively prepared, and the effectiveness of its implementation is reduced. The wording should be amended to remove this uncertainty. A suggested alteration has been highlighted below. Policy C3 – Criterion b. 4. Criterion b. of the draft policy requires certain proposals to demonstrate that they are in the national interest. It is Oikos view that this criterion is unjustified and inconsistent with national policy. The NPPF indicates that such a policy consideration is only necessary in respect of major development in certain designated areas, for example, National Parks (NPPF paragraph 190). The Oikos facility is not located within such an area, but this						policy - ‘will normally be permitted’ (emphasis added) , saying this introduces ambiguity into the decision-making process and removes the certainty that the policy should be aiming to achieve. Objects to Policy C3(b) requirement for the policy to be in the national interests, suggests this is contrray to the NPPF and The National Policy Statement for Ports (NPSfP) Objects to Policy C3(d) sating enhancements to access 'will' be sought. Taking a blanket approach to proposals in such a sensitive location is not considered to be justified or effective. Paragraph 8.30 of the reasoned justification appears to acknowledge the need for flexibility in this location and	national interest role is thererfore implicit C3(d) Agreed that the coastal path may not be relevant or proximate to every application, see modification to Policy C3(d) proposed to align with supporting text, C3(e): Given the environmental sensitivities, specific cross-reference is considered appropriate in this case.	