



Regulation 19 Consultation Spreadsheet
Representations and Responses to the Castle Point Plan
Ordered by policy number SP4 – Whole Plan

January 2026

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
0243-0002	Individual	Jan	Payne		Not Stated	SP4	Not Stated		Not Stated	Not Stated	<p>Firstly, all the infrastructure must be in place and a guarantee from the developers that all promised additions ie, GP surgeries, nurseries, improved junctions, affordable houses and assisted living for the elderly are delivered and not postponed at the last moment or take years to implement after the main development had been built.</p> <p>Secondly, Southend Hospital cannot cope at the moment. [REDACTED] How will they cope when</p>		Not Stated		No	None	<p>Infrastructure must be in place and a guarantee from the developers that all promised additions ie, GP surgeries, nurseries, improved junctions, affordable houses and assisted living for the elderly are delivered and not postponed at the last moment or take years to implement after the main development had been built.</p> <p>Southend Hospital cannot cope at the moment.</p>	<p>Infrastructure matters are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP).</p>	N

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											all these extra people are living in Castle Point? You must take into consideration the huge influx of residents that Southend B.C are expecting too. What are your intentions for dealing with the issue so that the hospital can cope and provide a safe environment that isn't detrimental to patients' health and wellbeing?								
0244-0002	Individual	Keith	Payne		Not Stated	SP4	Not Stated		Not Stated	Not Stated	All infrastructure must be put in place as building progresses.		Not Stated		No	None	All infrastructure must be put in place as building progresses.	Infrastructure Infrastructure matters are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP).	N
1013-0002	Organisation	Tessa	Saunders	Anglian Water Services Ltd	Yes	SP4	Yes		Yes		Anglian Water supports the policy requirement to demonstrate that there is sufficient		No	Not Answered		A	Anglian Water supports the policy requirement to demonstrat	Support noted	N

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											appropriate infrastructure capacity to support development proposals, and that this capacity will be sustainable in both physical and financial terms. It is considered that this policy is consistent with Policy SD9 in terms of the need for proposals to demonstrate there is adequate foul water treatment and drainage infrastructure to serve the development.						e that there is sufficient appropriate infrastructure capacity to support development proposals, and that this capacity will be sustainable in both physical and financial terms. It is considered that this policy is consistent with Policy SD9 in terms of the need for proposals to demonstrate there is adequate foul water treatment and drainage infrastructure to serve the development.		
0284-0011	Organisation	Emma	Goodings	Brentwood Borough Council	Not Stated	SP4	Yes	BBC has no specific concerns over the soundness of this policy, or	Yes						No	A	No concerns over soundness of Developer	CPBC will continue to positively engage with the South	N

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								the wider infrastructure delivery strategy. BBC would, however, like to emphasise the importance of ensuring that the impacts of growth on key cross-boundary infrastructure including, schools, open spaces and healthcare services. This will require continued commitments to collaborative working, including through positive engagement between the Councils as a part of ASELA and the EPOA.									Contributions policy	Essex Councils through SEC and EPOA to ensure that the necessary infrastructure requirements are in place to support growth	
0823-0003	Organisation	Pat	Abbott	Environment Agency	Yes	SP4	Yes		Yes		We are pleased to see that flood and water management is included in the list of infrastructure where	We are pleased to see that flood and water management is	No	Not Answered		A	Supports policy SP4	Support noted	N

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											<p>developer contributions may be required. We welcome the proposal that s106 agreements and CIL charges could be used to fund flood infrastructure. We also welcome the statement that '[planning] permission [will] only granted if [there is a] demonstration of sufficient infrastructure capacity, including wastewater utility.' It is important that wastewater provision is available to support growth and prevent environmental harm to the water environment.</p>	<p>included in the list of infrastructure where developer contributions may be required. We welcome the proposal that s106 agreements and CIL charges could be used to fund flood infrastructure. We also welcome the statement that '[planning] permission [will] only granted if [there is a] demonstration of sufficient infrastructure capacity, including wastewater</p>							

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												ter utility.' It is important that wastewater provision is available to support growth and prevent environmental harm to the water environment.							
0282-0005	Organisation	Kevin	Fraser	Essex County Council	Yes	SP4	No		No	Effective	As worded, Criteria 1 implies that contributions will only be made if the site is linked to an infrastructure item listed in the IDP. The IDP is a 'living document' and will change over time as more information is known regarding particular site requirements. The purpose of the policy should be to ensure that all sites (including windfalls) make an	Criteria 1 is deleted The Infrastructure Delivery Plan identifies the infrastructure required to meet the demands of new development. Delete text for Criteria 2 and replace with: Where					The Infrastructure Delivery Plan is a living document, and appropriate contributions are required if infrastructure needs relevant to any particular site have been identified. Further clarity is required to SP4 policy. Supports this policy, but greater clarity in	Accepted. Accepted and additional text added for clarity	1.The Infrastructure Delivery Plan identifies the infrastructure required to meet the demands of new development. 2. Where necessary, the Council will seek developers to make direct provision or provide proportionate contributions towards the provision of infrastructure required to make a development proposal

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											appropriate contribution towards the necessary infrastructure consistent with the statutory tests in regulation 122 (as amended by the 2011 and 2019 Regulations), namely necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. ECC generally supports the policy as it has been adapted to suit local circumstances from the ECC modal policy on 'Infrastructure Delivery and Impact Mitigation', which has been included in other adopted Local Plans in Essex. For clarity, criteria 2	necessarily, the Council will seek developers to make direct provision or provide proportionate contributions towards the provision of infrastructure required to make a development proposal acceptable in planning terms, in accordance with the tests set out in the National Planning Policy Framework (NPPF) and the provisions of the Community Infrastructure				criteria requiring that developers make direct provision and/or proportionate contributions towards infrastructure needs.		acceptable in planning terms, in accordance with the tests set out in the National Planning Policy Framework (NPPF) and the provisions of the Community Infrastructure Levy Regulations and having regard to the provisions of the Infrastructure Delivery Plan. Proposals for any development must demonstrate that the required infrastructure to support the development will be delivered in a timely, and where appropriate, phased manner.	

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											<p>should make it clear that a development can be made acceptable in planning terms through direct provision and/or proportionate contributions rather than only contributions. This amendment would be consistent with Strategic Policy SP2, criteria 3a which states:</p> <ul style="list-style-type: none">• Provide or make a proportionate financial contribution to the delivery of necessary infrastructure alongside growth; <p>And Policy Infra2, criteria 2 which states: 2. Where a development proposal, either individually or cumulatively, increases demand for education facilities beyond those available within the local area, development</p>	<p>Levy Regulations and having regard to the provisions of the Infrastructure Delivery Plan. Proposals for any development must demonstrate that the required infrastructure to support the development will be delivered in a timely, and where appropriate, phased manner.</p>							

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											will be required to provide land for a new educational facility, expand or alter an existing facility and/or make a proportionate contribution to fund necessary improvements to education facilities.								
0341-0005	Organisation	Janet	Nuttal	Natural Engalnd		SP4	Yes	We welcome the inclusion of green and blue infrastructure (GI) in this policy.	Yes							A	We welcome the inclusion of green and blue infrastructure (GI) in this policy.	Support noted	N
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	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					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	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,	N

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								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.			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.						contribution s 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.	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.	

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0353-0001	Organisation	Hyacinth	Cables	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.								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.	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	N

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								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.									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 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).	contributions will be sought to new or enhanced health facilities (paragraph b); that Health Impact Assessments should be undertaken 'at an early stage' (paragraph i); and agreed with 'public health professionals prior to commencement of the assessment at the earliest opportunity' (paragraph h).	

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								The NHS as a whole is facing significant constraints in terms of the funding needed to deliver healthcare services, and population growth from 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									<p>Whilst both documents set out the process/methodology adopted to determine the type of contributions, the required level of</p> <p>engagement with the Integrated Care Board (ICB) as local health commissioners should be made clear within Strategic Policy SP4, in line with Policy Infra3.</p> <p>For purposes of consistency across the Local Plan, we recommend the Council make clear reference to Policy Infra3 in seeking contributions for healthcare infrastructure, making</p>		

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								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,									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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								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 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											

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								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 Infrastructure: Improving											

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								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 seeking planning obligations or CIL to mitigate impacts of new developments on health											

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								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 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											

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								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 contributions for healthcare infrastructure, making clear reference unto the engagement required											

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								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.											
0283-0009	Organisation	Emma	Goodings	Rochford District Council	Not Stated	SP4	Yes	Approach to Social Infrastructure and Community Facilities Policy SP4: RDC has no specific concerns over the soundness of this policy, or the wider infrastructure delivery strategy. RDC would, however, like to	Yes				Not Stated		No	A	Supports Policy. Refers to importance to collaborate to accommodate cross-boundary growth on shared infrastructure including schools, open space and healthcare	CPBC concurs that continued collaborative positive engagement between Councils as part of SEC and EPOA is important to successful plan-making of infrastructure to	N

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								emphasise the importance of ensuring that the impacts of growth on key cross-boundary infrastructure including, schools, open spaces and healthcare services. This will require continued commitments to collaborative working, including through positive engagement between the Councils as a part of SEC and the EPOA.										support growth.	
1440-0003	Organisation	Joese ph	Beale	RSPB	Yes	SP4	Yes		No		There should be mention of developer RAMS contributions.	There should be mention of developer RAMS contributions.	No				There should be mention of developer RAMS contributions.	RAMs is covered by Policy ENV3(1b). However a cross reference can be added from the supporting text of SP4	New para 6.67 As set out in policy ENV3, developments may also be required to satisfy the requirements of the Habitats Regulations by making contributions as defined in

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																			the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) or by the provision of sustainable accessible natural greenspace (SANG) or SANG-like provision.
0354-0002	Organisation	Mark	Sheppard	Southeast City Council		SP4	Not Stated	We will continue to work collaboratively with you in developing our respective Infrastructure Delivery Plans as there are many areas including transport, health, education, utilities and community facilities where our residents access services across administrative boundaries. We would welcome further	Not Stated	Not Stated	The policies for biodiversity and landscape are supported. We will continue to work with you to develop a Riverside Approach within our respective local plans that recognises the importance of the environmental, social, cultural and economic role of the Thames Estuary foreshore and how it can best adapt to a changing climate.					A	SCC will continue to work collaboratively with CPBC in developing our respective Infrastructure Delivery Plans as there are many areas including transport, health, education, utilities and community facilities where our residents access services across administrative boundaries. Would welcome further	Noted	N

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								dialogue in terms of transport planning.									dialogue in terms of transport planning. The policies for biodiversity and landscape are supported. We will continue to work with you to develop a Riverside Approach within our respective local plans that recognises the importance of the environmental, social, cultural and economic role of the Thames Estuary foreshore and how it can best adapt to a changing climate.		
0738-0005	Organisation	Roy	Warren	Sport England	Yes	SP4	Yes		Yes		The policy is supported as it would help ensure that infrastructure requirements arising from development including		No	Not Answered		A	The policy is supported as it would help ensure that infrastructure requirements arising	Support noted.	N

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											facilities that support community sport and physical activity are provided to meet the additional demands created by new developments. The specific reference in paragraph 6.62 of the reasoned justification to sports facilities as a type of infrastructure that is needed is welcomed in this context. The Council's evidence base including the Playing Pitch Strategy and Built Facilities Strategy would support the inclusion of community sports facility provision as an infrastructure type that is needed to support development and would accord with Government policy in paragraph 103 of the NPPF.						from development including facilities that support community sport and physical activity are provided to meet the additional demands created by new developments. The specific reference in paragraph 6.62 of the reasoned justification to sports facilities as a type of infrastructure that is needed is welcomed in this context		

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0958-0003	Individual	Philip	Howe	The People's Independent Party	Yes	SP4	Yes		Yes		I support Policy SP4 (Development Contributions), which provides the necessary framework to secure financial and physical contributions from developers. This policy ensures that new growth will pay for the essential supporting infrastructure (e.g., roads, education, healthcare) and is a robust mechanism to ensure the Plan is effective and does not place an unfair burden on existing residents.		Not Answered	Not Answered	Yes		I support Policy SP4 (Development Contributions), which provides the necessary framework to secure financial and physical contributions from developers. This policy ensures that new growth will pay for the essential supporting infrastructure (e.g., roads, education, healthcare) and is a robust mechanism to ensure the Plan is effective and does not place an unfair burden on existing residents.	Support noted.	N
0274-0003	Organisation	Kit	Welch	Chelmsford City Council	Not Stated	Sustainable Development	Yes	CCC commends the Plan's place-led approach and its clear commitment	Yes				Not Stated		No	A	We welcome the inclusion of Policies SD4 and SD5, which	Support for policies SD4 and SD5 noted and suggestio	N

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								t to environmental stewardship, climate resilience, and nature recovery. We welcome the inclusion of Policies SD4 and SD5, which address both operational and embodied carbon, aligning with national net-zero ambitions. CCC also suggests strengthening delivery mechanisms for retrofit and energy efficiency in existing housing stock. CCC suggests exploring cross-boundary opportunities for climate adaptation infrastructure, especially in relation									address both operational and embodied carbon, aligning with national net-zero ambitions. CCC also suggests strengthening delivery mechanisms for retrofit and energy efficiency in existing housing stock. CCC suggests exploring cross-boundary opportunities for climate adaptation infrastructure, especially in relation to water management and heat resilience. CCC confirms that it wishes to continue to actively engage with CPBC on each other's respective	n for exploring cross-boundary opportunities for climate adaptation infrastructure	

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								to water management and heat resilience.									Local Plans and relevant strategic cross-boundary matters including housing, employment, transport infrastructure, education, Gypsy, and Travelling provision, and Essex Coast RAMS.		
0335-0004	Individual	Damen	Lynch	Planning Issues OBO Churchill Living and McCarthy Stone		Sustainable Development	No	The plan seeks to introduce a range of sustainable development measures including Net Zero Carbon Development (in operation and embodied carbon). Whilst Council's commitment to meeting both its and the UK Government's target of net zero carbon emissions is commendable	No	Justified, Effective	This approach is confirmed within the Ministerial Statement (statement no : Statement UIN HCWS123 available from Written statements - Written questions, answers and statements - UK Parliament) released on 13th December 2023. The ministerial statement confirms that with respect to the net zero goal...."The improvement in standards already in force,	We recommend that the following text is added to the draft policies SD4 and SD5 (Zero Carbon in operation and embodied carbon) to ensure it is justified and effective. "The council's viability assessments of					"Specialist Housing for older people has a number of health benefits and proposals for such schemes will not be required to submit a Health Impact Assessment."	Noted	N

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								ble, it appears that the Council is going to achieve this through having mandatory carbon and climate standards from adoption of the plan that may go beyond government targets. However, it is our view that any requirement should be 'stepped' in line with Government targets and the proposed changes to the building regulations.			alongside the ones which are due in 2025, demonstrates the Government's commitment to ensuring new properties have a much lower impact on the environment in the future. In this context, the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned buildings regulations. The proliferation of multiple, local standards by local authority area can add further costs to building new homes by adding complexity and undermining economies of scale. Any planning policies that propose local energy efficiency standards for	specialist housing typologies has shown that these developments have limited viability and therefore such proposals will not be subject to these requirements. Instead, these proposals will meet building regulation requirements in place at the time".							

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											buildings that go beyond current or planned buildings regulation should be rejected at examination if they do not have a well-reasoned and robustly costed rationale’ and ‘To be sound, local plans must be consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework and other statements of national planning policy, including this one.” We note that the council has commissioned a further viability study which looks at the impact of zero carbon policies and specifically examines sheltered housing. It									

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											concludes at 10.42 that: “We do note however that viability tends to be weaker in the lower value area and for certain types of scheme – flatted development, specialist older persons housing and single units, the latter 2 of which are only viable in the VA4. It is where some or all of these factors apply that the costs of meeting net zero carbon may mean that residential development becomes unviable when the additional costs are applied. This could mean that there may need to be an adjustment to land values to account for higher costs of development and/or a balance of policy considerations, unless other measures can								

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											be taken to improve viability.” We are therefore concerned that policies within this range have not shown to be viable for older persons housing development within either of the viability studies undertaken by the council. This is particularly worrying given the identified housing needs for this typology. There is a danger that the requirements of the plan are unviable and the policies are not sufficiently flexible.								
0007-0001	Individual	Bruce	Cochrane		Not Stated	T1	Not Stated	I am concerned that as a resident of Canvey Island for the last [REDACTED] the road infrastructure is not adequate for more housing development our	Not Stated	Not Stated			Not Stated		No		Resident objects to further housing on Canvey Island due to inadequate road infrastructure and emergency access risks.	Noted. Infrastructure needs established in INFRA policies supported by background evidence Infrastructure Delivery Plan (IDP)	N

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								community doesn't want any more large housing projects unless they can get a traffic plan in place If you have to phone a emergency vehicle when the traffic is heavy you can possibly die or your house can burn down as nothing moves at rush hours not hours										Policy INFRA1 requires transport impacts to be assessed and mitigated.	
0243-0003	Individual	Jan	Payne		Not Stated	T1	Not Stated		Not Stated	Not Stated	I still cannot understand how you expect everyone residing in one of these new properties to use the bus, walk or cycle and follow the 'formula' for allocated vehicle and cycle parking (including businesses), how this will realistically work? I certainly wouldn't want to cycle on our		Not Stated		No	None	Unrealistic expectation on limiting car use and peoples' willingness to walk, cycle or take public transport. Concern over congestion.	Noted Highways Impacts The plan has been subject to detailed Transport Assessment, including Canvey, assessing impacts and recommending interventions.	N

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											roads and not everyone is a ten-minute walk from a bus stop. In an ideal and perfect world, it would be wonderful if we restricted car use, but it is not realistic. If it was that easy, we'd all be doing it now. I can only see the roads become more gridlocked at peak times, with higher pollution levels for the residents, especially with the new AI building approved in Basildon. Finally, how will the amalgamation of the councils affect all this? And has anyone from the government actually visited this area during a rush hour and experienced the A127, A130 and A13. The road improvements at Fairglen Interchange will only move the queues								

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											further up these roads.								
0284-0012	Organisation	Emma	Goodings	Brentwood Borough Council	Not Stated	T1	Yes	BBC is broadly supportive of these policies and the wider transport strategy proposed. BBC however, would like to highlight the need to keep under consideration the impacts of growth on shared infrastructure, such as on the A127. It is critical that the impacts of growth on the highway network are carefully considered and mitigated. In particular, BBC considers the adequate mitigation of the impacts of	Yes						No	A	Broadly supports CPBC Transport Strategy but adequate mitigation needs to be in place A127 and A129 to support growth.	CBPC recognises that congestion on A127 is an issue for growth in the region and will positively engage with BBC and other Essex authorities to ensure that impact of its growth and the growth from other authorities on transport network is carefully considered including A127 and A129	N

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								growth on the A127 and A129 to be paramount to achieving sustainable development in South Essex. The Council would welcome continued future cross-boundary engagement regarding shared highways and transportation matters and request that information regarding proposed infrastructure improvement plans are shared with officers prior to works being agreed.											
0360-0012	Organisation	Marlene	Curtis	British Horse Society		T1	Not Stated	Thank you for your reminders for a response within the consultation extension. For the British							Attached several news clippings, emails and letters		Thank you for your reminders for a response within the consultation extension. For the British	Unclear how these comments relate to CPBC Plan Policy T1. All CPBC mapping is ONS	N

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								Horse Society under option B) I submit the additional details to Point 12 (Achieving Riders' needs) in my initial 25 September 2025 reply. Here, re improving access for riders via the referred historic Railway map of 4 Public Bridleway Roads within the ownership of Surveyors of Highways and ors., I request the date of 1846 and reference No. QRU/m 2/56 lodged at the Essex Record Office (ERO) to be added. I also request the following details of a further 1845 Railway Map at ERO,									Horse Society under option B) I submit the additional details to Point 12 (Achieving Riders' needs) in my initial 25 September 2025 reply. Here, re improving access for riders via the referred historic Railway map of 4 Public Bridleway Roads within the ownership of Surveyors of Highways and ors., I request the date of 1846 and reference No. QRU/m 2/56 lodged at the Essex Record Office (ERO) to be added. I also request the following details of a further 1845 Railway Map at ERO,	based. Essex County Council is the responsible authority and is the responsible Public Rights of Way Authority (including Bridleways) and also the Highways Authority.	

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								Reference No. QRUM/2/51 to be added. Here 8 Public Bridlepaths are recorded existing within the Parish of Hadleigh and 10 Bridlepaths within the Parish of Leigh together with 2 Occupation Roads and a Public Highway. In existing circumstances of the acute need for horse riders to be able to ride safely off-road to avoid RTAs, the Castle Point Plan is considered unsound if it does not include the reinstatement of these BRs. Meanwhile, I confirm our previous response submitted									Reference No. QRUM/2/51 to be added. Here 8 Public Bridlepaths are recorded existing within the Parish of Hadleigh and 10 Bridlepaths within the Parish of Leigh together with 2 Occupation Roads and a Public Highway. In existing circumstances of the acute need for horse riders to be able to ride safely off-road to avoid RTAs, the Castle Point Plan is considered unsound if it does not include the reinstatement of these BRs. Meanwhile, I confirm our previous response submitted		

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								was based on the correct version of the plan and the further copy requested is enclosed with our above extension response in the envelope provided.									was based on the correct version of the plan and the further copy requested is enclosed with our above extension response in the envelope provided.		
0282-0052	Organisation	Kevin	Fraser	Essex County Council	Yes	T1	Not Stated		No	Positively prepared, justified	ECC welcome reference in paragraph 1 to CPBC working with the local Highways and Transportation Authorities and service providers to secure transport network improvements in the borough to reduce carbon emissions and be net zero by 2050. Reference to mobility hubs at Benfleet Station, Kiln Road, employment areas and town centres in Criteria 5 are welcomed in principle.		Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	Supports CPBC working with transport stakeholders to secure network improvements and reduce carbon emissions	CPBC will continue to work with Highways and Transportation Authorities and stakeholders to secure transport improvements and will provide ECC following the feedback from public consultation with an updated Transport Assessment prior to submission.	

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											<p>Please refer to comments to Policy T5 - Highway Impact, Paragraph 20.52, Page 166 regarding the Transport Assessment and IDP. Prior to submission, the IDP will need to be updated to reflect the significant new policy guidance and evidence base, including the Transport Assessment, that has been undertaken since it was prepared early in 2025.</p> <p>Please refer to the response to the IDP.</p>									
0282-0053	Organisation	Kevin	Fraser	Essex County Council	Yes	T1	Not Stated		No	Not Stated	<p>NPPF, paragraph 109 requires a vision led approach to identifying transport solutions. ECC welcome reference to an 'avoid, shift and improve' approach in paragraph 20.4.</p> <p>The Plan</p>	<p>Prior to submission on the site policies and Proposals Map should identify key necessary interventions based on the local</p>	Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	Considers that there is lack of spatial vision of how sustainable transport can be improved	The Transport Strategy which supports the Castle Point Plan is based on the principles of avoid, shift and improve. This is supported by aligning		

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											<p>policies and area specific policies make reference to general improvements, but the Plan and Proposals Map currently lack a spatial 'big picture' vision of how sustainable transport can be improved or key corridors and junctions that should be improved (subject to funding being identified)</p> <p>Please refer to comments to Policy T5, paragraph 20.52.</p>	impact on routes, junctions and identify necessary interventions.						its active policies to LWCIP and through its proposed feasibility work on improved access in and around Canvey Island in policy C5 and its continued support for improvements on the key junctions and highway links across South Essex EEC is reviewing the updated Transport Assessment, following the comments submitted as part of the Regulation 19 consultation. If the	

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																		updated TA is supported by ECC its recommendations will need to be incorporated into the relevant plan policies and any updates to the IDP, where necessary . Bus service provision is outside of the remit of the Council but the Council aims to support improvements in coverage, frequency and quality of bus services through engagement with bus service providers during the master	

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																		planning process of key development sites. EEC is reviewing the updated Transport Assessment, following the comments submitted as part of the Regulation 19 consultation. If the updated TA is supported by ECC its recommendations will need to be incorporated into the relevant plan policies and any updates to the IDP, where necessary	
0336-0016	Organisation	Caroline	Peters	Essex Police		T1	Not Stated	It is advised that there is engagement with Essex Police Roads								A	It is advised that there is engagement with Essex Police Roads	Essex highways are a statutory consultee and will	N

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								Policing Team when designing transport network improvements. It is essential that emergency vehicles can gain rapid access to any incident occurring within the community and surrounding neighbourhoods.									Policing Team when designing transport network improvements. It is essential that emergency vehicles can gain rapid access to any incident occurring within the community and surrounding neighbourhoods.	be consulted in receipt of any application submitted	
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	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	N

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								answer, the rest of Castlepoint can have their cars but on canvey they want us to give up driving !										d 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 specificall	

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																		y 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.	
0937-0016	Individual	Jonathan	Pinnock		Yes	T1	Yes		Yes		There are already road junctions and roads that are consistently over-congested in Castle Point. Note that it isn't only Castle Point residents that		Not Answered	Not Answered		A	Supports Policy T1	Support noted.	N

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											use roads within the borough and with other councils being forced to also increase their housing stock levels, this problem is set to become even worse. Proper measurements of traffic at these key locations should be undertaken with local residents in attendance so that those measurements are taken at appropriate times. Some previous traffic measurements have been undertaken at times when it is known that traffic is lighter than usual. Authorities should resolve existing traffic congestion within Castle Point and on its boundaries with other boroughs before even considering increasing housing.								

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											No housing should be located near an existing traffic hotspot e.g. A127/A130 junction, Rayleigh Weir, Sadlers Farm, Woodmans Arms, or where those junctions could be adversely affected by the additional traffic from extra homes built nearby.								
0738-0013	Organisation	Roy	Warren	Sport England	Yes	T1	Yes		Yes		The policy is supported due to its focus on supporting sustainable and active travel modes which will encourage physical activity. In particular, part 2 of the policy (and paragraph 20.10 of the reasoned justification) is supported as this requires new development to be designed using active design principles so that people can walk, cycle and wheel in their local area with		No	Not Answered		A	The policy is supported due to its focus on supporting sustainable and active travel modes which will encourage physical activity. In particular, part 2 of the policy (and paragraph 20.10 of the reasoned justification) is supported as this requires new development to be designed	Support noted.	N

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											ease. The policy would be considered to accord with Government policy in paragraph 96(c) of the NPPF.						using active design principles so that people can walk, cycle and wheel in their local area with ease		
1427-0001	Individual	Danny	Brady		Yes	T1	Not Stated	The road infrastructure cannot cope with the amount of traffic we already have even weekends traffic is known to be at a standstill	Not Stated								The road infrastructure cannot cope with the amount of traffic we already have even weekends traffic is known to be at a standstill	Highways Impacts: The plan has been subject to detailed Transport Assessment, assessing impacts and recommending interventions.	N
0958-0004	Individual	Philip	Howe	The People's Independent Party	Yes	T1	Yes		Yes		The Transport Strategy (Policy T1) is consistent with National Policy by prioritising walking, cycling, and public transport through the creation of Mobility Hubs and requiring contributions to alleviate congestion. This integrated approach is essential to achieving net-		Not Answered	Not Answered	Yes		The Transport Strategy (Policy T1) is consistent with National Policy by prioritising walking, cycling, and public transport through the creation of Mobility Hubs and requiring contributions to	Support noted.	N

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											zero ambitions and mitigating the impacts of growth on the Borough's highly constrained road network.						alleviate congestion. This integrated approach is essential to achieving net-zero ambitions and mitigating the impacts of growth on the Borough's highly constrained road network.		
1448 - 0006	Organisation	David	Barton	Traditional Vernacular Architecture	Not Stated	T1	Not Stated		Not Stated		Transportation using arterial roads and commuter routes (Motorways and Railways) should prioritise linking each end of a Local Government sphere with the surrounding Local Government spheres, such as Southport at the very northern tip of Merseyside where transportation links are much weaker with Lancashire in the north and east than with the rest of		Not Stated	Not Stated	Not Stated		Transport links should prioritise connecting Local Government spheres, especially weak connections like Southport with Lancashire.	Noted	N

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											Merseyside to the south.								
0283-0010	Organisation	Emma	Goodings	Rochford District Council	Not Stated	T1/T2	Yes	Approach to Highways, Transport and Infrastructure Policy TP1 and TP2: RDC is broadly supportive of these policies and the wider transport strategy proposed. RDC however, would like to highlight the need to keep under consideration the impacts of growth on shared infrastructure, such as on the A127 (including at the Fairglen Interchange), A130, A129 and A13. It is critical that the impacts of growth on the highway network are carefully considered	Yes				Not Stated		No	A	Supports Policy. Highlights need for continued cross-boundary collaboration to consider the cumulative growth impacts on A127 (including at the Fairglen Interchange), A130, A129 and A13 and that adequate mitigation in place. Supports Policy. Highlights need for continued cross-boundary collaboration to consider the cumulative growth impacts on A127 (including at the Fairglen Interchange	CPBC will continue to work in collaboration with all Essex authorities to consider the cumulative growth impacts on the transport network in South Essex. CPBC will continue to work collaboratively with all Essex authorities to consider the cumulative growth impacts on the transport network in South Essex.	N

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								and mitigated. In particular, RDC considers the adequate mitigation of the impacts of growth on the A127 and A129 to be paramount to achieving sustainable development in South Essex. The Council would welcome continued future cross-boundary engagement regarding shared highways and transportation matters and request that information regarding proposed infrastructure improvement plans are shared with officers prior to), A130, A129 and A13 and that adequate mitigation in place.		

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								works being agreed.											
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
0284-0013	Organisation	Emma	Goodings	Brentwood Borough Council	Not Stated	T2	Yes	BBC is broadly supportive of these policies and the wider transport	Yes						No	A	Broadly supports the policies on highway improvements but inadequate	CPBC recognises that congestion on A127 is an issue for	N

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								strategy proposed. BBC however, would like to highlight the need to keep under consideration the impacts of growth on shared infrastructure, such as on the A127. It is critical that the impacts of growth on the highway network are carefully considered and mitigated. In particular, BBC considers the adequate mitigation of the impacts of growth on the A127 and A129 to be paramount to achieving sustainable development in South Essex. The Council would welcome									mitigation needs to be in place A127 and A129 to support growth. Encouraged cross boundary collaboration to consider growth and transport in the area.	growth in the region and will positively engage with BBC and other Essex authorities to ensure that impact of its growth and the growth from other authorities on transport network is carefully considered including A127 and A129	

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								continued future cross-boundary engagement regarding shared highways and transportation matters and request that information regarding proposed infrastructure improvement plans are shared with officers prior to works being agreed.											
0336-0017	Organisation	Caroline	Peters	Essex Police		T2	Not Stated	It is advised that there is engagement with Essex Police Roads Policing Team when designing transport network improvements. It is essential that emergency vehicles can gain rapid access to any incident occurring within the								A	It is advised that there is engagement with Essex Police Roads Policing Team when designing transport network improvements. It is essential that emergency vehicles can gain rapid access to any incident occurring within the	Essex highways are a statutory consultee and will be consulted in receipt of any application submitted	N

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								community and surrounding neighbourhoods.									community and surrounding neighbourhoods.		
0258-0003	Agent	Lorna	O'Carroll	Iceni OBO Richborough Commercial	Yes	T2	No		No	Positively prepared,	The key consideration in assessing the draft Local Plan is NPPF paragraph 36 and the tests of soundness which require them to be: "a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development; b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on		Yes	Not Stated	Yes	A	Highways Impacts The current wording of Policy T2 (Criterion 7) is not consistent with national policy, and therefore there are soundness issues with the policy as written. The Policy states "7. The Council will resist development that would impact on the effective operation, safety or resilience of the A13, A127 or A130, or associated junctions." National policy however sets a higher barrier in respect of transport impact,	Highways Impacts Transport policies supported by evidence and engagement with the Highways Authority.	N

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											proportionate evidence; c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.” 13. Iceni consider the approach taken by Castle Point in the preparation of the draft Local Plan, in respect of planning for employment needs fails on all four tests of soundness. Economic						which the Council’s draft policy does not reflect. Paragraph 166 of the NPPF is clear that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.’ A more suitably worded policy would be “The Council will resist development that would result in an		

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											Development Need 14. It is noted within Policy SP3 ‘Meeting Development Needs’ that the Council have not included any new employment land within the policy, i.e. that no additional land is required to meet employment needs over the plan period. Instead, the Plan applies a ‘no net loss’ principle, coupled with strategic opportunities to safeguard, modernise and intensify the four Strategic Employment Areas, rather than allocate any new sites (Policy E1). 4 15. As demonstrated within the supporting Review of Employment Land Needs Evidence (prepared by the Icen Economics Team, September						unacceptable impact on the safety of A13, A127 or A130, or associated junctions. Following mitigation, the Council will resist development where the residual cumulative impacts on the effective operation and resilience of the roads named above would be severe, taking into account all reasonable future scenarios.”		

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											2025), we have significant concerns about the Council’s position taken in respect of employment need. Through this, we therefore have fundamental concerns about the soundness of Policy SP3 as being suitable to meet the development needs in Castle Point and whether the draft local plan can be considered to be positively prepared or justified. We understand Castle Point have identified a surplus of employment uses over the plan period (Paragraph 6.36 – 6.40). It is contended that the extant permission is already committed development and therefore this overinflates the stated surplus of employment land. The Employment									

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											Land Need forecast for 2023-2043 (included within the Employment Topic Paper, July 2025) identifies a net negative requirement of B-class employment land leaving a surplus of 2ha. When combined with an extant permission at West Canvey, the Council's position is that this could result in a surplus of 9.5ha of land supply. 17. Paragraph 15 and 16 of the NPPF are clear that plans should, amongst other things, address economic needs and contribute to the achievement of sustainable development. Paragraph 86(a) further states that planning policies should set out a clear economic								

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											vision and strategy which positively and proactively encourages sustainable economic growth. 18. It is clear, in light of the evidence, that at the moment Castle Point have failed to do this. 19. The evidence relied on by the Council is not considered to be sound, and Icen consider that the Council have underestimated their need. As such, the plan is not positive prepared. Notably, the Employment Topic Paper (July 2025) fails to be PPG compliant through an absence of any commercial market analysis exploring office and industrial market dynamics meaning that it is not fully justified or consistent with national policy. 20. Through								

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											analysis undertaken by Iceni, the employment need in Castle Point Borough is considered to be 11.9ha over the 2023-43 plan period, a significant increase in the evidence put forward by the Council. This has been calculated using a PPG compliant approach of alternative employment needs modelling, which is set out within the Iceni Employment Review. 21. With the failure to allocate any new sites and the actual employment need of 11.9ha, there are further ramifications in respect of the soundness of the plan. The transport evidence has been undertaken on the basis that no new employment sites will be								

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											allocated, and clearly this is flawed. The evidence base concerning transport should be updated to reflect the accurate levels of employment growth during the plan period. In the round, it is expected that transport evidence for the Castle Point draft Local Plan will take account of identified growth in the Basildon draft Local Plan, and other local planning authorities in South Essex, recognising shared connectivity and the likely impacts of growth. The draft Local Plan is not based on an appropriate strategy and therefore cannot be considered to be justified. 22. There are further concerns raised by the Iceni								

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											Economics Team. For example, the alleged intensification through vertical expansion will not provide space for new occupiers, and whilst it will allow existing businesses to grow their premises, this is unlikely to generate job creation and will more likely provide additional floorspace for storage or machinery only. Furthermore, due to the age of Castle Point's industrial stock, comprehensive redevelopment will likely be required to meet modern requirements, which might not be viable for single units. The fragmented plot patterns of the existing industrial areas are noted by the Council, and this could therefore be a								

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											barrier to redevelopment.								
0332-0006	Agent	Corin	Williams	Iceni OBO The Inner London Group		T2		Policy T2 confirms that transport and highways improvements will be delivered in line with the Infrastructure Delivery Plan (IDP) 2025. The IDP is a critical document as it models three potential growth scenarios, ranging from developme				On this basis, Inner London request that Scenario 2, which reflects development across both urban brownfield and a limited number of Green Belt / Grey Belt sites, is fully reviewed in				B	<u>Policy T2 – Highway Improvements</u> Policy T2 confirms that transport and highways improvements will be delivered in line with the Infrastructure Delivery Plan (IDP) 2025. The IDP is a critical document as it models three potential growth	Preference noted	N

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								nt limited to the urban area (Scenario 1) to options which consider a broader distribution of sites informed by the emerging Green Belt Review (Scenarios 2 and 3). Importantly, the IDP acknowledges that the infrastructure measures needed to support higher levels of growth have been identified, meaning that growth in excess of that currently planned for is not only feasible but could be supported in transport terms.				parallel with Option 2a for Policy SP3 within the Sustainability Appraisal . Scenario 2 represents a balanced and deliverable approach to meeting a greater share of the borough's objectively assessed housing and employment needs while ensuring that transport infrastructure planning is aligned to accommodate					scenarios, ranging from development limited to the urban area (Scenario 1) to options which consider a broader distribution of sites informed by the emerging Green Belt Review (Scenarios 2 and 3). Importantly, the IDP acknowledges that the infrastructure measures needed to support higher levels of growth have been identified, meaning that growth in excess of that currently planned for is not only feasible but could be supported in transport terms. On this basis, Inner		

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												such growth.					London request that Scenario 2, which reflects development across both urban brownfield and a limited number of Green Belt / Grey Belt sites, is fully reviewed in parallel with Option 2a for Policy SP3 within the Sustainability Appraisal. Scenario 2 represents a balanced and deliverable approach to meeting a greater share of the borough's objectively assessed housing and employment needs while ensuring that transport infrastructure planning is aligned to accommodate such growth.		

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0382 - 0004	Individual	Chris	Prentice		Yes	T2	Yes	It is important to create employment for local residents, but would like to see better infrastructure, in particular roads that allow for movement of freight with disrupting other motorists, cyclists and pedestrians . The A127 between Rayleigh Weir and Fairglen interchange is totally inappropriate for the volume of traffic, but I am told this is the responsibility of Essex County Council. How can we have a local plan that doesn't provide infrastructure?	Yes							A	better infrastructure, in particular roads that allow for movement of freight with disrupting other motorists, cyclists and pedestrians , How can we have a local plan that does not provide infrastructure?	Infrastructure matters are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP).	N

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0637-0001	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
0937-0017	Individual	Jonathan	Pinnock		Yes	T2	Yes		Yes				Not Answered	Not Answered		A	Supports Policy T2	Support noted.	N
1440-0005	Organisation	Joseph	Beale	RSPB	Yes	T2	Yes		No	Justified	Any discussions on improving routes on and off Canvey must involve RSPB and other stakeholder eNGOs at an early stage, and will need to look into ensuring minimal impacts on priority habitats, LNRS Priority Species, designated sites, functionally linked land, habitat connectivity, pollution, construction and operational disturbance and other impacts, and flyway routes.	It should be clarified in Policy that any discussions on improving routes on and off Canvey must involve RSPB and other stakeholder eNGOs at an early stage, and will need to look into ensuring minimal impacts on priority habitats, LNRS	No				It should be clarified in Policy that any discussions on improving routes on and off Canvey must involve RSPB and other stakeholder eNGOs at an early stage, and will need to look into ensuring minimal impacts on priority habitats, LNRS Priority Species, designated sites, functionally linked land,	Agreed. Mod proposed.	Policy T2 9. Any improvements to accessing Canvey Island must avoid any adverse effects on the integrity of Habitats sites and minimise impacts on designated sites, priority habitats and species, including functionally linked land and habitat connectivity.

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											Any new infrastructure must not be detrimental to this important and biodiverse are, particularly to designated sites, including Holehaven Creek SSSI and Canvey Wick SSSI, as well as to west Canvey Marsh RSPB reserve.	Priority Species, designated sites, functionally linked land, habitat connectivity, pollution, construction and operational disturbance and other impacts, and flyway routes. Any new infrastructure must not be detrimental to this important and biodiverse are, particularly to designated sites, including Holehaven Creek SSSI and Canvey Wick SSSI, as well as to west Canvey Marsh RSPB reserve.					habitat connectivity, pollution, construction and operational disturbance and other impacts, and flyway routes. Any new infrastructure must not be detrimental to this important and biodiverse are, particularly to designated sites, including Holehaven Creek SSSI and Canvey Wick SSSI, as well as to west Canvey Marsh RSPB reserve.		

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												Marsh RSPB reserve.							
1027-0008	Agent	c/o agent	c/o agent	Taylor Wimpey	Yes	T2	Yes		No	Consistent with national policy	Point 7 of Policy T2 states that the Council will resist development that would impact on the effective operation, safety or resilience of the A13, A127 or A130, or associated junctions. However, paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.	Policy T2 is not Sound as it is not consistent with the NPPF. It should be amended to refer to an 'unacceptable' impact and where cumulative impacts on the road network 'would be severe'.	No	Not Answered		A	Point 7 of Policy T2 states that the Council will resist development that would impact on the effective operation, safety or resilience of the A13, A127 or A130, or associated junctions. However, paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network,	Comments noted, please see modifications added.	7. The Council will resist development that would cause unacceptable impact on the effective operation, safety or resilience of the A13, A127 or A130, or associated junctions or where cumulative impact on the road network would be severe.

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											Policy T2 is not Sound as it is not consistent with the NPPF. It should be amended to refer to an 'unacceptable' impact and where cumulative impacts on the road network 'would be severe'.						<p>following mitigation, would be severe, taking into account all reasonable future scenarios.</p> <p>Policy T2 is not Sound as it is not consistent with the NPPF. It should be amended to refer to an 'unacceptable' impact and where cumulative impacts on the road network 'would be severe'.</p>		
0284-0014	Organisation	Emma	Goodings	Brentwood Borough Council	Not Stated	T3	Yes	BBC is broadly supportive of these policies and the wider commitment to enhance active travel and public transport infrastructure. BBC would, however, like to emphasise the importance	Yes						No	A	Broadly supports enhanced active travel and public transport but must ensure that impacts of growth on sustainable transport networks are considered and mitigated if necessary.	CBPC recognises the need to carefully consider the impact of growth on sustainable transport networks and will positively engage with South Essex	N

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								of ensuring the impacts of growth on sustainable transport networks are carefully considered and mitigated										Authorities to Avoid, Minimise or Mitigate any impacts.	
0360-0003	Organisation	Marlene	Curtis	British Horse Society		T3					Policy T3 - Active Travel Improvements No. 5, pg. 162, confirms horse riders are included in the creation of routes to provide recreational opportunities, as justified at Item 20.39 pg. 163.				See attachment	B	Support Policy T3 criteria 5 and paragraph 20.39	Support noted.	N
0360-0005	Organisation	Marlene	Curtis	British Horse Society		T3					Today's extreme levels of traffic, besides causing deaths and injuries to riders and horses, in 2024 had a 33% rise in equestrians being the victims of road rage - a 43% increase over the previous year. The enclosed BHS News "Statistics shock" also records 81 % of incidents are caused by				See attachment	B	Extreme level of traffic causing death and injuries to riders and horses. Instances in the Plan where equestrians have been excluded from proposed new walking and cycling access. Equestrian needs ignored in past Local	Noted. Policy T3 seeks to support active travel routes, including those for recreation for walkers, cyclists and horse riders. Essex County Council as the Highways and Transportation	N

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											drivers passing too closely or too quickly. The 2022 massive rise in road incidents to 3,552 also needs remembering when horse riders have no alternative but to use roads and navigate amongst traffic to reach an off-road bridleway. On safety grounds, the BHS has already advised Castle Point of the need for an off-road BR network, in which both walkers and cyclists are legally included, but nothing has resulted. In instances in the Plan where equestrians have been excluded from proposed new walking and cycling access, we consider the Local Plan unsound and that equestrian access together with designated A 13 and A 127						Plans. Petition from Canvey Island Horse Riders previously, asked to urge ECC and Castle Point Borough Council to review bridleway provision in the Borough to ensure bridleways are maintained and new and safe bridleways provided. In absence of comprehensive intention to address rider's need, is the Plan legally compliant?	Authority are responsible for the management of Public Rights of Way, including Bridleways.	

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											road crossings are basic options that need inclusion. Until 1993, when riders achieved a few public BRs via DMMOs, Castle Point had 50 miles of public footpaths but nil BR provision. Equestrian needs were ignored in past Local Plans (apart from the 2021 dismissed Plan) to the point of discrimination. Some BR claims failed, such as the Ordnance Survey noted historic Gt. Common "Cart Track" route now banned despite ridden in the past to reach Kingsley Lane, now BR82x. In 1900 the cart track was strategically placed for all cart men from Rayleigh and surrounds to drive their horses to and from the forge existing								

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											adjacent the White Hart pub. Additionally, compared to walkers and cyclists, equestrian needs hardly featured within the 2012 Olympic local legacy; nor was any known improvement made resulting from the Rights of Way Improvement Plan (ROWIP) required from every local authority under the 2000 CROW Act. The enclosed 2010 Hansard copy of a debate on the petition presented by Canvey Island horse riders also included riding routes being barred by the Council, of a desperate need for safe places to ride and of further bridleways being needed across the whole Borough. The Government was asked to urge ECC and								

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											Castle Point Borough Council to review bridleway provision in the Borough, to ensure traditional bridleways were maintained and that new and safe bridleways were provided. The observations of the Secretary of State for Environment, Food and Rural Affairs included that the Government were committed to improving the off-road riding network and that DEFRA, too, were aware of this with needed changes detailed; the 2000 CROW Act and ROWIPs were referred as being the prime means by which local highway authorities could identify the needed changes and improvements								

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											but, as noted above, no known improvement for horse riders resulted. We wonder here in the absence of a comprehensive intention to address riders' needs, whether the Plan is legally compliant? On the mainland, paths that were also barred and locked included the "Public Open Space" link used by walkers and horse riders that existed between Central Ave. and Poors Lane, as well as horse riders barred from riding through the Belfairs Nature Reserve after nearly 40 years of known use.								
0360-0011	Organisation	Marlene	Curtis	British Horse Society		T3					To help achieve rider's needs we enclose a copy of ECC's 2019 News Release pledging to improve and increase the				See attachment	B	Existing public bridleway roads are not recognised. Riders of Belfairs Wood	Noted. Policy T3 seeks to support active travel routes, including those for	N

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											number of bridleways in Essex, the action to be taken and their consideration for new bridleways in planning developments. A further option for improving access for riders is by fully implementing the historic Railway Map Survey for the Parish of Leigh in which 4 Public Bridleway Roads in the ownership of Surveyors of Highways and ors. are stated to exist but which today's landowner, the Salvation Army, currently does not recognise across their land. Finally, riders of Belfairs Wood Trotting Track and of West Wood bridleway have informed of constantly being chased by off-lead dogs. In a West Wood incident, two dogs							Trotting Track and West Wood Bridleway have informed of constantly being chased by off-lead dogs. County Code signs should be erected on all Bridleways.	recreation for walkers, cyclists and horse riders. Essex County Council as the Highways and Transportation Authority are responsible for the management of Public Rights of Way, including Bridleways.	

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											chased a horse rider, then entered and continued chasing and pestering another horse in its paddock. We request that Country Code signs are erected on all Bridleways making clear the danger loose dogs cause to horses, riders and likely, if kicked, to the dogs themselves.								
0282-0056	Organisation	Kevin	Fraser	Essex County Council	Yes	T3	Not Stated		No	Justified, Effective	Criteria 1 requires new development to be designed to prioritise and maximise opportunities for safe and convenient active travel routes supporting healthy and active lifestyles. This must include accessibility to and accessing SSH schemes. ECC welcome the recognition in paragraph 20.33 of mobility needs for older and disabled	ECC require reference is provided in paragraph 20.33 to transport infrastructure required to support SSH, including drop-off zones for care providers and residents with limited mobility;	Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	Requests the addition the recommendations of the SSHANA for the design of active travel improvements. Supports the provision of developer contributions for providing active transport routes but requires that these are linked to the needs of the	The proposed wording requires developers to provide active travel routes with high accessible specifications, which might not be possible due to site specifications on some travel route developm	3. Developments will be required to make appropriate and proportionate financial contributions towards active travel improvements within the Borough taking into account requirements of the Infrastructure Delivery Plan. ...As Castle Point has a population that is older than average, this wider

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											<p>residents, including the use of mobility scooters and wheelchairs. This aligns with ECC's Market Position Statement and the Extra Care Design Guide, which emphasise the importance of accessible transport in enabling independence and reducing isolation. Necessary measures may include but will be determined on a case-by-case basis:</p> <ul style="list-style-type: none"> • Drop-off zones for care providers and residents with limited mobility – required under Building Regulations Part M4(3) and ECC Supported Living Accommodation Standards (2023) • Accessible pedestrian infrastructure (e.g. dropped kerbs, level surfaces) – consistent with 	<p>accessible pedestrian routes (e.g. dropped kerbs, level surfaces) ; parking standards are aligned with M4(3) accessibility requirements and public transport connectivity to health and community services.</p> <p>ECC require Criteria 3 is amended to read:</p> <p>Developments will be required to make appropriate and proportionate financial contributions</p>					development and not just those that have been identified within the Infrastructure Delivery Plan, which is likely to change over time. Essex Highways require to review the final Transport Assessment including the Canvey Addendum with clarification over the proposed schedule of interventions and schemes to support growth and how they have been selected.	<p>ents. The CPBC agrees that developer contributions for active travel should be appropriate and proportionate to the development taking account of the Infrastructure Delivery Plan. CPBC have updated the Plan's Transport Assessment following public consultation and will provide this for Essex Highways to review. EEC is reviewing the updated Transport Assessment, following</p>	<p>definition it is important in ensuring that active travel infrastructure supports the whole community, including those who are less able, and are at risk of social isolation. Development proposals should have regard to the ECC Extra Care Design Guide principles to ensure opportunities for accessible and inclusive design are taken, enabling people to age well in place and reflecting the needs of different cultures, genders and disabilities. All developments that generate significant amounts of movement may will be required to produce a Travel Plan having regard</p>

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											NPPF paragraph 117 a and c requiring developments to be accessible by sustainable transport • Public transport connectivity to health and community services – referenced in the ECC Planning with Care Guidance (2025) and Essex Local Transport Plan (LTP4) • Parking standards aligned with M4(3) requirements – consistent with the Essex Parking Guidance (2024) and ECC’s Developers’ Guide to Infrastructure Contributions (2025), Appendix J. These measures align with NPPF, 115b, which requires planning policies to provide safe	towards active travel improvements within the Borough. ECC require further clarification with regards how the `Schedule of Interventions’ have informed the Plan and can be incorporated into the next iteration of the IDP to support the Submission Plan and its policies.						the comments submitted as part of the Regulation 19 consultation. If the updated TA is supported by ECC its recommendations will need to be incorporated into the relevant plan policies and any updates to the IDP, where necessary	to the thresholds in Essex County Council published guidance. Development should have regard to the Schools Design Guidance (May 2025) which provides guidance on school designs which are well-integrated into the community, with connections to pedestrian, cycle, and public transport networks, encouraging active travel and reducing car dependence. This integration supports the creation of vibrant, inclusive public spaces designed to enhance social interaction and community cohesion.

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											and suitable access to the site for all users and to essential services and sustainable transport and 135f to create places that are safe, inclusive and accessible and which promote health and well-being and ECC supports the principles of the Policy, namely, prioritising and maximising safe and convenient and multifunctional active travel routes; making appropriate and proportionate financial contributions towards active travel improvements; and securing highways works via S278 agreements and/or financial contributions (\$106). However, Criteria 3 only refers to developments								

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											being required to make appropriate and proportionate financial contributions towards active travel improvements taking into account requirements of the Infrastructure Delivery Plan. ECC has recommended the deletion of Criteria 1 in Policy SP4, as it implies that contributions will only be made if the site is linked to an infrastructure item listed in the IDP. The IDP is a `living document` and will change over time as more information is known. The purpose of the policy should be to ensure that all sites (including windfalls) make an appropriate contribution towards the necessary									

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											infrastructure consistent with the statutory tests in regulation 122 (as amended by the 2011 and 2019 Regulations), namely necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. Paragraph 20.34 refers to the Transport Assessment identifying an 'Initial Schedule of Interventions' including a series of potential improvements to local walking and cycling networks. This schedule was updated to reflect the outcome of the transport modelling for this Plan. ECC was not provided with								

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											an opportunity to comprehensively review the completed TA (including its Appendices) and the West Canvey Addendum (August 2025), with the latter published post commencement of the consultation. Essex Highways has reviewed the TA and the detailed report (including Appendices) is set out as Appendix 5. However, it is not expected that the overall conclusions of the TA and the Addendum will change but further work is necessary to ensure the modelling approach is robust for examination and scrutiny by other parties. Some high level concerns regarding the Transport Assessment include the following with								

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											regards the `Schedule of Interventions` Further clarification is necessary as to whether the Schedule of Interventions (a list of potential schemes/projects which could improve the various modes of transport) are general proposals or tailored to specific development sites; specific interventions require further evidence as to why they have been selected, how they will achieve modal shift, will influence highway capacity at the current congestion hotspots (paragraph 20.19) which are likely to worsen as a consequence of growth, should be prioritised, link to the Plan and could form packages of									

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											measures to inform the IDP.								
0794-0002	Individual	Daniel	Adams		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		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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											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 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	Adams		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.		Not Answered	Not Answered		A	Cycle Routes	Policy T3 seeks to secure active travel improvements	N

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											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.								
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		Not Answered	Not Answered		A	Better cycle routes in Thundersley	Policy T3 seeks to secure active travel improvements	N

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											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								

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											cycle on. The path between Thundersley Common and Kingsley Lane is currently not permitted for cycling, yet this would be the safest 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.								
0794-0009	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.								
0738-0014	Organisation	Roy	Warren	Sport England	Yes	T3	Yes		Yes		The policy is supported due to its focus on measures that will support active travel improvements which will encourage physical activity. In particular, part 5 of the policy is supported as this would support active travel routes through public open spaces which would provide opportunities for people to be active when they are travelling to open spaces where they will participate in physical activity. The policy would be considered to accord with		No	Not Answered		A	The policy is supported due to its focus on measures that will support active travel improvements which will encourage physical activity. In particular, part 5 of the policy is supported as this would support active travel routes through public open spaces which would provide opportunities for people to be active when they are	Support noted.	N

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											Government policy in paragraph 96(c) of the NPPF.						travelling to open spaces where they will participate in physical activity		
0283-0011	Organisation	Emma	Goodings	Rochford District Council	Not Stated	T3 / T4	Yes	Policy TP3 and RP4: RDC is broadly supportive of these policies and the wider commitment to enhance active travel and public transport infrastructure. RDC would, however, like to emphasise the importance of ensuring the impacts of growth on sustainable transport networks are carefully considered and mitigated. RDC advocates for the delivery of cycling and walking routes which	Yes				Not Stated		No	A	Supports Policy. emphasises importance of ensuring the impacts of growth on sustainable transport networks are carefully considered and mitigated. Advocates for the delivery of cycling and walking routes between Rochford, Castle Point and Southend. CPBC welcomes collaboration with RDC and SCC to bring these routes forward. CPBC agrees to collaborate with RDC and the other South Essex Authorities to	The Castle Point Local Walking and Cycling Infrastructure Plan 2025 has identified cycling routes between Castle Point Rochford and Southend. CPBC welcomes collaboration with RDC and SCC to bring these routes forward. CPBC agrees to collaborate with RDC and the other South Essex Authorities to	N

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								strengthen connectivity between Rochford, Castle Point and Southend.									Advocates for the delivery of cycling and walking routes between Rochford, Castle Point and Southend.	ensure that necessary public transport improvements are in place to support growth.	
0284-0015	Organisation	Emma	Goodings	Brentwood Borough Council	Not Stated	T4	Yes	BBC is broadly supportive of these policies and the wider commitment to enhance active travel and public transport infrastructure. BBC would, however, like to emphasise the importance of ensuring the impacts of growth on sustainable transport networks are carefully considered and mitigated	Yes						No	A	Broadly supports enhanced active travel and public transport but most ensure that impacts of growth on sustainable transport networks are considered and mitigated if necessary.	CBPC recognises the need to carefully consider the impact of growth on sustainable transport networks and will positively engage with South Essex Authorities to Avoid, Minimise or Mitigate any impacts.	N
0937-0018	Individual	Jonathan	Pinnock		Yes	T4	Yes		Yes				Not Answered	Not Answered		A	Supports Policy T4	Support noted.	N

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0282-0057	Organisation	Kevin	Fraser	Essex County Council	Yes	T5	No	Does not comply with Duty to Cooperate	No	Justified	2. Justified Paragraph 20.52 refers to the transport modelling undertaken for the Plan indicating that there are several junctions in the borough which are close to or are operating at or over capacity currently, these junctions will worsen if they are not mitigated, and where a junction is operating in excess of its designed capacity any additional exceedance is likely to have a severe impact on the transport network and need to be mitigated for development to go ahead. ECC has held regular meetings with CPBC and its consultants Systra to assess the expected transport	Essex Highways has reviewed the TA and the detailed report (including Appendices) is set out as Appendix 5. The issues, observations and questions have been classified into minor, moderate and severe categories. These will need to be reviewed and addressed as part of an update to the TA prior to submission of the Plan and any necessary amendments	Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	The Plan referred to a number of Highway Junctions operating at capacity. ECC were satisfied with the Transport Assessment Scoping Report but had not had sight of completed Transport Assessment with the West Canvey Addendum and The Green Belt Assessment with regards Transport matters. It is not considered that the conclusions would change but further modelling would be required and any necessary amendments to be incorporated into the plan prior to submission. ECC also	CPBC has undertaken additional work to the Transport Assessment which will be sent to ECC to be reviewed prior to submission of the Plan. EEC is reviewing the updated Transport Assessment, following the comments submitted as part of the Regulation 19 consultation. The methodology for multicriteria assessment of Green Belt Sites can be found in	

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											impacts associated with the Plan growth. ECC contributed to and was satisfied that the Transport Assessment Scoping Report provided an appropriate piece of evidence to support the Regulation 18 Consultation (Issues and Options – July – September 2024). However, ECC was not provided with an opportunity to comprehensively review the completed TA (including its Appendices); the West Canvey Addendum (August 2025 - published post commencement of the consultation) and the Green Belt Site Assessment (with regards transport matters) in advance of the public consultation.	incorporated into the next iteration of the Plan.					consider that the methodology for the multicriteria assessment of Green Belt Sites is not clear or robust, in particular the evidence and weight given to transport criteria for “severe “ impact and “significant ” impact on transport networks. EEC queries why some sites which were put forward in the previous withdrawn plan but are no longer considered acceptable for the Castle Point Plan.	the Housing Topic Paper 2025. CPBC considers its assessment of transport issues relating to proposed sites has been consistent and robust. The Castle Point Plan is a new plan which has been drawn up some 6 years after the withdrawn plan and consequently supported by new UpToDate evidence.	

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											Consequently, ECC instructed Essex Highways to undertake a full review of these documents and its response can be viewed in Appendix 5. It is not expected that the overall conclusions of the TA and the Addendum will change but further work is necessary to ensure the modelling approach is robust for examination and scrutiny by other parties. The key issues which are considered to be significant and likely to have a large impact on the analysis and findings of the TA are set out below: Transport Assessment • all junctions considered ‘in-scope’ of assessment should be modelled with forecast traffic									

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											flows to enable identification of where developer-funded mitigation is required, even if the mitigation measures are not yet fully defined in the Plan. • justification is required explaining why junction modelling of the key strategic junctions of Fairglen Interchange, Sadlers Farm and Rayleigh Weir has not been undertaken. • further assessment is required to evidence the potential cross boundary impacts on neighbouring authorities, in particular with regards the A13, A127, A130 and larger B roads. • the Schedule of Interventions (a list of potential schemes/proje									

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											<p>cts which could improve the various modes of transport) require further evidence as to why they have been selected, how they will achieve modal shift, be prioritised, link to the Plan sites and could form packages of measures to inform the IDP. Green Belt Site Assessment</p> <ul style="list-style-type: none"> • clarification is required regarding the methodology of the multi-criteria assessment and some of the site conclusions. Further modelling work will be required when considering these sites further. <p>ECC has some concerns regarding the robustness and transparency of the evidence to justify the significant shortfall of 5,500 homes. For example, the Green Belt</p>								

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											Sites Assessment concludes that only a limited number of Green Belt sites may be suitable for further consideration, but none are allocated. It is unclear what `weight` has been given to the assessment of these sites with regards highway matters, namely: <ul style="list-style-type: none">• how circumstances have substantially changed on several Green Belt sites which were allocated by CPBC in the withdrawn Plan (2022), and following scrutiny at examination found to be suitable for development by the Inspector in his report, with regards their impact on highway capacity, opportunities to enhance									

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											active and sustainable travel measures, and issues regarding site access (namely partly via residential routes). • the inconsistent reference to the `severe` impact of growth on the highway network – the TA refers to `significant impact` and parts of the Plan refers to `severe` with regards the general performance of the network and at specific locations. It is unclear what `weight` has been given to the impact on the highway network in determining the deliverability of sites identified in the Green Belt Site Assessment. A number of recent appeals have been allowed								

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											despite junctions modelled as being operating at or close to capacity. The impact was not considered severe by Inspectors with respect to NPPF e.g. APP/F2360/W/22/3295498 for housing at Penwortham, Preston. CPBC will need to be satisfied that their approach to severity is defensible at examination.								
0937-0019	Individual	Jonathan	Pinnock		Yes	T5	Yes		Yes				Not Answered	Not Answered		A	Supports Policy T5	Support noted.	N
0282-0059	Organisation	Kevin	Fraser	Essex County Council	Yes	T6	Not Stated		No	Effective	ECC welcome reference in criteria 1 to developers being required to prepare a Transport Assessment or Transport Statement, and a Travel Plan, having regard to the thresholds published by the local Highway and	ECC require paragraph 20.59 is amended to read: Development should have regard to the 'Schools Design Guidance (May	Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	Requires that development involving schools should have regard to the School Design Guidance (May 2025)	Accepted and text amended	

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											Transportation Authority. However, ECC seek clarification to paragraph 20.55 which implies that all development, irrespective of scale, that generate significant movements will be required to produce a Travel Plan. As set out in the Developers' Guide (September 2025) developments comprising of 80 or more dwellings are required to prepare a Travel Plan setting out information set out in paragraph 20.55. Smaller developments may require a Travel Plan, if there are concerns around pollution, congestion, and pressures on the existing road network.	2025) provides guidance on school designs which are well-integrated into the community, with connections to pedestrian, cycle, and public transport networks, encouraging active travel and reducing car dependence. This integration supports the creation of vibrant, inclusive public spaces designed to enhance social interaction and community							

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												cohesion .							
0323-0009	Organisation	Michael	Atkins	Port of London Authority		T6										A	Promoting Sustainable Transport: Within this section it is considered that there must be a reference on the need to maximise the use of the Tidal Thames for both passengers and freight, including for the transportation of construction materials to, and waste from a development either directly to/from a site or through the supply chain. This would align with the Local Plan objectives to Secure the delivery of net zero developme	Mods proposed Support for T6 noted.	<u>Policy T1 - Transport Strategy - New paragraph</u> 9. Supporting the use of the Tidal Thames for both passengers and freight <u>New supporting text paragraph</u> 20.31 Supporting the use of the Tidal Thames for both passengers and freight aligns with wider objectives to secure the transport infrastructure needed to support growth, to secure the delivery of net zero development and for a River Thames that is more accessible to be enjoyed by all.

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																	nt and secure the transport infrastructure needed to support growth and is supported by the PLAs Thames Vision, which includes the aims to see more goods and materials routinely moved on the river, and to see a Thames that is more accessible to all. (Thames Vision 2050 Port of London Authority) Policy T6 - Safe Access: Support in principle the aim to ensure that development proposals offer safe access either directly or via appropriate mitigation,		

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																	including safe access to the site for cyclists and footway provision for pedestrians . This is particularly important for coastal paths, and the access' to/from them, to ensure these are well lit and welcoming for all users.		
0282-0060	Organisation	Kevin	Fraser	Essex County Council	Yes	T7	Not Stated		No	Effective	ECC welcomes reference to the Essex Parking Guidance prepared by EPOA in Criteria 1. However, reference to Part 1 and 2 should be removed from the policy, which is clarified within paragraph 20.63. This is to avoid any confusion in policy terms given that Part 2 of the Guidance refers to sites of 1,000 homes or	ECC require Criteria 1 is amended to read: Proposals for development will be required to make provision for all users having regard to the Essex Parking Guidance (Part 1 and 2) prepared by EPOA. ECC	Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	Welcomes reference to the Essex Parking Guidance. Clarification required in text over the references to Part 1 and Part 2 of the Parking Guidance as Part 2 refers to development over 1000+ dwellings Require that development proposals will have regard to the Essex	Accepted and text amended Accepted and text amended	1. Proposals for development will be required to make provision for all users having regard to the EPOA Essex Parking Guidance (Part 1 and 2) prepared by EPOA. 3. Proposals for development will be required to have regard to the Electric Vehicle Charging Standards set out in the Essex EPOA

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											more, of which West Canvey is relevant. ECC seek an amendment to Criteria 3 to insert the requirement to 'have regard to' the Essex Parking Guidance prepared by EPOA.	require Criteria 3 is amended to read: Proposals for development will be required to have regard to the Electric Vehicle Charging Standards set out in the Essex Parking Guidance.					Parking Guidance		Parking Guidance prepared by EPOA.
0937-0020	Individual	Jonathan	Pinnock		Yes	T7	Yes		Yes				Not Answered	Not Answered		A	Supports Policy T7	Support noted.	N
0282-0062	Organisation	Kevin	Fraser	Essex County Council	Yes	T8	Not Stated		No	Effective	ECC support Policy T8 and criteria 1 requiring development proposals to be regularly serviced. The regularity of servicing requirements should be set out in the Freight Management Strategy on a case-by-case basis.	ECC seek further clarification to be provided into the reasoned justification defining what is meant by 'regular servicing'?	Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	Provide clarity on what is meant by regular servicing of HGV vehicles with reference to access to servicing on transport routes.	Regular servicing management would be dependent on the type of freight and industry and would be considered on a case-by-case basis.	
0284-0008	Organisation	Emma	Goodings	Brentwood	Not Stated	TC1	Yes	BBC has no specific	Yes						No	A	Has no concerns	Noted	N

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				Borough Council				concerns over the soundness of these policies.									over the soundness of Town Centre and Retail policy		
0283-0007	Organisation	Emma	Goodings	Rochford District Council	Not Stated	TC1	Yes	Policies TC1 to TC5: RDC has no specific concerns over the soundness of these policies.	Yes				Not Stated		No	A	Supports Policy on Town Centres and Retail Areas Supports Policy on Hot Food Takeaways	Noted	N
1044-0001	Individual	Catherine	Benson		Yes	TC2	No	Firstly, your proposal highlights the site's proximity to local necessities such as schools and colleges. However, it completely overlooks the critical issue of oversubscription at our local school. Residents living within the current catchment area often struggle to secure places, and the school itself has not, to my knowledge, been consulted regarding	No	Positively prepared, Effective, Justified	Firstly, your proposal highlights the site's proximity to local necessities such as schools and colleges. However, it completely overlooks the critical issue of oversubscription at our local school. Residents living within the current catchment area often struggle to secure places, and the school itself has not, to my knowledge, been consulted regarding its capacity to support a greater intake of pupils from your development.	The TC2 site is not compliant. See above notes	No	Not Answered	Not Answered	A	Objects to policy TC2 because: Concerned regarding school places Require more two-three bedroom homes Eroding the village character by building more No consideration for green space and environmental impact Infrastructure concerns	Castle Point has worked closely with the education authority (ECC) to ensure that there are enough school places provided The Council undertook a Local Housing Needs Assessment in December 2023 to ensure that the plan reflects the local housing needs of the Borough.	N

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								its capacity to support a greater intake of pupils from your development. This oversight suggests a lack of understanding of the existing strain on our educational infrastructure. Secondly, the planning document states that you intend to build 3-4 bedroom homes, citing high demand. While these may indeed be profitable, it is evident that this choice prioritizes financial gain over genuine community need. The reality in Thundersley is that council			This oversight suggests a lack of understanding of the existing strain on our educational infrastructure. Secondly, the planning document states that you intend to build 3-4 bedroom homes, citing high demand. While these may indeed be profitable, it is evident that this choice prioritizes financial gain over genuine community need. The reality in Thundersley is that council waiting lists for young families seeking smaller, more affordable homes are years long. Two and three-bedroom homes are desperately needed to address the housing crisis for our local families, not just larger properties							Policies such as THUN5 has been implemented it does not result in the coalescence of settlements through a reduction in openness and space or the creation of urbanising effects between settlements. The environmental impacts of development have been greatly considered in the formation of the plans, Chapter 18 Protecting our Biodiversity and Landscape is included	

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								<p>waiting lists for young families seeking smaller, more affordable homes are years long. Two and three-bedroom homes are desperately needed to address the housing crisis for our local families, not just larger properties catering to a wealthier demographic. We need homes for the community, not merely for profit.</p> <p>Furthermore, your document includes a token gesture towards green spaces, yet completely disregards the fact that yet more valuable</p>			<p>catering to a wealthier demographic. We need homes for the community, not merely for profit.</p> <p>Furthermore, your document includes a token gesture towards green spaces, yet completely disregards the fact that yet more valuable land is being taken away. Thundersley is a village in name, but this relentless building is systematically eroding its character, making it increasingly congested and unattractive. There appears to be no genuine consideration for the environmental impact or the preservation of our green spaces in this proposal.</p> <p>Finally, your mention of local services is</p>										

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								land is being taken away. Thundersley is a village in name, but this relentless building is systematically eroding its character, making it increasingly congested and unattractive. There appears to be no genuine consideration for the environmental impact or the preservation of our green spaces in this proposal. Finally, your mention of local services is equally concerning. Despite living in the heart of Thundersley, I, along with many others.			equally concerning. Despite living in the heart of Thundersley, I, along with many others, struggle to access a local dentist or doctor. This development will undoubtedly place further unbearable pressure on already overstretched services, making it even harder for existing and new residents to access essential healthcare. I urge you to seriously reconsider your current plans and engage in genuine consultation with the Thundersley community to develop a proposal that truly addresses our needs rather than exacerbating existing problems.								

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								struggle to access a local dentist or doctor. This development will undoubtedly place further unbearable pressure on already overstretched services, making it even harder for existing and new residents to access essential healthcare. I urge you to seriously reconsider your current plans and engage in genuine consultation with the Thundersley community to develop a proposal that truly addresses our needs rather than exacerbating existing problems.											
0284-0009	Organisation	Emma	Goodings	Brentwood	Not Stated	TC5	Yes	BBC has no specific	Yes						No	A	No concerns	Noted	N

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				Borough Council				concerns over the soundness of these policies.									over the soundness of Hot Food Takeaway policy		
0349-0001	Organisation	Stephen	Garner	Castle Point		TC5		The Planning Service has observed a notable increase in complaints relating to Disturbance during unsociable hours, which is common with takeaway operations and short-term holiday lets. These impacts are inconsistent with the character and purpose of residential neighbourhoods, which are intended to provide a peaceful and secure environment for residents. Uses of this nature are more appropriately located in								A	Policy TC5. Objects to hot food takeaways in residential zones.	Part 1 of the policy states 'New hot food takeaways or fast food outlets will <i>only</i> be permitted in town centres, local shopping parades or in out of centre retail parks' subject to further conditions. The inclusion of the word 'only' is considered to cover the concern, since it is implicit in the wording that hot food takeaways should not	N

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								designated commercial areas such as town centres, shopping parades, or industrial estates, where infrastructure and planning controls are better suited to manage their effects. Permitting such uses within residential areas risks setting a precedent that could erode the integrity of these communities, leading to cumulative harm and a decline in quality of life for long-term residents. It is therefore recommended that the Castle Point Plan is clear within its policies that it resists the encroachm										be located in residential areas, but only in town centres, local shopping parades.	

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								ent of commercial activities into residential zones, except where they are demonstrably ancillary, low-impact, and appropriately regulated.											
0282-0030	Organisation	Kevin	Fraser	Essex County Council	Yes	TC5	Not Stated		No	Effective	ECC welcome references to the role of unhealthy food advertising within Policy TC5. To provide additional detail to statements around local obesity ECC seek reference is made to the National Child Measurement Programme (NMCP) in paragraph 15.32. 3. Effective Paragraph 15.37 makes reference to the proliferation of hot food takeaway provision in Castle Point contributing towards poor	ECC require paragraph 15.31 is amended to read: The national Obesity Strategy highlights that eating out can contribute towards obesity through the consumption of out of home food high fat, salt and sugar (HFSS). Takeaways and	Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	Supports this policy and the references to the role that unhealthy food advertising has on health and how eating out contributes to obesity as evidenced in the National Obesity Strategy.	Accepted and additional text added referencing National Obesity Strategy's evidencein our town centres and local communities. The national Obesity Strategy highlights that eating out can contribute towards obesity through the consumption of calories out of home food which is high in fat, salt and sugar (HFSS). Takeaways and promotions in food stores and high street environment can also add to the number of calories consumed. This is significant in Castle Point where obesity levels are

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											health amongst the resident population. Policies restricting children’s access to takeaway shops can, amongst other measures, act to discourage unhealthy eating and seek to stop the rising levels of obesity in the Borough. Reference should be made to the Castle Point and Rochford Health and Wellbeing Strategy (2022 – 2027) in paragraph 15.37. ECC welcome references to the Essex Healthy Weight Strategy. It is important to recognise that this approach is a part of a bigger system activity and that we recognise that our efforts in other areas can be	promotions in food stores and high street environment can also add to the number of calories consumed. ECC require paragraph 15.32 is amended to read: This is significant in Castle Point where obesity levels are higher than the national average, with insight from the annual National Child Measurement Programme (NCMP) which monitors							higher than the national average, with insight from the annual National Child Measurement Programme (NCMP) which monitors the Body Mass Index (BMI) of children in reception and year six. It is therefore necessary to ensure.... As a part of a wider package of local and system activity, †The Essex Healthy Weight Strategy (2024 – 2034), prioritises addressing factors that influence the food environment, ... Therefore, the proliferation of hot food takeaway provision in Castle Point is not only affecting the diversity of retail offer in Castle Point, but also contributing

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											undermined if we are not able to suitably address the food environment. ECC welcome references to the role of unhealthy food advertising within Policy TC5 and how the food environment impacts children and young people	the Body Mass Index (BMI) of children in reception and year six. ECC require reference is made to the Castle Point and Rochford Health and Wellbeing Strategy in paragraph 15.37. ECC require paragraph 15.36 is amended to read: As a part of a wider package of local and system activity, the Essex Healthy Weight Strategy (2024 – 2034). ECC							towards poor health amongst the resident population. With reference to the Castle Point and Rochford Health and Wellbeing Strategy (2025-2028) there is therefore a clear basis for seeking... The NPPF supports the restriction of hot food takeaways and fast food outlets around schools. Food choices, preferences and habits are formed at an early age and children are known to be increasingly more vulnerable to obesity that adults. Whilst there is a range of reasons – poor diet quality and diversity at home, lack of exercise or sedentary lifestyles – the access to fast

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												<p>require paragraph 15.38 is amended to read:</p> <p>Food choices, preferences and habits are formed at an early age and children are known to be increasingly more vulnerable to obesity that adults. Whilst there is a range of reasons – poor diet quality and diversity at home, lack of exercise or sedentary lifestyles – the access to fast food takeaway</p>							<p>food takeaways is of concern. Restricting access close to schools will assist to discourage children from unhealthy eating and assist in controlling obesity.</p>

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												s is of concern.							
0282-0031	Organisation	Kevin	Fraser	Essex County Council	Yes	TC5	Not Stated		Yes		ECC supports the approach to manage hot food takeaways and fast-food outlets in the borough, in accordance with Paragraph 97 of the NPPF (December 2024). This paragraph recognises the role of planning in shaping the local food environment and explicitly states that: "Local planning authorities should refuse applications for hot food takeaways and fast-food outlets within walking distance of		Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	Reference should be made to the National Child Measurement Programme (NCMP) to provide additional detail around local obesity. Supports this policy and the management of hot food takeaways and fast-food outlets in the borough to include restaurants which offer takeaway services. Reference	Accepted and additional text added referencing National Obesity Strategy's evidence. Noted and agreed. No modification. Accepted however the document is Rochford and Castlepoint Health and Wellbeing Strategy updated February 2025. Strategy 2025-	

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											schools and other places where children and young people congregate, unless the location is within a designated town centre; or in locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social behaviour" Evidence shows that: <ul style="list-style-type: none">• Hot food takeaways tend to serve food higher in calories than meals prepared at home.• Their numbers are increasing, particularly in areas of deprivation.• These outlets are often concentrated in communities with higher levels of obesity.• There is growing public concern of the							the Castle Point and Rochford Health and Wellbeing Strategy (2022-2027) which makes reference to hot food takeaways and poor health ECC welcomes reference to the Essex Healthy Weight Strategy within policy TC5 ECC welcomes the reference to the role that unhealthy food advertising plays within Policy TC5 and request some additional information added.	2028 Accepted and reference added to Essex Health Weight Strategy Accepted and additional text added	

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											<p>intense promotion of unhealthy food in some places and, especially its impact on children and young people</p> <p>ECC acknowledges that Use Class E(b) is intended to capture premises that operate as restaurants, where food is consumed on-site. However, in practice, some of these establishments may function more like hot food takeaways due to minimal seating and a business model focused on off-premises consumption. Since September 2020, hot food takeaways have been classified as sui generis, requiring planning permission for change of use.</p> <p>NPPF (2024) empowers</p>									

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											councils to capture a broader category of 'fast food outlets', including fast food restaurants that may not fall under the sui generis classification. This provides councils with greater flexibility to influence the location of outlets serving less healthy food and drink. However, the term 'fast food outlets' is not yet defined in planning law or regulation, and the Planning Practice Guidance (PPG) has not been updated to provide clarity on this definition.								
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	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	Support noted	N

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								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 include the location being more than 400m from the nearest school entrances, a health impact assessment has been undertaken with measures identified to limit the impact on the proposal on obesity levels in the									food outlets and satisfies the ICB's request.		

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								local community.											
0282-0021	Organisation	Kevin	Fraser	Essex County Council	Yes	Thun1	Not Stated		No	Effective	ECC seek an additional Criteria is included referencing the need for urban greening and biodiversity net gain consistent with Policy C1, criteria 10.	ECC require an additional Criteria to read: Opportunities for greening the centre and providing biodiversity of net gain at street level and above.	Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	Recommends additional criteria to policy to reference urban greening and BNG	Accepted and additional text referring to urban greening added	Add an additional criteria to read Provides opportunities for greening the centre and biodiversity of net gain at street level and above.
1013-0008	Organisation	Tessa	Saunders	Anglian Water Services Ltd	Yes	THUN2	Yes		Yes		NOTE Consistency issue: Anglian Water recognises there are redevelopment and regeneration opportunities within the town, at various sites. This site allocation policy and Policy Thun 3 includes the requirement that "the development proposal is compliant with all other relevant policies of this	Consistency issue between Thundersley site allocation policies in relation as to whether a surface water drainage strategy should be required or a clause requiring "development proposal	No	Not Answered		A	NOTE Consistency issue: Anglian Water recognises there are a number of redevelopment and regeneration opportunities within the town, at various sites. This site allocation policy includes the requirement that "the developme	Modification to policies Thun2 and Thun3 . Remove sentence 'The proposal is compliant with all other relevant policies of this Plan' Note This is done for consistency between policies.	Modification to policies Thun2 and Thun3 . Remove sentence 'The proposal is compliant with all other relevant policies of this Plan' Note This is done for consistency between policies.

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											Plan". We question whether all allocation policies require this criterion to ensure that the plan is read as a whole, or whether specific policy requirements such as the submission of a surface water drainage strategy (in accordance with Policy SD3) is required. Similarly, surface water flood risk is identified in the supporting text (para 11.16). The SFRA Level 2 recommendation suggests all proposed development sites would need to demonstrate that surface water run-off is managed and discharged in accordance with the drainage hierarchy.	s to be compliant with all other relevant policies of this Plan".					nt proposal is compliant with all other relevant policies of this Plan"; however, none of the other site allocations for Hadleigh include this requirement . We question whether all allocation policies require this criterion to ensure that the plan is read as a whole, or whether specific policy requirements such as the submission of a surface water drainage strategy (in accordance with Policy SD3) is required. Whilst surface water flood risk is not identified in the supporting text the		

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																	SFRA Level 2 recommendation suggests all proposed development sites would need to demonstrate that surface water run-off is managed and discharged in accordance with the drainage hierarchy.		
0282-0022	Organisation	Kevin	Fraser	Essex County Council	Yes	Thun2	Not Stated		Yes		ECC notes that the land proposed for allocation at Kiln Road comprises a significant re-development of a brownfield site which is currently home to USP College. It is recommended that officers ensure master plan proposals for Kiln Road prioritise the preservation of the USP college and its educational and recreational	ECC would welcome opportunities for further discussions on to ensure the site is able to come forward in a way that is environmentally, economically and socially sustainable	Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	The redevelopment of Kiln Road should ensure that preservation of USP college facilities on or offsite is prioritised during the masterplan process. ECC Welcome involvement in the master planning of the site	Accepted. CPBC will work with all stakeholders to ensure that the educational and recreational facilities are preserved for the community.	

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											offerings after or during the development of the new campus.								
0282-0023	Organisation	Kevin	Fraser	Essex County Council	Yes	Thun2	Not Stated		No	Effective	<p>Prior to submission, ECC will need to undertake a cumulative assessment of the growth consistent with Section 3.4 of the Essex County Council Local and Neighbourhood Planners' Guide to School Organisation and Place Planning (September 2025) for education and early years and childcare. The assessment must be consistent with the updated ECC Developer's Guide for Infrastructure Contributions (September 2025) and reflecting the updated DfE Scorecard (Q1 2025) costs for education provision per place. This will</p>	<p>ECC require Requirement 2 is amended to read: A new 56 place stand alone early years and childcare nursery (Use Class E(f)) on 0.183 hectares of suitable land allocated for education use ECC require a new Criteria to read: How SuDS will be incorporated into the masterplanning of the site in</p>	Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	<p>A further cumulative assessment is recommended to assess the early years provision requirement as a result of development at Kiln Road. An additional criteria should be added to ensure that sustainable drainage systems are included in the master planning due to potential for surface water challenges. Supports requirement for a masterplan that should be approved by CPBC prior to submission of planning application.</p>	<p>Accepted. CPBC will work with ECC to undertake a further cumulative assessment to identify the necessary primary, secondary, early years education and childcare and SEND requirements including any requirements on the development proposals at Kiln Road Campus. In January 2026, ECC provided addendums to the education assessments previously</p>	<p>Amend criteria 2 to read A new 56 place stand alone early years and childcare nursery on 0.13 hectares (Use Class E(f)) on 0.18 hectares of suitable land allocated for education use. Development proposals must be designed to protect and enhance enable and support the habitat priority measures identified within Strategic Opportunities set out the Essex Local Nature Recovery Strategy (LNRS) Proposals should demonstrate how SuDS will be incorporated into the master planning of the site in</p>

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											confirm the potential requirement for a new 56 place nursery to meet local demand. ECC needs to ensure that the delivery of ECC's infrastructure and services are commensurate with the growth being planned. Such requirements cannot place an unaffordable cost burden on the public purse or require early intervention to retrofit or "make good". Paragraph 11.16 highlights that parts of the site experience surface water challenges. Consequently, it is essential that any masterplanning of the site is undertaken in accordance with Policy SD3 – Sustainable Drainage Systems (SuDS) including	accordance with Policy SD3 ECC require an additional criteria to read: Opportunities for greening the centre and providing biodiversity of net gain at street level and above.					The design of the scheme should be landscaped to ensure GBI and BNG are integrated into the design from the onset.	undertaken in November 2025. Accepted an additional criteria has been added to require SuDS to be considered as part of the master plan process for the site. Accepted. Agreed that scheme designs should be landscaped and masterplans should be approved by CPBC prior to submission of the planning application. Given additional criteria 9 and 10 existing criteria 9 is amended	accordance with Policy SD3 Provide opportunities for greening the centre and biodiversity of net gain at street level and above

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											incorporating water management measures to reduce surface water run-off and the submission of a drainage strategy to demonstrate how both on and off-site flood risk will be managed and mitigation measures should be satisfactorily integrated into the design and layout of the development. ECC support the requirement for a masterplan, approved by CPBC, to be in place prior to the submission of a planning application. Masterplans should encourage a landscape-led approach to design to ensure that GBI, biodiversity, and climate resilience, and the ELNRS are considered from the outset, shaping								to criteria 11.	

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											development around the natural environment rather than retrofitting it. For clarity, an additional criteria should be added requiring developments to demonstrate the delivery of GBI and BNG. This ensures that environmental enhancements are not just implied but actively integrated into the design and delivery of development.								
0382 - 0003	Individual	Chris	Prentice		Yes	Thun2	Yes	I fully support making better use of existing developed sites, and haven't seen a specific proposal for this site but wouldn't want new homes to be at the expense of provision of further education for young people. We need to	Yes							A	Concern regarding the loss of education provision for young people	Policy THUN2 requires a master plan to be produced with a phasing plan to ensure that the education provision on or off site has a timely delivery.	N

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								ensure young people have the skills necessary to be usefully employed, and to earn a salary that will ultimately offer a comfortable standard of living.											
0656-0003	Individual	Steven	McGregor		Yes	Thun2	Yes		Yes				No	Not Answered	Yes - See attachments		Policy Thun2 is sound and legally compliant	Support noted.	N
0908-0002	Individual	Rosalynn	Pocklington		Yes	Thun2	Not Stated		Not Answered		The plan is to 'optimise civic and educational facilities' with which I agree, but to build 730 new houses is far too many. With all the new housing already around the area ,what is really needed is a new school on this site, along side the nursery already proposed. A new doctors surgery or medical centre /dentist to replace the lost clinic would serve the community far		No	Not Answered	Not Answered	None	Objecting to the amount of housing on THUN2. Requesting more infrastructure and no vehicular access to thundersley village No shops on site	Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP). Thun2 requires a masterplan to	N

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											better than an increase in housing, overloading the current facilities. A link to Thundersley centre is mentioned. I hope that this would not mean a road into the Village bringing traffic chaos . However, an improvement to the current footpath would be valuable, along with cycling path. It would be best if most of this planned area behind the council offices were pedestrian only, making a safe environment for children, swimmers, mothers with prams ,etc. and include a play park. So thought should be given to adequate parking off Kiln Road, perhaps 2 or 3 storey high to save space. Any new homes built in this area could								ensure that any vehicular accesses are properly planned and that it is a cohesive development.	

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											be built with a double garage at ground level, and the main house above. This would save any problems with flooding, as only the car would get wet. This housing should be designated to local people and be on an affordable scheme or kept as social housing. I don't think any shops should be on this site. This area could be of great benefit if it is properly planned.								
0988-0012	Agent			Persimon Homes Ltd c/o Pegasus Group	Yes	Thun2	No		No	Positively prepared, Effective, Justified, Consistent with national policy	2.29. Policy Thun2 Kiln Road comprises a significant re-development of a brownfield site which is currently home to USP College. Again, a strong and effective masterplan would be required to ensure that the current education provision is not affected, and duly improved,						Objecting to THUN2 due to it needing a masterplan and not being able to replace the education provision on site	Policy THUN2 requires a master plan to be produced with a phasing plan to ensure that the education provision on or off site has a timely delivery.	N

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											through re-development to deliver housing on the same site.								
0283-0003	Organisation	Emma	Goodings	Rochford District Council	Not Stated	Thun2	Yes	RDC does not, however, have specific concerns to raise over the soundness of the sites proposed for allocation in this strategy, other than the detailed comments separately provided for Policy Thun2. Policy Thun2: RDC notes that the land proposed for allocation at Kiln Road comprises a significant re-development of a brownfield site which is currently home to USP College. RDC has no specific	Yes				Not Stated		No	A	No concerns over soundness of policy. Raises issue of impact on infrastructure and loss of school and recreational facilities for policy THUN 2 and recommends this site is carefully master planned and for RDC to be involved in these discussions .	Noted and CP will collaborate with RDC on the masterplan for Thun2	N

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								concerns over the soundness of this policy but would like to emphasise the importance of ensuring that the delivery of this site does not place an undue burden on cross-boundary infrastructure and is adequately supported by local infrastructure improvement. It is recommended that officers ensure master plan proposals for Kiln Road prioritise the preservation of the USP college and its educational and recreational offerings after or											

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								during the development of the new campus. RDC would welcome opportunities for further discussions on to ensure the site is able to come forward in a way that is environmentally, economically and socially sustainable.											
0738-0008	Organisation	Roy	Warren	Sport England	Yes	THUN2	Yes		Yes		The site contains strategically important community sports facilities that serve the Thundersley, Benfleet and Hadleigh areas of the Borough namely the Runnymede Leisure Centre and USP College. The requirement in part 1 of the policy (and paragraph 11.12 of the reasoned justification) re-provide the community		No	Not Answered		A	Runnymede Leisure Centre and USP College provide strategically important community sports facilities for Thundersley, Benfleet and Hadleigh. Supports Part 1 of policy Thun 2 for the provision of equivalent or better on or offsite facilities as part of the redevelopment	Support noted.	N

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											uses with equivalent or better provision either on-site or off-site is welcomed as this should ensure that any future proposals that require the redevelopment of these facilities will make provision for their replacement. This would accord with the Council's evidence base (Playing Pitch Strategy and Built Facilities Strategy) and Government policy in paragraph 104 of the NPPF.						ent of this site.		
0361 - 0002	Individual	Annette	Rousou		Yes	Thun3	No	I saw no consultation on the closure of this clinic, a local place for blood testing and essential for less mobile and non drivers,	Yes			Keep local clinics open and operating better and for more services to be facilitated there. Otherwise, I find the plan saves the greenbelt, which was the				A	Objecting to THUN3 because: Clinic should not be removed	Policy THUN3 required the NHS to provide assurance that the site is surplus to requirements and that the services can be provided elsewhere nearby.	N

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												policy P.I.P were elected for. I understand the concerns of the people on Canvey regarding needing a third road and building there will exacerbate this need. However, London Rd, Kiln Rd, Rayleigh Rd, are often at a standstill in rush hour and any time during the weekends, so we don't need more cars living in borough.							

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1025-0011	Individual	Martin	England		Yes	THUN3	No	The draft plan is not legally compliant as it fails to consider strategic alternatives, like North West Thundersley, which has been excluded, the Biodiversity and environmental protection needs strengthening, there is no credible five-year housing land supply and a lack of evidence on cross-boundary infrastructure with a duty to cooperate. The policy of not building on the Greenbelt is biased and predetermined.	No	Justified, Consistent with national policy	It is not consistent with national policy, as it doesn't meet two of the national planning policy standards, which are meeting the housing target of 11,662 for Castle Point, with 6,200 being only 53% of the target, and site selection ignores Greenbelt / Grey Belt against new NPPF guidelines. It is not justified as your site selection strategy is biased towards a "no greenbelt build policy", is solely based on the "over development of Brownfield sites", you have not considered all sites, as Greenbelt sites under 100 homes were excluded, sites on SHLAA 2018 were ignored, using only Brownfield sites, and the	Add North West Thundersley site, 187 Ha, as a Greenbelt, Grey Belt, Brownfield site option for 7500 homes. Add the Greenbelt / Grey Belt sites of Kings Park HO31. Add the Greenbelt site of Land East of Manor Trading S0145 SHLAA 2018. Reduce the urban housing target to 3500 from 6200, with Canvey at 1050, Benfleet at 347, Thundersley at 643, and	Yes	Not Answered	Yes	A	Objecting to THUN3 because: Accessible clinic should not be removed	Policy THUN3 required the NHS to provide assurance that the site is surplus to requirements and that the services can be provided elsewhere nearby.	N

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											<p>exclusion of North West Thundersley undermines the claim, no Greenbelt / Grey Belt sites have been added, despite a six month delay to review, a lack of evidence that our area cannot meet the high housing target, and the gap has not been robustly justified.</p> <p>An unsound plan will put all Greenbelt sites at risk to speculative development and all our precious Greenbelt sites need total protection from government intervention. The policy is based on the total over development of urban sites across the borough, especially on Canvey, which was not resident led. This over development policy will</p>	<p>Hadleigh at 305, keeping Existing Commitments 480, and Windfall Allowance 675. Total housing target of 11,000 Remove the Thun3A Thundersley Clinic site from the local plan</p>									

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											<p>affect the highways and traffic, the lack of infrastructure, sewage and drainage, and flooding implications.</p> <p>The Thun3A Policy is a perfect example of the over development urban policy, with an unrealistic and unwanted proposal for 24 homes. The Thundersley Clinic is used by many local elderly residents from Thundersley, who have no transport available, who walk to these clinics, and there will be no local alternative provided elsewhere nearby. The levels of health service provision must be maintained or improved with a local health hub but not removed. There is no</p>									

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											<p>justification to close this clinic, to re-provided the same service elsewhere in the Thundersley area, and we have no local health hub. This local plan is just picking ludicrous sites to fulfill its over development urban brownfield only site selection policy, which unbelievably used AI for that site selection. With reference to Policy Infra3, Improving Health and Wellbeing, paragraph 19.41 states, there are currently four community clinics in Castle Point, so with the Had3 & Thun3A policies these will be reduced by 50% and paragraph 19.42 states, there is currently a deficit in GP practice space in Castle Point. and as new</p>								

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											residential development is permitted, new healthcare space is required, which contradicts the Had3 & Thun3A policies.								
1065-0004	Not Answered	Terry	Clarke		Not Answered	THUN3	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	Add North West Thundersley site, reduce the urban housing target by half, remove the Thun3A Thundersley Clinic site from the local plan.	No	Not Answered		A	Objecting to THUN3 because: Accessible clinic should not be removed	Policy THUN3 required the NHS to provide assurance that the site is surplus to requirements and that the services can be provided elsewhere nearby.	N

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											<p>sites, with no Greenbelt / Grey Belt sites added, and the exclusion of the North West Thundersley site.</p> <p>The plan needs amending as this unsound plan, for 6,200 homes, will put all Castle Point Greenbelt sites at risk to speculative development and all our precious Greenbelt sites need total protection from government intervention. The plan is based on the total over development of urban sites policy across the borough, especially on Canvey, which was not resident led. This over development policy will affect the highways and traffic, the lack of infrastructure, sewage and drainage, and flooding</p>								

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											<p>implications. Adding the North West Thundersley site as an alternative, gives us the housing numbers required, and we can reduce the over development of our urban sites.</p> <p>The Thun3A Policy is a perfect example of the over development urban policy, with an unrealistic and unwanted proposal for 24 homes. The Thundersley Clinic is used by many local elderly residents from Thundersley, who have no transport available, who walk to these clinics, and there will be no local alternative provided elsewhere nearby. The levels of health service provision must be maintained</p>									

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											<p>or improved with a local health hub but not removed. There is no justification to close this clinic, to re-provided the same service elsewhere in the Thundersley area, and we have no local health hub. This local plan is just picking ludicrous sites to fulfill its over development urban brownfield only site selection policy, which unbelievably used AI for that site selection. With reference to the Infra3 Policy, Improving Health and Wellbeing, paragraph 19.41 states, there are currently four community clinics in Castle Point, so with the Had3 & Thun3A policies these will be reduced by 50% and paragraph 19.42 states,</p>								

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											there is currently a deficit in GP practice space in Castle Point. and as new residential development is permitted, new healthcare space is required, which contradicts the Had3 & Thun3A policies.								
1066-0004	Not Answered	Sheila	Clarke		Not Answered	THUN3	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	Add North West Thundersley site, reduce the urban housing target by half, remove the Thun3A Thundersley Clinic site from the local plan.	No	Not Answered			Objecting to THUN3 because: Accessible clinic should not be removed	Policy THUN3 required the NHS to provide assurance that the site is surplus to requirements and that the services can be provided elsewhere nearby.	N

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											<p>Greenbelt / Grey Belt sites added, and the exclusion of the North West Thundersley site.</p> <p>The plan needs amending as this unsound plan, for 6,200 homes, will put all Castle Point Greenbelt sites at risk to speculative development and all our precious Greenbelt sites need total protection from government intervention. The plan is based on the total over development of urban sites policy across the borough, especially on Canvey, which was not resident led. This over development policy will affect the highways and traffic, the lack of infrastructure, sewage and drainage, and flooding implications.</p>									

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											<p>Adding the North West Thundersley site as an alternative, gives us the housing numbers required, and we can reduce the over development of our urban sites.</p> <p>The Thun3A Policy is a perfect example of the over development urban policy, with an unrealistic and unwanted proposal for 24 homes. The Thundersley Clinic is used by many local elderly residents from Thundersley, who have no transport available, who walk to these clinics, and there will be no local alternative provided elsewhere nearby. The levels of health service provision must be maintained or improved</p>									

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											with a local health hub but not removed. There is no justification to close this clinic, to re-provided the same service elsewhere in the Thundersley area, and we have no local health hub. This local plan is just picking ludicrous sites to fulfill its over development urban brownfield only site selection policy, which unbelievably used AI for that site selection. With reference to the Infra3 Policy, Improving Health and Wellbeing, paragraph 19.41 states, there are currently four community clinics in Castle Point, so with the Had3 & Thun3A policies these will be reduced by 50% and paragraph 19.42 states, there is								

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											currently a deficit in GP practice space in Castle Point. and as new residential development is permitted, new healthcare space is required, which contradicts the Had3 & Thun3A policies.								
0310-0010	Individual	Martin	England		Yes	Thun3A			No	Justified, consistent with national policy	<p>It is not consistent with national policy, as it doesn't meet two of the national planning policy standards, which are meeting the housing target of 11,662 for Castle Point, with 6,200 being only 53% of the target, and site selection ignores Greenbelt / Grey Belt against new NPPF guidelines.</p> <p>It is not justified as your site selection strategy is biased towards a "no greenbelt build policy", is</p>		Yes	As Head of the Save Hadleigh Farmland Group I would like to put the case forward as to why our site is still at risk with a local plan that will be found unsound, which will then lead to speculation	No	A	Objecting to THUN3 because: Accessible clinic should not be removed	Policy THUN3 required the NHS to provide assurance that the site is surplus to requirements and that the services can be provided elsewhere nearby.	N

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											<p>solely based on the "over development of Brownfield sites", you have not considered all sites, as Greenbelt sites under 100 homes were excluded, sites on SHLAA 2018 were ignored, using only Brownfield sites, and the exclusion of North West Thundersley undermines the claim, no Greenbelt / Grey Belt sites have been added, despite a six month delay to review, a lack of evidence that our area cannot meet the high housing target, and the gap has not been robustly justified.</p> <p>The plan needs amending as this unsound plan, for 6,200 homes, will put all Castle Point Greenbelt sites at risk to speculative development and all our</p>			ative development across our precious Greenbelt sites. Also, the over development with this plan will cause untold issues to the local urban areas, when there are viable sites available which have not been seriously considered, like NW Thundersley. Also, as a Commi					

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											<p>precious Greenbelt sites need total protection from government intervention. The plan is based on the total over development of urban sites policy across the borough, especially on Canvey, which was not resident led. This over development policy will affect the highways and traffic, the lack of infrastructure, sewage and drainage, and flooding implications. Adding the North West Thundersley site as an alternative, gives us the housing numbers required, and we can reduce the over development of our urban sites.</p> <p>The Thun3A Policy is a perfect example of the over</p>			ttee Member for the Friends of Canvey Lake group I would like to put the case forward as to why our lake is still at risk with this plan that puts over three thousands houses on Canvey Island, but when found unsound, will lead to speculative development across our precious Greenb					

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											development urban policy, with an unrealistic and unwanted proposal for 24 homes. The Thundersley Clinic is used by many local elderly residents from Thundersley, who have no transport available, who walk to these clinics, and there will be no local alternative provided elsewhere nearby. The levels of health service provision must be maintained or improved with a local health hub but not removed. There is no justification to close this clinic, to re-provide the same service elsewhere in the Thundersley area, and we have no local health hub. This local plan is just picking ludicrous sites to fulfil its over			elt sites, with the additional houses on our Grey Belt sites on Canvey , when there are viable sites available which have not been seriously considered, like NW Thundersley.					

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											development urban brownfield only site selection policy, which unbelievably used AI for that site selection. With reference to Policy Infra3, Improving Health and Wellbeing, paragraph 19.41 states, there are currently four community clinics in Castle Point, so with the Had3 & Thun3A policies these will be reduced by 50% and paragraph 19.42 states, there is currently a deficit in GP practice space in Castle Point. and as new residential development is permitted, new healthcare space is required, which contradicts the Had3 & Thun3A policies.								
0353-0006	Organisation	Hyacinth	Cables	NHS Property		Thun3A	Not Stated	Both Hadleigh Clinic and Thundersley Clinic are currently								A	Both Hadleigh Clinic and Thundersley Clinic are currently	Support noted	N

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								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									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		

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								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.									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.		
0988-0013	Agent			Persimmon Homes Ltd c/o Pegasus Group	Yes	Thun3a	No		No	Positively prepared, Effective, Justified, Consistent with national policy	2.30. Policy Thun3A proposes replacement of Thundersley Clinic with housing. The new Plan and its evidence base continually highlights poor infrastructure capacity in Castle Point. The loss of this Clinic therefore needs to be justified.						The loss of this clinic needs to be justified	Policy THUN3 required the NHS to provide assurance that the site is surplus to requirements and that the services can be provided elsewhere nearby.	N
0282-0024	Organisation	Kevin	Fraser	Essex County Council	Yes	Thun4	Not Stated		Yes		ECC support the principle of this policy in seeking to secure green spaces as part of the GI network. ECC seeks further clarification as to whether the site has been or		Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces	B	Clarification whether any biodiversity offsetting will be registered on the Biodiversity Gain Site Register	Any Biodiversity Gain Offsite Opportunities will be registered on the Biodiversity Gain	

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											will be registered on the Biodiversity Gain Site Register, which is a requirement before any credits can be sold or the LPA accepts contributions from a developer for off-site gains. Registration ensures the site is publicly recorded, has the necessary legal agreements and management plans are in place, and that it is secured for the minimum 30-year duration of the net gain.				of evidence			Site Register.	
0341-0011	Organisation	Janet	Nuttal	Natural Engalnd		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	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	Support noted	N

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								its currently unfavourable condition'.									its currently unfavourable condition'.		
0937-0002	Individual	Jonathan	Pinnock		Yes	Thun4	Yes		Yes		This policy supports residents views that green spaces and SSSI sites around and within Thundersley should be protected and enhanced.		Not Answered	Not Answered		A	Supports policy THUN4	Support noted.	N
1440-0025	Organisation	Joseph	Beale	RSPB	Yes	Thun4	Yes		Yes		Some thought needs to be given to the recreational impact on the grasslands and SN Ancient Woodlands. Dogs and mountain bikes are a considerable issue in the woodlands some of which are SSSIs. There is opportunity here to implement pollinator and Nightingale corridors through creation of scrub and flower-rich/low-nutrient grassland.	Some thought needs to be given to the recreational impact on the grasslands and SN Ancient Woodlands. Dogs and mountain bikes are a considerable issue in the woodlands some of which are SSSIs. There is opportunity here to	No				Some thought needs to be given to the recreational impact on the grasslands and SN Ancient Woodlands. Dogs and mountain bikes are a considerable issue in the woodlands some of which are SSSIs. There is opportunity here to implement pollinator and Nightingale corridors through creation of scrub and	Noted	N

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												implement pollinator and Nightingale corridors through creation of scrub and flower-rich/low-nutrient grassland.					flower-rich/low-nutrient grassland.		
1020-0004	Organisation	Mark	Behrendt	Home Builders Federation	Yes	THUN5	No		No	Justified	Both of these policies seek to prevent the intensification of development in these areas. The council acknowledge in paragraphs 11.34 and 12.13 that this is the case but consider it necessary to provide additional protections in the local plan but provide no other justification for these policies. Given that both of these areas are also designated as Green Belt it is not necessary for there to be additional policies in place with		Yes	Not Answered	Yes	A	Both of these policies seek to prevent the intensification of development in these areas. The council acknowledge in paragraphs 11.34 and 12.13 that this is the case but consider it necessary to provide additional protections in the local plan but provide no other justification for these policies. Given that both of	The council considers it necessary to provide additional protections to prevent urban sprawl and coalescence and maintain the openness of this area	N

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											regard the coalescence of settlements. As such they should both be deleted.						these areas are also designated as Green Belt it is not necessary for there to be additional policies in place with regard the coalescence of settlements . As such they should both be deleted.		
0937-0004	Individual	Jonathan	Pinnock		Yes	Thun5	Yes		Yes		It is vital to maintain the green spaces between Benfleet and Thundersley not only to maintain their uniqueness, but also to prevent the inevitable urban sprawl that would ensue if any development in this area were allowed (whether official Green Belt or not). It also protects wildlife.		Not Answered	Not Answered		A	Supports policy THUN5	Support noted.	N

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0282-0002	Organisation	Kevin	Fraser	Essex County Council	Yes	Vision	No	ECC welcomes the inclusion of Objective 18, which refers to “well-designed homes that meet local needs in terms of quantity, affordability and any accessibility requirements.” This aligns with ECC’s strategic priorities around inclusive housing and accessibility. However, the Vision and Objectives do not explicitly acknowledge the borough’s ageing population or the need for affordable specialist accommodation. This issue was identified in	No	Effective	ECC welcomes the inclusion of Objective 18, which refers to “well-designed homes that meet local needs in terms of quantity, affordability and any accessibility requirements.” This aligns with ECC’s strategic priorities around inclusive housing and accessibility. However, the Vision and Objectives do not explicitly acknowledge the borough’s ageing population or the need for affordable specialist accommodation. This issue was identified in ECC’s Regulation 18 response to Question 1 of that consultation and the suggested amendments enable this to be satisfied. The Essex Supported and Specialist	Replace Objective 18 with following text “Provide well designed homes that meet local needs in terms of quantity, affordability, care, support and accessibility requirements.”	Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	The newly Specialist Housing and Accommodation Needs Assessment (SSHANA, July 2025) has been published and provides evidence on future specialist and supported housing needs in Castle Point. The vision and objectives need to reflect new evidence. For the Vision and Objectives to incorporate findings from the recently published evidence from The Specialist Housing and Accommodation Needs Assessment (SSHANA, July 2025).	Accepted: Additional text included into the Vision and Objectives to acknowledge the need for affordable specialist accommodation based on the evidence from the SSHANA July 2025. Accepted: The Vision and Objectives updated to include evidence from the SSHANA July 2025 to address the needs of an ageing population within this objective Noted	Replace with following text “Provide well designed homes that meet local needs in terms of quantity, affordability, care, support and accessibility requirements.” Replace with the following text “Secure improved health and wellbeing outcomes for residents enabling more active and healthier lifestyles, creating healthy Living environments and reducing health inequalities ensuring inclusive communities

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								ECC's Regulation 18 response to Question 1 of that consultation and the suggested amendments enable this to be satisfied. The Essex Supported and Specialist Housing and Accommodation Needs Assessment (SSHANA, 2025) provides updated evidence of future housing need in Castle Point, including: <ul style="list-style-type: none">• 1,056 retirement/sheltered housing units• Approx. 710 market units• Approx. 346 affordable/social rent units• 594 extra care housing units• Approx. 385 market units• Approx. 209 affordable/social rent units• 139 nursing care beds• 138 residential care beds• 158 wheelchair-accessible homes (M4(3))• 15 residential placements for Children in Care It also provides evidence for supported housing units for people with learning disabilities,			Housing and Accommodation Needs Assessment (SSHANA, 2025) provides updated evidence of future housing need in Castle Point, including: <ul style="list-style-type: none">• 1,056 retirement/sheltered housing units• Approx. 710 market units• Approx. 346 affordable/social rent units• 594 extra care housing units• Approx. 385 market units• Approx. 209 affordable/social rent units• 139 nursing care beds• 138 residential care beds• 158 wheelchair-accessible homes (M4(3))• 15 residential placements for Children in Care It also provides evidence for supported housing units for people with learning disabilities,					Supports the GI objectives protecting green spaces and provision of high-quality, multifunctional GBI within the Vision and Objectives supported by key strategic frameworks of the ELNRS and the South Essex GBI strategy. Comments that GBI also has additional benefits of placemaking including enhanced connectivity via active and sustainable modes, flood risk management, health and wellbeing and climate adaptation.			

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								units • Approx. 385 market units			autism, physical/sensory impairments, mental health needs, and lower-level support needs. The figures set out above should be treated as estimated need rather than delivery targets. While the SSHANA was finalised after the publication of this consultation its draft outputs should be considered for inclusion in the Submission Plan. It provides proportionate evidence to support the refinement of strategic objectives. ECC considers that the current Vision does not reflect these needs, nor reference accommodation requirements for children in care, care leavers, or adults with complex needs.								

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											The amendment to Objective 18 will enable the concerns made at Regulation 18 to be satisfied and are supported by evidence in the Local Housing Needs Assessment (2023) and the Essex Supported and Specialist Housing and Accommodation Needs Assessment (2025); align with ECC's statutory duties under the Care Act 2014 and Children Act 1989; and are consistent with NPPF paragraph 63 addressing the housing needs of different groups in the community. The Essex Supported and Specialist Housing and Accommodation Needs Assessment (SSHANA, 2025) provides updated evidence of future housing								

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											<p>need in Castle Point. It also provides evidence for supported housing units for people with learning disabilities, autism, physical/sensory impairments, mental health needs, and lower-level support needs. The Essex Supported and Specialist Housing and Accommodation Needs Assessment (SSHANA, 2025) provides updated evidence of future housing need in Castle Point. It also provides evidence for supported housing units for people with learning disabilities, autism, physical/sensory impairments, mental health needs, and lower-level support needs.</p> <p>The Vision and Objectives do not explicitly</p>									

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											<p>acknowledge the borough's need for affordable specialist accommodation. This issue was identified in ECC's Regulation 18 response to Question 1 of that consultation and the suggested amendments enable this to be satisfied.</p> <p>The amendment to Objective 19 will enable the concerns made at Regulation 18 to be satisfied and are supported by evidence in the Local Housing Needs Assessment (2023) and the Essex Supported and Specialist Housing and Accommodation Needs Assessment (2025); align with ECC's statutory duties under the Care Act 2014 and Children Act 1989; and are</p>								

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											consistent with NPPF paragraph 63 addressing the housing needs of different groups in the community. ECC welcomes the inclusion of Green and Blue Infrastructure (GBI) within the vision and environmental objectives of the Plan. Recognition of key strategic frameworks including the Essex Local Nature Recovery Strategy (ELNRS), the South Essex GBI Strategy, and SEE Park is supported. Their integration demonstrates a positive commitment to enhancing ecological networks and supporting nature recovery at both local and regional scales. ECC welcomes the inclusion of Green and Blue Infrastructure (GBI) within the								

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											vision and environmental objectives of the Plan. Recognition of key strategic frameworks including the Essex Local Nature Recovery Strategy (ELNRS), the South Essex GBI Strategy, and SEE Park is supported. Their integration demonstrates a positive commitment to enhancing ecological networks and supporting nature recovery at both local and regional scales. ECC particularly support the Plan's ambition to protect existing green spaces and increase the provision of high-quality, multi-functional GBI. This approach not only contributes to biodiversity and climate									

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											<p>resilience but also promotes healthier lifestyles through improved connectivity and active travel opportunities. Strengthening these networks will be vital in delivering sustainable development and improving the wellbeing of communities across the borough.</p> <p>While GBI is captured within the environmental objectives and chapter, it is important in the delivery of the local plan to not silo GBI and that its function and benefits extends across multiple plan areas. For instance, GBI contributes significantly to placemaking, flood risk management, climate adaptation, health and wellbeing,</p>									

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											education and sustainable transport. A more integrated approach that highlights these cross-cutting benefits throughout the Plan will help ensure GBI is fully embedded in decision-making and delivery.								
0336-0001	Organisation	Caroline	Peters	Essex Police		Vision	Not Stated	Essex Police acknowledges the Vision and objectives for Castle point and is encouraged that 'Safe home and street' has been included. It is essential that crime (and the	Not Stated							A	Supports the vision	Support noted.	N

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								perception of,) Anti-Social Behaviour (ASB) and safety is taken into consideration when creating new and existing communities, this will also support health and wellbeing and sustainable outcomes. Working alongside the DOCO will support the vision for Castle Point and support the creating safe and inclusive places for all.											
0341-0001	Organisation	Janet	Nuttal	Natural England		Vision	Yes	Thank you for your consultation on the above dated 01 August 2025. Natural England is a non-departmental public body. Our statutory	Yes							A	Natural England welcome the reference to multi-functional green infrastructure (GI) in the Vision but advise that the	Addition to Vision point 3 as follows: Natural assets are protected and nature recovery is prioritised	Y - Addition to Vision point 3 as follows: Natural assets are protected and nature recovery is prioritised. Green spaces in local areas will be pleasant places to rest

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								purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. The Castle Point Plan 2026-2043 Regulation 19 Draft July 2025 We consider the Plan to be generally 'sound' on matters within Natural England's statutory remit for the natural environment. However, our comments below include advice around amendment									protection of existing nature conservation sites and adherence to nature recovery priorities should be included. Natural England support objectives 2, 3 and 4 relating to multi-functional GI and biodiversity networks but we strongly advise including an objective to protect and enhance nature conservation sites.	d. Green spaces in local areas will be pleasant places to rest and play and will be connected into the wider network of multi-functional green infrastructure, providing opportunities to connect with nature.	and play and will be connected into the wider network of multi-functional green infrastructure, providing opportunities to connect with nature.

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								s to policy wording, for clarity around Habitats Regulations matters and/or to strengthen consistency with national planning policy, as set out in the National Planning Policy Framework (NPPF). Vision & Objectives We welcome the reference to multi-functional green infrastructure (GI) in the Vision but advise that the protection of existing nature conservation sites and adherence to nature recovery priorities should be included. We support objectives 2, 3 and 4											

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								relating to multi-functional GI and biodiversity networks but we strongly advise including an objective to protect and enhance nature conservation sites.											
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				A	<p>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.</p> <p>The Plan vision has not been amended saying that health inequalities will be reduced, and its omission has not been explained. The ICB</p>	<p>The opening sentence of the Vision recognises the fundamental importance of health, stating:</p> <p>'All residents have the opportunity to fulfil their potential and live happy, healthy, productive lives.'</p> <p>It is also noted that Plan objective 19 refers</p>	N

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												reduced, and its omission has not been explained. The ICB request that this amendment is made.					request that this amendment is made.	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 common endeavour is reflected in the Plan objectives.	

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0329-0002	Organisation	Ben	Green	The Woodland Trust		Vision & objectives											<p>1. Vision and Objectives The Plan's vision to make Castle Point the "green heart of South Essex" is laudable, particularly the ambition to deliver multifunctional green infrastructure, connected habitats, and climate-adapted development. Environmental objectives (Obj 2, Obj 3, Obj 4) set a strong foundation, but to ensure these are actionable we recommend:</p> <ul style="list-style-type: none"> • Embedding measurable canopy cover and biodiversity indicators, 	<p>It is considered that these matters are already covered indirectly or by other means.</p> <p>Policy ENV3(d)(ii) commits to 'An urban greening factor score of 0.3 for all major commercial development proposals and 0.4 for all major residential development proposals, in line with the model Urban Greening Factor for England;'</p> <p>Policy ENV3(c) commit</p>	N

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																	<p>aligned with our Tree Strategy Template's call for a seven per cent canopy increase over 16 years and a 30 per cent canopy cover target for all new developments.</p> <ul style="list-style-type: none">• Explicitly committing to bigger, better, and more joined-up habitats in line with the Lawton principles, referencing the Essex Local Nature Recovery Strategy (LNRS).• Introducing a specific objective to protect and restore ancient woodland and veteran trees.	<p>s to 'Conserving and <i>enhancing the network</i> of protected species, priority species or <i>priority habitats in accordance with their status</i> and give appropriate weight to their importance' (Italics our emphasis to indicate elements where the comment is covered)</p> <p>Commitments to the LRS are embedded throughout the plan and embedded in multiple policies, including ENV4, C1,</p>	

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																		C4, C6, C7, C8, C9, B1, B4, B7, B8, B9, Had1, Had2, Had 3, Thun 2, DH1, E1, ENV2)	
0028-0001	Individual	Paul	Corthwaite		Yes	Whole Plan	Yes	I support the Castle Plan Draft and feel it is 'legally compliant' and meets the test of 'soundness' , as set out in the National Planning Framework	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0029-0001	Individual	Johanne	Deverrick		Yes	Whole Plan	Yes	I support the Castle Plan Draft and feel it is 'legally compliant' and meets the test of 'soundness' , as set out in the National Planning Framework	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N
0030-0001	Individual	Brian	Tobin		Yes	Whole Plan	Yes	I support the Castle Plan Draft and feel it is 'legally compliant' and meets	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N

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								the test of 'soundness', as set out in the National Planning Framework											
0031-0001	Individual	A	Tobin		Yes	Whole Plan	Yes	I support the Castle Plan Draft and feel it is 'legally compliant' and meets the test of 'soundness', as set out in the National Planning Framework	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0032-0001	Individual	Steve	Lazarus		Not Stated	Whole Plan	Yes	I support the Castle Point Plan Draft and feel it is "legally compliant" and meets the test of soundness', as set out in the National Planning Policy Framework	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N
0036-0001	Individual	Janet	Jones		Yes	Whole Plan	Yes	I support the Castle Plan Draft and feel it is 'legally compliant' and meets the test of 'soundness', as set out in the National	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N

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								Planning Framework											
0037-0001	Individual	Neil	Jones		Yes	Whole Plan	Yes	I support the Castle Plan Draft and feel it is 'legally compliant' and meets the test of 'soundness' , as set out in the National Planning Framework	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N
0040-0001	Individual	Deborah	Satchell		Not Stated	Whole Plan	Yes	I'm writing to confirm my support for the Castle Point Local Plan Regulation 19. After reading the draft, I believe it is legally sound, well prepared, and in line with national planning policy. It sets out a clear approach for sustainable development across the borough. in my opinion the evidence gathered for	Yes	Yes			Not Stated		No	A	Supports the Plan. It is legally sound, well prepared, and in line with national planning policy. It sets out a clear approach for sustainable development across the borough. Evidence is strong, the policies are reasonable, and the proposals are achievable within the timescales given. Meets needs for	Support noted.	N

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								the Plan is strong, the policies are reasonable, and the proposals are achievable within the timescales given. I think it's a balance between the need for new housing, the delivery of infrastructure, and the protection of the local environment. This should provide lasting benefits for both current residents and future generations. For these reasons, I'd like to place on record my support for the Castle Point Local Plan Regulation 19 and my view that it is legally sound									new housing, the delivery of infrastructure, and the protection of the local environment.		

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0045-0001	Individual	Peter	Clark		Yes	Whole Plan	Yes	Dear Sir/Madam I support the castle point plan regulation 19 draft consultation I consider the draft plan to be legally compliant I consider the draft plan to be sound	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0046-0001	Individual	Ian	George		Yes	Whole Plan	Yes	Dear Sir/Madam I support the castle point plan regulation 19 draft consultation I consider the draft plan to be legally compliant I consider the draft plan to be sound	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0048-0001	Individual	Michelle	Richardson		Yes	Whole Plan	Yes	Dear Sir/Madam I support the castle point plan regulation 19 draft consultation I consider the draft plan to be	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N

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								legally compliant I consider the draft plan to be sound											
0049-0001	Individual	Chris	Turner		Yes	Whole Plan	Yes	Dear Sir/Madam I support the castle point plan regulation 19 draft consultation I consider the draft plan to be legally compliant I consider the draft plan to be sound	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N
0050-0001	Individual	Wendy	Dodds		Yes	Whole Plan	Yes	Dear Sir/Madam I support the castle point plan regulation 19 draft consultation I consider the draft plan to be legally compliant I consider the draft plan to be sound	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0052-0001	Individual	Graham	Dodds		Yes	Whole Plan	Yes	I support the Castle Point Plan Regulation 19 Draft Consultation	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N

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								n I consider the draft plan to be legally compliant I consider the draft plan to be sound											
0053-0001	Individual	Christine	Peters		Yes	Whole Plan	Yes	I support the Castle Point Plan Regulation 19 Draft Consultation. I consider the draft to be legally compliant. I consider the draft plan to be sound.	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N
0055-0001	Individual	Lynda	Webb		Yes	Whole Plan	Yes	Dear Sir/Madam I support the Castle Point Plan Regulation 19 Draft Consultation I consider the draft plan to be legally compliant I consider the draft plan to be sound I consent to my full name being published alongside my comments	Yes				Not Stated		No	A	Supports the Plan Draft and feel it is 'legally compliant' and 'sound'. I feel the need to keep our green belt/grey belt essential. Please do not destroy these areas that are beneficial to the health of our community and to	Support noted.	N

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								for this consultation. I feel the need to keep our green belt/grey belt essential. Please do not destroy these areas that are beneficial to the health of our community and to wildlife alike. Thank you for reading this plea.									wildlife alike.		
0726-0001	Organisation	Nicholas	Martin	ACHES	Yes	Whole Plan	Yes		Yes				Yes	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0058-0001	Individual	Erik	Richardson		Yes	Whole Plan	Yes	I support the Castle Point Plan Regulation 19 Draft Consultation I consider the draft plan legally compliant I consider the draft plan to be sound I consent to my full name being published alongside	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N

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								my comments for this consultation											
0064-0001	Individual	Juliet	Clark		Yes	Whole Plan	Yes	Dear Sir/ Madam , I support the Castle Point plan regulation 19 Draft Consultation. I consider the draft plan to be legally compliant. . I consider the draft plan to be sound .	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0065-0001	Individual	Karen	Mills		Yes	Whole Plan	Yes	Dear Sir/ Madam , I support the Castle Point plan regulation 19 Draft Consultation. I consider the draft plan to be legally compliant. . I consider the draft plan to be sound .	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0066-0001	Individual	Julian	Strauss		Yes	Whole Plan	Yes	Dear Sir/ Madam , I support the Castle Point plan regulation 19 Draft	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N

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								Consultation. I consider the draft plan to be legally compliant. I consider the draft plan to be sound.											
0076-0001	Individual	Tania	Sitch		Yes	Whole Plan	Yes	Dear Sir/Madam I support the Castle Point Plan Regulation 19 Draft Consultation I consider the draft plan to be legally compliant I consider the draft plan to be sound	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N
0077-0001	Individual	Geoff	Blackledge		Yes	Whole Plan	Yes	I support the Castle Point Plan Regulation 19 Draft Consultation. I consider the plan achieves a good balance for future sustainable growth and that the draft plan is both legally	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N

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								compliant and sound.											
0085-0001	Individual	Claire	Wilson		Yes	Whole Plan	Yes	I consider the draft plan to be legally compliant	Yes		I consider the draft plan to be sound.		Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0110-0001	Individual	Karen	Edwards		Yes	Whole Plan	Yes	Dear Sir/Madam I support the Castle Point Plan Regulation 19 Draft Consultation I consider the draft plan to be legally compliant I consider the draft plan to be sound I consent to my full name being published alongside my comments for this consultation.	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N
0111-0001	Individual	Sian	Debenham		Yes	Whole Plan	Yes	Dear Sir/Madam I support the Castle Point Plan Regulation 19 Draft Consultation I consider the draft plan to be legally compliant I	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N

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								consider the draft plan to be sound I consent to my full name being published alongside my comments for this consultation.											
0112-0001	Individual	Tova	Breach		Yes	Whole Plan	Yes	Dear Sir/Madam I support the Castle Point Plan Regulation 19 Draft Consultation I consider the draft plan to be legally compliant I consider the draft plan to be sound I consent to my full name being published alongside my comments for this consultation.	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0159-0001	Individual	Barry	Brazier		Yes	Whole Plan	Yes	I fully support the Strategic policies SP1, SP2 and SP3 contained	Yes		I therefore believe the Plan to be sound in that it is - a) Positively prepared – providing a		Not Stated		No	A	Supports the Plan and considers it to be legally compliant and sound.	Support noted.	N

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								within the Castle Point Plan Regulation 19 Consultation. These policies are supported by detailed reasoned justification taking into account the constraints imposed, particularly the small land area of the Borough and the need to retain as much green space as possible for the well-being of the existing and future population. Paragraphs 6.3, 6.4 and 6.5 are particularly relevant. The ensuing policies within the Plan are consistent with, expand and develop this strategic approach.			strategy which, as a minimum, seeks to meet the area's objectively assessed needs and is consistent with achieving sustainable development; b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence; c) Effective – deliverable over the plan period, d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.						These policies are supported by detailed reasoned justification taking into account the constraints imposed, particularly the small land area of the Borough and the need to retain as much green space as possible for the well-being of the existing and future population. Paragraphs 6.3, 6.4 and 6.5 are particularly relevant.		

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0160-0001	Individual	Bruce	Walford		Yes	Whole Plan	Yes	I support castle point plan regulation draft 19 consultation	Yes		I support castle point plan regulation draft 19 consultation		Not Stated		No	A	Supports the Plan. It is legally sound, well prepared, and in line with national planning policy. It sets out a clear approach for sustainable development across the borough. Evidence is strong, the policies are reasonable, and the proposals are achievable.	Support noted.	N
0163-0001	Individual	Brenda	Watson		Yes	Whole Plan	No	Dear Sir/Madam, I DO NOT support the Castle Point Plan Regulation 19 Draft Consultation. I DO NOT consider the draft plan to be legally compliant Reason: The draft local plan is not justified and consistent	No	Justified, Consistent with National policy			Not Stated		No		Doesn't support the Castle Point Plan Regulation 19 Draft Consultation. Doesn't consider the draft plan to be legally compliant Reason: The draft local plan is not justified and consistent with	Noted	N

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								with national policy.									national policy.		
0171-0001	Individual	Alan	Kipps		Not Stated	Whole Plan	Not Stated	Dear Chief Planning Officer, In response to your Castle Point Section 19 Consultation, Dame Rebecca Harris has very kindly sent us the link to her own excellent, very thorough and detailed, response and my wife and I support (with enthusiasm) every word of it. Like her, we are extremely worried at the major weaknesses and deficiencies of the Council's draft as it stands (e.g. in particular the virtual omission of our biggest card, the	Not Stated	Not Stated		We do hope that, as a result of the consultation, the draft is given a radical rethink. (And we endorse fully her comment about the difficulty arising from the form of the consultation document, which will need to be taken into account in considering its general response.)	Not Stated		No	B	NW Thundersley should have been included. Proposed allocation to Canvey Island is disproportionate. Inadequate appreciation of the importance of flood considerations throughout, even regarding Canvey	North west Thundersley was not preferred for reasons set out in the SOCG between CP and ECC set out the reasons site not currently a preferred alternative for allocation) and also the August 2025 North West Thundersley transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not	Y - Policy SD3(3) 'Proposals must demonstrate how the SuDS feature(s) reflect and respond to the constraints of the specific geographic location , site circumstances, landscape character and the green-blue infrastructure network, and have regard to Essex County Council's SuDS Design Guide for Essex, the Castle Point Strategic Flood Risk Assessment (SFRA) and recommendations/advice from statutory bodies (including EA, Essex LLFA). '

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								NW. Thundersley site, the inadequate appreciation of the importance of flood considerations throughout, even regarding Canvey of all places, and the impossible proposal of 3,000 new homes on Canvey) all of which we think threaten a disastrous outcome for Castle Point, whether from the Planning Inspector or from eventual resulting development. As Dame Rebecca Harris has pointed out, the designation as "grey belt" of perfectly										preferred. Flooding: Flood risk covered in policies and the supporting Strategic Flood Risk Assessment (SFRA). SUDs: Policy SD3 covers SuDs and part 3 states they must reflect and respond to site circumstances and have regard to the ECC SuDS design Guide for Essex. Canvey SuDS options have been considered through the SFRA.	

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								<p>valid, normal Green Belt land, in order to boost the Council's response to the Government's housebuilding target for Castle Point, is clearly improper, It is also a betrayal of the public's trust in the People's Independent Party', who made protection of the Green Belt their outstanding election promise.</p> <p>The provision for Canvey Island of 3,000 new homes would be a disgrace, in terms of amenity basics, if it were feasible. As it is however, a moment's</p>											

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								<p>thought reveals it as fantasy. Given the Island's geographical constraints and existing daily traffic problems, it is simply a formula for permanent total gridlock.</p> <p>I should also like to make a comment about the Salvation Army land fronting the A13. Like everybody else, I was enormously relieved when, as the result of public pressure, this iconic strip was taken out of the Plan as a potential site for housing development. But the fact that it was ever included was, in planning</p>											

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								terms, criminal.											
0172-0001	Individual	Una	Kipps		Not Stated	Whole Plan	Not Stated	Dear Chief Planning Officer, In response to your Castle Point Section 19 Consultation, Dame Rebecca Harris has very kindly sent us the link to her own excellent, very thorough and detailed, response and my wife and I support (with enthusiasm) every word of it. Like her, we are extremely worried at the major weaknesses	Not Stated	Not Stated		We do hope that, as a result of the consultation, the draft is given a radical rethink. (And we endorse fully her comment about the difficulty arising from the form of the consultation document, which will need to be taken into account in consideri	Not Stated		No		NW Thundersley should have been included. Proposed allocation to Canvey Island is disproportionate. Inadequate appreciation of the importance of flood considerations throughout, even regarding Canvey	North west Thundersley was not preferred for reasons set out in the SOCG between CP and ECC set out the reasons site not currently a preferred alternative for allocation) and also the August 2025 North West Thundersley transport evidence. Sustainab	Y - Policy SD3(3) 'Proposals must demonstrate how the SuDS feature(s) reflect and respond to the constraints of the specific geographic location , site circumstances, landscape character and the green-blue infrastructure network, and have regard to Essex County Council's SuDS Design Guide for Essex, the Castle Point Strategic Flood Risk Assessment (SFRA) and recommendat

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								and deficiencies of the Council's draft as it stands (e.g. in particular the virtual omission of our biggest card, the NW. Thundersley site, the inadequate appreciation of the importance of flood considerations throughout, even regarding Canvey of all places, and the impossible proposal of 3,000 new homes on Canvey) all of which we think threaten a disastrous outcome for Castle Point, whether from the Planning Inspector or from eventual resulting development.				ng its general response .)						ility Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Flooding: Flood risk covered in policies and the supporting Strategic Flood Risk Assessment (SFRA). SUDs: Policy SD3 covers SuDs and part 3 states they must reflect and respond to site circumstances and have regard to the ECC SuDS design Guide for Essex. Canvey SuDS options have been	ions/advice from statutory bodies (including EA, Essex LLFA).'

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																		considered through the SFRA.	
0174-0001	Individual	Mureen	Brazier		Yes	Whole Plan	Yes	Dear Sir I support the Castle Point Plan Regulation 19 Draft Consultation.	Yes		I believe that the current council (People's Independent Party) have worked tirelessly to present a plan which preserves the green belt areas of Castle Point. The very essence of Castle Point is the mix of developed areas interspersed with fields and wooded areas. This gives breathing space for people to unwind by viewing from afar. Access to all is not needed, simply the chance to be able to stop and stare, and watch and hear the bird life or see horses grazing is all part of what makes this area such a good place in which		Not Stated		No	A	Supports the Plan The very essence of Castle Point is the mix of developed areas interspersed with fields and wooded areas. I support the council in their protection of green belt and their encouraging development on already developed land or brown field areas.	Support noted.	N

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											to live. As does the chance to be able to hear what children are saying as they return home after a day at school rather than their voices being drowned out by passing traffic. And it is also vital to the abundant wildlife in the area. The fields, trees and hedges act as a bridge or corridor for wildlife to move along from the outer woodlands and fields. I support the council in their protection of green belt and their encouraging development on already developed land or brown field areas. I consider the draft plan to be sound.									
0211-0001	Individual	Julie	Moon		Yes	Whole Plan	Yes	I would just like to inform you that I find the new Castlepoint draft plan to be legally	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N	

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								prepared and sound and am happy for my details to be published and shared with The inspector if required.											
0216-0001	Individual	Kathryn	Masters		Yes	Whole Plan	Yes	Dear Sir/Madam I support the Castle Point Plan Regulation 19 Draft Consultation I consider the the draft plan to be legally compliant	Yes		I consider the draft plan to be sound		Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0229-0001	Individual	Jennifer	Williams		Yes	Whole Plan	Yes	Dear Sir/Madam I support the Castle Point Plan Regulation 19 Draft Consultation I consider the draft plan to be legally compliant.	Yes		I consider the draft plan to be sound		Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N
0241-0001	Individual	Donald	Boyle		Not Stated	Whole Plan	Yes	We support the plan	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0242-0001	Individual	Susan	Boyle		Not Stated	Whole Plan	Yes	We support the plan	Yes				Not Stated		No	A	Castle Point Plan is sound and	Support Noted	N

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																	legally compliant,		
0248-0001	Individual	Gill	Pinnock		Yes	Whole Plan	Yes	Dear Sir/Madam, Re Reg 19 consultation I believe the plan has been legally prepared and is sound.	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	
0252-0001	Individual	Frances	Reading		Not Stated	Whole Plan	No	It is not legally compliant and is very unsound also not fair on the residents of canvey which is an island.	No	Not Stated			Not Stated		No		Not fair on the residents of canvey which is an island.	Comments noted.	N
0277-0001	Individual	Caroline	Gunn		Yes	Whole Plan	Yes	Dear Sir/Madam, I support the Castle Point Plan Regulation 19 Draft Consultation. I consider the draft plan to be legally compliant. I consider the draft plan to be sound.	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0330-0004	Organisation	Michael	Murrell	Basildon Council		Whole Plan	No	The revised Local Development Scheme (LDS, July 2025)								B - confirm formal	BDC considers that the Local Development Scheme	Should it be required the Local Development	N

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								<p>identifies two months from publication of Regulation 19 to submission. The Council may need to revise the timetable to allow consultants to finalise outstanding commissioned assessments and for review of consultation responses, which may require additional work to be carried out.</p> <p>Basildon Borough Council does not believe that the Castle Point Local Plan 2026-2043 meets the tests of soundness in all of its policy areas.</p>								response	may need revising due to required additional work Basildon Borough Council does not believe that the Castle Point Local Plan 2026-2043 meets the tests of soundness in all of its policy areas.	Scheme will be updated. BBC has only provided comments with regards soundness for policy SP3. It is unclear on what basis BBC considers all other policy areas to be unsound.	

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0331-0001	Organisation	Elaine	De Can	Canvey Island Town Council		Whole Plan		Following a meeting of the Town Council on the 17th September 2025, I am writing to advise that upon consultation of the local plan the council RESOLVED 8 votes for with 1 against that the proposed plan is unsound for the following reasons and points in relation to the corresponding policy numbers within the consultation: Members raised the following points in relation to policy number SP3: The plan does not take into consideration the views of residents								A	The Plan is Unsound. Members raised the following points in relation to policy number SP3: • The plan does not take into consideration the views of residents and the proposal for an additional 3300 homes on Canvey Island will overdevelop an existing heavily urbanised area, which is at maximum capacity. • The additional residents that these homes will introduce will impact the overall safety of the island and put additional pressure on an existing inadequate policing	Noted Flooding and infrastructure covered by policies and supporting evidence in the form of the SFRA and IDP, including in relation to Canvey. Policy SD3 covers SuDs and part 3 states they must reflect and respond to site circumstances and have regard to the ECC SuDS design Guide for Essex. Canvey SuDS options have been considered through the SFRA. Protection	Yes - Mods set out in the schedule, including to C1 and ENV3 sections

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								and the proposal for an additional 3300 homes on Canvey Island will overdevelop an existing heavily urbanised area, which is at maximum capacity. The additional residents that these homes will introduce will impact the overall safety of the island and put additional pressure on an existing inadequate policing provision. Canvey Island has two COMAH sites with no clear emergency plan, and an increase in development creating a larger population will further impede									provision. <ul style="list-style-type: none"> • Canvey Island has two COMAH sites with no clear emergency plan, and an increase in development creating a larger population will further impede attempts to exit the island in an emergency with the existing inadequate road infrastructure in place. • Members raised concerns that the addition of such a large number of homes will cause an increase in vehicles, which the current insufficient road infrastructure cannot support. • Canvey Island is a flood zone 3a, which is the highest 	of wildlife is a key consideration in the Plan as set out in the Environment chapter Needs of emergency services considered in the supporting Infrastructure Delivery Plan (IDP). 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	

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								attempts to exit the island in an emergency with the existing inadequate road infrastructure in place. Members raised concerns that the addition of such a large number of homes will cause an increase in vehicles, which the current insufficient road infrastructure cannot support. Canvey Island is a flood zone 3a, which is the highest probability of flooding, and is already heavily urbanised with limited green spaces. Any use of remaining green belt land for development will add									probability of flooding, and is already heavily urbanised with limited green spaces. Any use of remaining green belt land for development will add to the already high flood risk and could impact the overall safety of residents. Members raised the following point in relation to policy number ENV3: • Concerns that proposed development sites may not have taken into consideration the protection of local wildlife. Members raised the following points in relation to	against development on health and safety grounds. The Council will place great weight on the recommendation provided by the HSE.	

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								to the already high flood risk and could impact the overall safety of residents. Members raised the following point in relation to policy number ENV3: • Concerns that proposed development sites may not have taken into consideration the protection of local wildlife. Members raised the following points in relation to policy numbers C1 and C10: • The proposed development of some brownfield sites will limit and reduce much needed parking facilities for									policy numbers C1 and C10: • The proposed development of some brownfield sites will limit and reduce much needed parking facilities for local shops and visitors. Members raised the following points in relation to policy number C3: • There is a concern that the presence of the two COMAH sites within the C3 policy area already poses a threat of terrorism due to the nature of the sites, therefore, increasing development in this area raises concerns that any need for		

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								local shops and visitors. Members raised the following points in relation to policy number C3: • There is a concern that the presence of the two COMAH sites within the C3 policy area already poses a threat of terrorism due to the nature of the sites, therefore, increasing development in this area raises concerns that any need for evacuation in the event of an emergency or terrorist incident will become unsustainable. Members raised the following points in relation to									evacuation in the event of an emergency or terrorist incident will become unsustainable		

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								policy number HOU3: • Members noted that Canvey Island has an existing growing community, and concerns were raised that further development will bring an unsustainable influx of residents and the types of homes being proposed, are not affordable and primarily aimed at the local community.											
0663-0001	Individual	Rob	Lillis	Christopher Sargent Associates	Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0991-0001	Organisation	David	Knight	CPRE Essex (Campaign for the Protection of Rural England)	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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0282-0001	Organisation	Kevin	Fraser	Essex County Council	Yes	Whole Plan	No	Not consistent with National Policy	No	Not Justified, Not Consistent, Not Effective, Not positive	Appendix A. Policy Context (Not Sound - Effective): ECC welcomes recognition of its minerals and waste planning function in Essex and the relationship between the Plan, the Essex Minerals Local Plan (MLP) (2014) and the Essex and Southend-on-Sea Waste Local Plan (WLP) (2017), which together comprise the statutory Development Plan for the borough. However, ECC seek this is further clarified and further detail clarification provided with regards the function of Mineral Safeguarding Areas and Mineral and Waste Consultation Areas including the potential requirement for a Mineral or Waste		Yes	Not Stated	Yes, ECC supplied 8 additional appendices containing various pieces of evidence	B	Supports recognition of Minerals and Waste Planning Function in Essex. Further clarification and detail required in the supporting text regarding the function of Mineral Safeguarding areas and Mineral and Waste Consultation Areas and the potential requirement for a Mineral or Waste Infrastructure Impact Assessments	Accepted Additional clarification but shortened text added as requested to provide clarity.	Essex County Council is the Minerals Planning Authority for Castle Point Borough and is responsible for the preparation of the Minerals Local Plan 2014 (MLP), which is currently being reviewed. The MLP forms part of the Statutory Development Plan for the borough and should be read alongside the Castle Point Plan. Essex County Council must be consulted on all non-mineral related development proposed within a Minerals Safeguarding Area (MSA) that meet thresholds defined in the MLP. A Mineral Resource Assessment may need to be undertaken in advance of development. The MLP

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											Infrastructure Impact Assessment (MIIA or WIIA).								<p>designates Mineral Consultation Areas (MCAs) at a distance of 250m around active quarries, mineral infrastructure and deposits and any development within these areas will require a Mineral Infrastructure Impact Assessment.</p> <p>Essex County Council is the Waste Planning Authority for Castle Point Borough, and the Essex and Southend-on-Sea Waste Local Plan (WLP) July 2017 forms part of the Statutory Development Plan for the borough and should be read alongside the Castle Point Plan. The WLP designates Waste Consultation Areas (WCAs) at a distance of</p>

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																			250m around permitted and allocated waste management facilities or within 400m of a Water Recycling Centre. A Waste Infrastructure Impact Assessment will be required for any development within these thresholds to ensure there is no adverse impact on their existing or future operation.
0292-0001	Individual	Jeffrey	Osborn		Yes	Whole Plan	Yes	Dear sir/madam I support the castle point plan regulation 19 draft consultation I consider the draft plan to be legally compliant I consider the draft plan to be sound	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N
0293-0001	Individual	Jan	Galgey		Yes	Whole Plan	Yes	Dear sir/madam I support the castle	Yes				Not Stated		No	A	Castle Point Plan is sound and	Support Noted	N

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								point plan regulation 19 draft consultation I consider the draft plan to be legally compliant I consider the draft plan to be sound									legally compliant,		
0295-0001	Individual	Dean	Buckingham		Not Stated	Whole Plan	Yes	I believe the draught plan has been legally prepared and is sound	Yes				Not Stated		No		Castle Point Plan is sound and legally compliant,	Support Noted	N
0296-0001	Individual	Ray	Galgey		Yes	Whole Plan	Yes	I support the Castle Point Plan Regulation 19 Draft Consultation. I consider the draft plan to be legally compliant. I consider the draft plan to be sound.	Yes				Not Stated		No	A	Castle Point Plan is sound and legally compliant,	Support Noted	N

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0057-0001	Organisation	James	Lawson	Essex Police	Yes	Whole Plan	Yes	1. Essex Police (EP) submitted evidence to the Castle Point Plan 2023-2043 (Issues & Options (Regulation 18) consultation in September 2024, outlining EP's role as an essential social infrastructure provider with a key role to play in providing for community safety, cohesion and policing in the Borough to achieve sustainable new communities. 2. EP's evidence also outlined the requirement for developer funded police infrastructure	Yes				Not Stated		Yes, Neighbourhood Police Update	A	Essex Police – Policy Recognition for Developer Funded Infrastructure EP is satisfied that sufficient recognition is now included in the proposed policies and text of the draft local plan, to ensure that developer funded police infrastructure/ facilities can be secured from residential development either via planning obligations (i.e. Section 106 Agreements) or via CIL at such a time as a levy may be introduced. EP welcomes the approach	Comments noted	N

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								re/ facilities to mitigate and manage the impacts arising on its service capacity from planned housing and population growth. 3. EP is satisfied that sufficient recognition is now included in the proposed policies and text of the draft local plan, to ensure that developer funded police infrastructure/ facilities can be secured from residential development either via planning obligations (i.e. Section 106 Agreements) or via CIL at such a time as a levy may be introduced.									and raises no 'soundness objections' to the draft Plan as currently drafted. Infrastructure Delivery Plan – Infrastructure Assessment (May 2025)		

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								4. EP welcomes the approach and raises no 'soundness objections' to the draft Plan as currently drafted.											
0343-0013	Agent	Ben	Weedall	Gladman Developments Ltd		Whole Plan	No	Gladman welcome the opportunity to comment on the Castle Point Council Plan 2026 – 2043 Regulation 19 Draft July 2025 consultation. These representations have been drafted with reference to the revised National Planning Policy Framework (NPPF 2024) and the associated updates that were made to Planning Practice Guidance.	No		6.1.4 As discussed, principally, the Council is not planning for their housing target as calculated using the Standard Methodology as required by national planning policy. Justification for this reduced requirement provided by the Council that the authority cannot deliver their required housing target without Green Belt release is not satisfactory evidence to support this reduction in housing requirement in line with national planning policy. 6.1.5					B	Not meeting national housing figure. Should proceed with Option 2a as identified in the Sustainability appraisal.	Noted	N

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								6.1.2 Gladman have provided comments on a number of the issues that have been identified in the Council's consultation material and recommend that the matters raised are carefully explored during the process of undertaking the new Local Plan. 6.1.3 The Castle Point Council Plan 2026 – 2043 Regulation 19 Draft July 2025 document as proposed is unsound.			The Council's approach should be reconsidered in order to deliver Castle Point's housing requirement, with the Council at the very least moving forward with Option 2a as identified in the Sustainability appraisal. 6.1.6 In its current form, the Plan will be found unsound and progressing the Local Plan to examination stage would not be an appropriate use of both public resources and expenditure. Local authorities should not be allowed to submit a plan that they consider unsound, with Castle Point Borough Council recognising themselves that there is a considerable risk of the plan being found								

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											unsound when considered against NPPF 2024. 6.1.7 Submission of the Plan will be contrary to paragraph 20 of the Planning and Compulsory Purchase act (PCPA) 2004 which confirms that an authority must not submit a plan unless think it is ready for independent examination. The Council would therefore be open to legal challenge if it submits a plan for examination that itself considers is at significant risk of being found unsound. 6.1.8 The Council must revisit its strategy in its Local Plan and allocate sites appropriately or set policies in order to meet its objectives and requirement in delivering housing as								

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											required by national policy.								
0345-0001	Individual	Alan	Jackson			Whole Plan					I believe the plan has been legally prepared and sound. Alan Jackson 16 Pendlestone Benfleet SS7 1RT						The plan has been prepared legally and soundly	Noted	N
0347-0001	Individual	Diane	Gray			Whole Plan	Yes	Kindly note that I believe the plan has been legally prepared and sound.	Yes								Castle Point Plan is sound and legally compliant,	Support Noted	N
0275-0003	Organisation	Joe	May	Leigh Town Council	Not Stated	Whole Plan	Not Stated	The following comments regarding the Castle Point Plan have been agreed by Leigh-on-Sea Town Council's Planning, Licensing and Environment Committee on Tuesday									The following comments regarding the Castle Point Plan have been agreed by Leigh-on-Sea Town Council's Planning, Licensing and Environment Committee on Tuesday	Noted.	N

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								9th September 2025 and re-agreed on Tuesday 11th November 2025.									9th September 2025 and re-agreed on Tuesday 11th November 2025.		
0710-0001	Individual	Robert	Baillie	N/A	Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0357-0001	individual	EL	King			Whole Plan	Yes		Yes							A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0358-0001	individual	T	Hertage			Whole Plan	Yes		Yes							A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0359-0001	individual	J	Baylis			Whole Plan	Yes		Yes							A	Castle Point Plan is sound and legally compliant.	Support noted.	N
1106 - 0001	Organisation	Diana	Nagobi	National Highways		Whole Plan	Not Stated		Not Stated	Not Stated	National Highways was appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic					B - see 1106-003 and 1106-004	National Highways network does not extend to the Castle Point Plan area. The nearest access points to the SRN (M25 Junction 29 and Junction 30 and the A13/A1089 junction)	Noted	N

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											Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. This plan focuses on the site allocations and key policies for the Castle Point Plan area over the period of 2026 to 2043. Our network does not extend to the Castle Point Plan area. The nearest access points to the SRN (M25 Junction 29 and Junction 30 and the A13/A1089 junction) are approximately 12 miles from the Castle Point boundary, via the A127 and A13 respectively. Given the locations of the development, we anticipate that much of the traffic generated would be						are approximately 12 miles from the Castle Point boundary, via the A127 and A13 respectively. Given the locations of the development, NH anticipate that much of the traffic generated would be contained within the Castle Point boundary and the surrounding area.		

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											contained within the Castle Point boundary and the surrounding area.								
1106-0003	Organisation	Diana	Nagobi	National Highways		Whole Plan	Not Stated		Not Stated	Not Stated	National Highways was appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. The SRN does not extend to the CPP area. We note that the nearest SRN junction is the A13/A1089 in Grays to the southwest of the consultation					None	Following a review of the CPP Regulation 19 Consultation document (July 2025), we are satisfied that this consultation does not directly impact National Highways or our network. However, we look forward to being consulted on any planning applications that have the potential to impact the SRN in the future. We look forward to continuing to participate in future consultations and	Noted	N

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											plan area. Junctions 29 and 30 of the M25 are located further to the west. Following a review of the CPP Regulation 19 Consultation document (July 2025), we are satisfied that this consultation does not directly impact National Highways or our network. However, we look forward to being consulted on any planning applications that have the potential to impact the SRN in the future. Thank you for consulting National Highways. We look forward to continuing to participate in future consultations and discussions.						discussions .		
0364 - 0001	Individual	Gilbert	Hurree		Yes	Whole Plan	Yes		Yes								Castle Point Plan is sound and legally compliant,	Support noted.	N

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0365 - 0001	Individual	Robert	Pigney		Yes	Whole Plan	Yes		Yes								Castle Point Plan is sound and legally compliant,	Support noted.	N
0366 - 0001	Individual	Debbie	Pigney		Yes	Whole Plan	Yes		Yes								Castle Point Plan is sound and legally compliant,	Support noted.	N
0367 - 0001	Individual	Kathleen	Hurree		Yes	Whole Plan	Yes		Yes								Castle Point Plan is sound and legally compliant,	Support noted.	N
0398 - 0001	Individual	Megan	Barrett		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0399 - 0001	Individual	Jacqueline	Benbrook		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0411 - 0001	Individual	David	Hurrell		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0413 - 0001	Individual	Iris	Burl		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0414 - 0001	Individual	Jess	Anderson		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0415 - 0001	Individual	Byron	Anderson		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0416 - 0001	Individual	Sarah	Attrill		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is	Support noted.	N

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																	sound and legally compliant,		
0417 - 0001	Individual	James	Attrill		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0418 - 0001	Individual	A	Newman		Yes	Whole Plan	N/A	Not Stated	Yes		Those responsible for preparing the draft have recognised, addressed and attempted to provide workable solutions to the challenges and problems faced in Castle Point whilst complying with the NPPF. Specifically: The need to build more homes, the high density of population and homes already in Castle Point far exceeding most of Essex, the excessive congestion on roads and excessive loading on public transport in the area, failure by successive governments to construct a third road on to Canvey Island, already						Castle Point Plan is sound and thanks to officers for addressing the concerns of residents	Support noted.	N

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											identified high risk of flooding across Castle Point and adjoining Basildon by the retention of Green Belt along the A130 corridor, The need to retain Green Belt as an area for recreation and to provide facilities tenable this including Horse Stabling and horse riding which currently exist, are extensively used by residents and add to the desirability of living in this area. As a resident in Castle Point for over 50 years I'd like to register my gratitude to the current team preparing the draft for acting on the concerns of the majority of residents in Castle Point.								
0419 - 0001	Individual	Paul	Norton		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N

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0420 - 0001	Individual	Lamiece	Noonan		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0421 - 0001	Individual	Michael	Noonan		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0422 - 0001	Individual	Michael	Harvey		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0423 - 0001	Individual	Natasha	Heldth		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0428 - 0001	Individual	Doreen	Weston		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0429 - 0001	Individual	Ellis	Clark		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0430 - 0001	Individual	Imogen	Clark		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0431 - 0001	Individual	Rebecca	Bruton		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0432 - 0001	Individual	David	Bruton		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0433 - 0001	Individual	Elizabeth	Hunt		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is	Support noted.	N

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																	sound and legally compliant,		
0434 - 0001	Individual	Jacqueline	Beech		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0435 - 0001	Individual	Steve	Beech		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0436 - 0001	Individual	Craig	Borg		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0437 - 0001	Individual	Kelly	Borg		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0438 - 0001	Individual	Terrence	Dowdall		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0439 - 0001	Individual	Stephanie	Rawlinson		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0440 - 0001	Individual	Sharon	Hampson		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0441 - 0001	Individual	Nick	Hampson		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0442 - 0001	Individual	Patricia	White		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and	Support noted.	N

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																	legally compliant,		
0443 - 0001	Individual	Nicki	Curling		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0444 - 0001	Individual	Ian	Gummery		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0445 - 0001	Individual	Joshua	Lillis		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0446 - 0001	Individual	Simon	Wylde		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0447 - 0001	Individual	Abigail	Sellick		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0448 - 0001	Individual	Johanna	Wylde		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0449 - 0001	Individual	James	Wylde		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0450 - 0001	Individual	Daniel	Wylde		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0451 - 0001	Individual	Jacob	Hudson		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N

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0452 - 0001	Individual	Patrick	Flaherty		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0453 - 0001	Individual	Susan	Baillie		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0454 - 0001	Individual	Jenny	Levey		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0455 - 0001	Individual	Derek	Oliver		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0456 - 0001	Individual	Jane	Oliver		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0458 - 0001	Individual	Laura	Robinson		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0459 - 0001	Individual	Charlie	Crow		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0460 - 0001	Individual	Ethan	Faulkner		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0461 - 0001	Individual	Tegan	Wilkinson		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0462 - 0001	Individual	Susan	Pitcher		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is	Support noted.	N

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																	sound and legally compliant,		
0463 - 0001	Individual	Georgia	Pitcher		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0464 - 0001	Individual	John	Cheesman		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0465 - 0001	Individual	Caroline	Forsyth		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0466 - 0001	Individual	Deborah	Haynes		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0467 - 0001	Individual	Diane	Wylde		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No			A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0471 - 0001	Individual	Paul	Spagnol		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0472 - 0001	Individual	Josephine	Spagnol		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0473 - 0001	Individual	Peter	Prockter		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0474 - 0001	Individual	Carol	Prockter		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and	Support noted.	N

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																	legally compliant,		
0475 - 0001	Individual	Laura	Tice		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No		All		Castle Point Plan is sound and legally compliant,	Support noted.	N
0476 - 0001	Individual	Vincent	Tice		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No		All		Castle Point Plan is sound and legally compliant,	Support noted.	N
0477 - 0001	Individual	Karen	Smith		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0478 - 0001	Individual	Sheila	Andrews		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No		All		Castle Point Plan is sound and legally compliant,	Support noted.	N
0479 - 0001	Individual	Susan	Huggett		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No		All	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0490 - 0001	Individual	Neil	Pitcher		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No				Castle Point Plan is sound and legally compliant,	Support noted.	N
0491 - 0001	Individual	John	White		Yes	Whole Plan	Yes	Not Stated	Yes		Not Stated		No		All		Castle Point Plan is sound and legally compliant,	Support noted.	N
0625-0001	Individual	Robert	Cottis-Wells		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered			Castle Point Plan is sound and legally compliant,	Support noted.	N
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

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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
0630-0001	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
0631-0001	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
0638-0001	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
0639-0001	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	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

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																		those reasons set out in the SOCG between CP and ECC and also the August 2025 North West Thunderstone transport evidence. Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thunderstone was not preferred.	
0640-0001	Individual	Matt hew	Cortes		Yes	Whole Plan	Yes		Yes			There needs to be far better infrastructure before any new homes are built.	No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0641-0001	Individual	Caron	Robinson		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0642-0001	Individual	Andrew	Robinson		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and	Support noted.	N

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																	legally compliant,		
0646-0001	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
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	Marriott		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	Georgia	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,		Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant, particularly pleased with the environmental objectives and protecting the Green Belt.	Support noted.	N

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											attractive 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.								
0657-0001	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

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0658-0001	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
0661-0001	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
0662-0001	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
0664-0001	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
0665-0001	Individual	Raymond	Reynolds		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0666-0001	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).	N

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																		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	

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																		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.	
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
0673-0001	Individual	Lee	Mills		Yes	Whole Plan	No		No	Justified			No	Not Answered	Not Answered		Castle Point Plan is not sound or legally compliant	Comments Noted.	N
0690-0001	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
0691-0001	Individual	Sharon	Bell		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and	Support noted.	N

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																	legally compliant,		
0693-0001	Individual	Claire	Fordham		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
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	Richardson		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
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
0702-0001	Individual	Larya	Cornthwaite		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0708-0001	Individual	Diane	Fredericks		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
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
0716-0001	Individual	John	Knott		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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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	Aimée	Harbinson		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0721-0001	Individual	Kate	Knott		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0722-0001	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
0723-0001	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
0724-0001	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
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	Knight		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and	Support noted.	N

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																	legally compliant,		
0729-0001	Individual	Carmen	Bradnam		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
0733-0001	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
0735-0001	Individual	Sean	Burke		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0736-0001	Individual	Robin	Frain		Yes	Whole Plan	Yes		Yes	Positively prepared			No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant	Support noted.	N
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
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

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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
0743-0001	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
0744-0001	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
0745-0001	Individual	Vyki	Towler - Harbourn		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
0746-0001	Individual	Georgia	Towler - Harbourn		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0747-0001	Individual	Marc o	Siano		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0748-0001	Individual	Tolomoye Donald	Okiki		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
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,	N

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																		<p>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</p>	

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																		improved linkages to other areas. Growth in Castle Point will facilitate the delivery of the proposals in the Local Transport Plan 4.	
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
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
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
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

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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
0786-0001	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
0787-0001	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
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
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
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
0799-0001	Individual	Michael	Dearson		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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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
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
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
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
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
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
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
0830-0001	Individual	Kieron	Bowker		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0831-0001	Individual	Chris	Jones		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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0836-0001	Individual	Lorraine	Larman		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0838-0001	Individual	TERRY	BAKER		Yes	Whole Plan	Yes		Yes	Positively prepared			No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant	Support noted.	N
0841-0001	Individual	David	Blackwell		Yes	Whole Plan	Yes		Yes	Positively prepared			No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant	Support noted.	N
0847-0001	Individual	Sharon	Ainsley		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0848-0001	Individual	Derek	Ringer		Yes	Whole Plan	Yes		Yes	Positively prepared			No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant	Support noted.	N
0849-0001	Individual	Diane	Ellis		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0850-0001	Individual	Amber	Robertson		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0868-0001	Individual	Susan	Ringer		Yes	Whole Plan	Yes		Yes	Positively prepared			No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant	Support noted.	N
0869-0001	Individual	Clare	Poulson		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N

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
0870-0001	Individual	Barbara	Marsden		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0871-0001	Individual	Raymond	Marsden		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0872-0001	Individual	James	Poulson		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
0883-0001	Individual	Claire	Downham		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0885-0001	Individual	Jay	Edwards		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0886-0001	Individual	Steve	Hulbert		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0888-0001	Individual	James	Taylor		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0891-0001	Individual	Stacey	Dixon		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0892-0001	Individual	Theresa	Merlane		Yes	Whole Plan	No		No				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is not legally compliant	Comment noted.	N
0895-0001	Individual	Scott	Jones		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and	Support noted.	N

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																	legally compliant		
0897-0001	Individual	Lisa	Chandler		Yes	Whole Plan	No	Don't want more houses built unless they put in another road	No				No	Not Answered	Not Answered		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	N

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																		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	

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																		Castle Point Plan will make a contribution to relevant transport improvement projects identified in the Local Transport Plan.	
0897-0002	Individual	Lisa	Chandler		Yes	Whole Plan	No		No	Consistent with national policy		No more houses	No	Not Answered			No more 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	N

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																		<p>housing target, than that set out by the Standard Methodology.</p> <p>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.</p> <p>The Castle Point Plan Regulation 19 Draft makes provision</p>	

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																		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.	
0905-0001	Individual	Dav	Willison		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0906-0001	Individual	david	attersley	none	Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0909-0001	Individual	Hannah	Barton - Brown		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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0909-0002	Individual	Hannah	Barton - Brown		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered		A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0909-0003	Individual	Hannah	Barton - Brown		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered		A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0910-0001	Individual	Nicola	Benson		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0911-0001	Individual	Adam	Benson		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0918-0001	Individual	Diana	Jones		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0921-0001	Individual	Michael	Cook		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0924-0001	Individual	daryl	hodsoll		Yes	Whole Plan	Yes		No	Justified			Not Answered	Not Answered	Not Answered		The Castle Point Plan is not Legally Compliant	Comment noted.	N
0925-0001	Individual	James	Bassett		Yes	Whole Plan	No		No	Justified			Yes	Not Answered	Not Answered	A	The Castle Point Plan is not sound or Legally Compliant	Comments noted.	N
0931-0001	Individual	Ryan	Leonard		Yes	Whole Plan	No		No	Positively prepared, Effective, Justified, Consistent with national policy			Not Answered	Not Answered	Not Answered		The Castle Point Plan is not sound or Legally Compliant	Comments noted.	N
0932-0001	Individual	Sarah	Leonard		Yes	Whole Plan	No		No				Not Answered	Not Answered	Not Answered		The Castle Point Plan is not sound	Comments noted.	N

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																	or Legally Compliant		
0935-0001	Individual	Ian	Carey		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
0936-0001	Individual	Graham	COOK	NO	Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0943-0001	Individual	Alfie	Fennings		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0944-0001	Individual	Sharon	Playle		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0945-0001	Individual	George	Fennings		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0950-0001	Individual	John	Driscoll		Yes	Whole Plan	Yes		Yes	Positively prepared, Effective, Justified	The plan is in keeping with what the local area needs and with the wishes of the vast majority of the residents of the borough.	No modifications required	Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0955-0001	Individual	Tom	Cushion		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0957-0001	Individual	Ben	Feld		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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0964-0001	Individual	Reece	Bracci		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0968-0001	Individual	Brooke	Vallance		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0970-0001	Individual	Stephen	Mountford		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0971-0001	Individual	Sally	Mountford		Yes	Whole Plan	Yes		Yes	Justified			Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0972-0001	Individual	Lisa	COPSEY		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0973-0001	Individual	Michael	Fuller		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0974-0001	Individual	Philip	Stepney		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0974-0002	Not Answered	Philip	Stepney		Not Answered	Whole Plan	Yes		Yes				Not Answered	Not Answered		A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0976-0001	Individual	Ian	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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0978-0001	Individual	Lewis	Cannon		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0979-0001	Individual	Karen	Edwards		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0984-0001	Individual	Robin	Cotgrove		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
0986-0001	Individual	Lynne	Howe		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0989-0001	Individual	Dilys	Chisholm		Yes	Whole Plan	No		No			This is legal jargon to confuse the residents of Castle Point. Everyone I speak to about extra houses being built says how can we sustain the massive amount of traffic on our narrow roads, the doctors	No	Not Answered	Not Answered		Traffic Infrastructure	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	N

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												surgeries will not be able to cope and new schools will have to be built. This pleasant area where we live will be spoilt. I look at the congestion on the main roads and realise this not viable for future healthy living.						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	

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																		Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP).	
0997-0001	Individual	Lynsey	Calvert		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
0998-0001	Individual	Kevin	Casey		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1004-0001	Individual	Kathryn	McCarthy		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
1006-0001	Individual	Peter	STREET		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
1015-0001	Individual	Lilly	Howlett		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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1016-0001	Individual	Emma	Howlett		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1017-0001	Individual	Gareth	Howlett		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
1019-0001	Individual	Denise	Hamplatt		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1022-0001	Individual	Lisa	Beasley		Yes	Whole Plan	Yes		Yes	Consistent with national policy			Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant	Support noted.	N
1029-0001	Individual	JEAN	ANDOW		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
1030-0001	Individual	Frank	Andow		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
1035-0001	Individual	Dean	Silk		Yes	Whole Plan	Yes		Yes	Positively prepared	i beleive lot thought went into the local plan and i tottally agree with the plan, and find it leagal and compliant.		No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support Noted	N
1036-0001	Individual	Allan	Edwards		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
1040-0001	Individual	Alan	Owens		Yes	Whole Plan	No		No	Positively prepared			Yes	Not Answered	Not Answered		Castle Point Plan is not sound.	Comments noted.	N

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1041-0001	Individual	Samantha	Hynes		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1043-0001	Individual	Stephen	Tucker		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
1045-0001	Individual	Russell	Savage		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1046-0001	Individual	Claire	Savage		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1047-0001	Individual	Thomas	Savage		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1048-0001	Individual	Paul	Calvert		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1049-0001	Individual	Pamela	Webb		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1051-0001	Individual	Joe	Barnes		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1054-0001	Individual	Erin	Calvert		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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1061-0001	Individual	Bonnie	Grayer		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1062-0001	Individual	Jessica	Miller		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1063-0001	Individual	Lauren	Skelly		Yes	Whole Plan	No		No	Consistent with national policy			No	Not Answered	Not Answered		Castle Point Plan is not sound and legally compliant,	Comments noted.	N
1064-0001	Individual	Sam	Crawford		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
1067-0001	Individual	Sam	Calvert		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1068-0001	Individual	Max	Calvert		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1069-0001	Individual	Julia	Huckle		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1075-0001	Individual	Karen	Miller		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1076-0001	Individual	Lydia	Miller		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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1077-0001	Individual	Veronica	Greenwood		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1078-0001	Individual	Samantha	Netherton		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1079-0001	Individual	Malcolm	Brown		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1083-0001	Individual	Derek	Parker		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1089-0001	Individual	Volodymyr	Shkuratov		Yes	Whole Plan	No	Please do not allow building on the green belts	Yes				Not Answered	Not Answered	Not Answered		No building on greenbelts	No Green Belt has been allocated within this Castle Point Plan	N
1090-0001	Individual	Christine	byrne		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1091-0001	Individual	Tessa	Church		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1094-0001	Individual	Claire	Brown		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1095-0001	Individual	Laura	Brady		Yes	Whole Plan	Yes	All green belt should be protected, the	Yes	Positively prepared			Not Answered	Not Answered	Not Answered	A	Protect all greenbelt Infrastructure	GreenBelt is not allocated within the Castle	N

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								infrastructure of this area is at full capacity										Point Plan Infrastructure Infrastructure matters (including healthcare and education) are covered by policies INFRA1-6 and the supporting Infrastructure Delivery Plan (IDP).	
1098-0001	Individual	June	Fordham		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered	A	Castle Point Plan is sound and legally compliant,	Support noted.	N
1099-0001	Individual	Max	Calvert		Yes	Whole Plan	Yes		Yes				Not Answered	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1100-0001	Individual	Gareth	Howlett		Yes	Whole Plan	Yes		Yes				No	Not Answered	Not Answered		Castle Point Plan is sound and legally compliant,	Support noted.	N
1304-0001	Individual	Ian	King		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Plan to be legally compliant.	Yes		I consider the Draft Plan to be Sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N

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1305-0001	Individual	Lynda	King		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Plan to be legally compliant.	Yes		I consider the Draft Plan to be Sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1306-0001	Individual	Anne	Wells		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Plan to be legally compliant.	Yes		I consider the Draft Plan to be Sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1385-0001	Individual	Sheila	Turnbull		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound. Reference No 25/0778/OUT I am most dissatisfied about the 165 dwellings as this could produce an extra 300 cars to use the already saturated glebelands, Rushbottom Lane and a bottle neck at Tarpots - Schools - Drs Surgery at breaking point.						Castle Point Plan is sound and legally compliant, Concerned about a planning application on Glebelands	Support Noted	N
1386-0001	Individual	Colin	Sullivan		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be	Yes		I consider the Draft Plan to be sound. Plan 25/0778/OUT Strongly object to above plan, would cause						Castle Point Plan is sound and legally compliant, Concerned about a planning	Support Noted	N

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								legally compliant			chaos in area where schools and doctors surgery filled to capacity. This does not take into consideration peoples homes which will be ruined by deliveries of building products being taken to site during days. This plan has been refused before and nothing has changed.						application on Glebelands		
1387-0001	Individual	Pauline	Everett		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1388-0001	Individual	Keith	Skinner		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1389-0001	Individual	Louisa	Skinner		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N

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1390-0001	Individual	Connor	Hughes		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1391-0001	Individual	Eileen	Gilbert		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1392-0001	Individual	Bridget	Bloss		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1393-0001	Individual	Ronald	Bloss		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1394-0001	Individual	Joyce	White		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N

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1395-0001	Individual	David	Regan		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1396-0001	Individual	Mr Peter	Robbins		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1397-0001	Individual	Mrs Peter	Robbins		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1398-0001	Individual	Keith	Barker		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1399-0001	Individual	James	Collins		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N

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1400-0001	Individual	Raymond	Fisher		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1401-0001	Individual	Ian	Lyons		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1402-0001	Individual	Gaynor	Law		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1403-0001	Individual	Raymond	Law		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1404-0001	Individual	Pat	Thomas		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N

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1405-0001	Individual	Marjorie	Hill		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound. I have lived at the above address for the last 55 years. The Drs was where williams opticians was before now. As you mentioned it is a nightmare to even get a Drs appointment now and to get in and out Clare road is a nightmare as no one will give way to you. We have 2 or 3 houses built end of Ivy Road and when we got to end of the road we kept being met with builders lorries so we couldn't get into Wycombe Ave let alone Clare as they have had Buildier working on the corner as well.						Castle Point Plan is sound and legally compliant, Concerns around health infrastructure and road network capacity when shared with vehicles associated with Building work	Support Noted	N

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1406-0001	Individual	Linda	Warmisham		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound. Glebelands 25/0779/Out I do not support the Glebelands plan above as I don't think the infrastructure has been thoroughly thought out there are many reasons to think about. 1) Schools 2) Doctors 3) Shops 4) Traffic at Sadlers farm roundabout, London Road, clare Road, Tarpots, it's already gridlocked in School times and the rush hour 5) Water and Sewerage drains would be under more pressure than they already are we have had several water and sewerage leaks over the past year. They only got patched up instead of replacing the whole lots. 6) Pavements are terrible they						Castle Point Plan is sound and legally compliant, Concerned about Glebelands planning application and raises some points for refusal.	Support Noted	N

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											area trip hazard for everyone. 7) The council can't keep up with things now so what will happen then. 8) Whilst building this development would cause absolute chaos.								
1407-0001	Individual	Diane	James		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1408-0001	Individual	George	Cripps		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1409-0001	Individual	Andrew	Summers		Yes	Whole Plan	Yes		Yes								Castle Point Plan is sound and legally compliant,	Support Noted	N
1410-0001	Individual	Glenis	Summers		Yes	Whole Plan	Not Stated		Yes								Castle Point Plan is sound and legally compliant,	Support Noted	N
1415-0001	Individual	Myra	Galley		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N

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								the Draft Plan to be legally compliant											
1418-0001	Individual	Lorraine	Bird		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1419-0001	Individual	Julie	Anderson		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1420-0001	Individual	Janice	Wardle		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Castle Point Plan is sound and legally compliant,	Support Noted	N
1425-0001	Individual	Richard	Cox		Yes	Whole Plan	No	Not fit for purpose	No	Consistent with National Policy	Does not address national policy requirements.	Needs broader vision and consideration of other areas for development (e.g Thundersley). Current proposals allocatio					Does not address national policy requirements. Needs broader vision and consideration of other areas for development (e.g Thundersley). Current	All reasonable option sites were considered in the Strategic Land Availability Assessment (SLAA) and the Sustainability Appraisal	N

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												n of 'grey belt' is misleading and I don't feel it is accurate. I feel that the plan lacks any robust and meaningful attempt to address national policy, which puts green belt and treasured community spaces at risk of development - when other, more suitable areas have not been considered, or included in the proposal.					proposals allocation of 'grey belt' is misleading and I don't feel it is accurate. I feel that the plan lacks any robust and meaningful attempt to address national policy, which puts green belt and treasured community spaces at risk of development - when other, more suitable areas have not been considered, or included in the proposal.	(SA). Northwest Thundersley was considered but not preferred. The SOCG between CP and ECC set out the reasons why the site is not a preferred alternative for allocation and also the August 2025 North West Thundersley transport evidence. In addition, Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred. Green Belt/Grey belt	

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																		covered under policy GB2 and supporting Green Belt Assessments.	
1429-0001	Individual	Mrs	Collins		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Considers the Draft Plan to be sound.	Support noted	N
1433-0001	Individual	Margaret	Wigley		Yes	Whole Plan	Yes		No	Consistent with National Policy	It is great that the people have been listened to and the green belt is being preserved. However the government may very well insist that more greenbelt must be used	Think that the Thundersley area that could house a whole village with its own amenities may satisfy the government that enough housing options have been included	No				It is great that the people have been listened to and the green belt is being preserved. Think that the Thundersley area that could house a whole village with its own amenities may satisfy the government that enough housing options have been included	North West Thundersley was considered but not preferred. The SOCG between CP and ECC set out the reasons why the site is not a preferred alternative for allocation and also the August 2025 North West Thundersley transport evidence.	N

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																		In addition, Sustainability Appraisal (Policy SP3 option 4) outlines why North West Thundersley was not preferred.	
1434-0001	Individual	Cartoline	Barker		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Supports the Castle Point Plan Draft and considers it to be legally compliant	Support noted	N
1435-0001	Individual	Denise	Foot		Yes	Whole Plan	Yes	I support the Castle Point Plan Draft I consider the Draft Plan to be legally compliant	Yes		I consider the Draft Plan to be sound.						Supports the Castle Point Plan Draft and considers it to be legally compliant	Support noted	N
1437-0001	Individual	Linda	Prigmore		Yes	Whole Plan	Yes		Yes								Castle Point Plan is sound and legally compliant,	Support Noted	N
1438-0001	Individual	Mr	Roberts		Yes	Whole Plan	Yes		No	Justified	Don't need any more houses. It will cause more congestion and pollution	None. Leave the green belt alone due to the wildlife	No				Don't need any more houses. It will cause more congestion and pollution. None. Leave	Noted	N

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																	the green belt alone due to the wildlife		
1439-0001	Individual	Rachael	John		Yes	Whole Plan	Yes		Yes				No				Castle Point Plan is sound and legally compliant,	Support Noted	N
0078-0001	Organisation	Geoff	Blackledge	The Castle Point Wildlife Group	Yes	Whole Plan	Yes	The Castle Point Wildlife Group Registered Charity Number 1139395 support the Castle Point Plan Regulation 19 Draft Consultation. The Group works to protect and increase the biodiversity in the remaining green spaces in Castle Point for the benefit of wildlife. This in turn provides clean air and safe, open spaces for the benefit of residents health and recreation.	Yes		It seems to the Group that the Draft Plan allows a balanced growth for jobs, housing, infrastructure etc while retaining important green spaces. The Group considers the draft plan to be legally compliant and the Group considers the draft plan to be sound.		Not Stated		No	A	The Castle Point Wildlife Group Registered Charity Number 1139395 support the Castle Point Plan Regulation 19 Draft Consultation. The Group works to protect and increase the biodiversity in the remaining green spaces in Castle Point for the benefit of wildlife. This in turn provides clean air and safe, open spaces for the benefit of residents health and recreation. It seems to	Support noted.	N

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																	the Group that the Draft Plan allows a balanced growth for jobs, housing, infrastructure etc while retaining important green spaces. The Group considers the draft plan to be legally compliant and the Group considers the draft plan to be sound.		

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1448 - 0008	Organisation	David	Barton	Traditional Vernacular Architecture	Not Stated	Whole Plan	Not Stated		Not Stated		SECTION 7: Making an application:- 1. Identify recurring applicants that are harming civic heritage, be this across Conservation Areas, Non-designated heritage assets or elsewhere with experience of demolition to date- this should be considered before granting permission to apply or acquire planning approval. 2. Enforcement Penalties for key stakeholders that purposely allow their properties to fall into decline and hoped eventual demolition through this tactic, which is more prevalent since 2020. 3. Create an Action Plan to deter persons or organisations from pursuing demolition, such as		Not Stated	Not Stated	Not Stated		Recommends identifying recurring demolition applicants, imposing penalties for decline tactics, creating deterrent action plans, permitting temporary accessibility alterations, publicising pre-consultation, undertaking brick-by-brick analysis, locking feedback unless re-invited, forming partnerships with property owners of at-risk buildings, preventing urban explorers, and working closely with community champions and heritage groups. Miscellaneous points	Noted	N

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											financial incentives, sincere investor network directory set by Central Government to offload for profit and enforced Design Codes that cannot be manipulated through semantics like Design Guides in isolation as has happened elsewhere. This must be kept for emergency instances where there is an expected threat of decline or demolition. 4. Agreed that temporary alteration of heritage sites, such as stairs or ramps for wheelchairs should be utilised to prevent deleterious loss of historic surroundings and features alike. 5. Full Pre-Consultation publicised and utilised to ensure						include supporting reconstruction of old builds (European/US examples), adopting unadopted roads, pre-approving conservation-style street furniture, providing archive access and waivers, supporting car parking freedom, designing parking abodes in keeping with heritage, publishing names of willing consultees, offering tours of traditional architecture, using meritocratic skillsets for emergency projects, creating top ten registers of buildings at risk, assessing		

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											appropriate Design Codes for new housing alongside positioning and layout in case volunteer assemblies may assist property owners with restoration of historic buildings. 6. Brick by brick Analysis undertaken of projects set for Traditional reconstruction so that these statistics may provide both the Council with evidence for green grant funding support for other key infrastructure projects, such as Transportation and Page 17 of 18 Drainage Defences and property owners may incur a discretionary reduction in associated reconstruction costs of heritage buildings and vistas. 7. Ability to lock						infrastructure impacts such as air quality, and monitoring free car parking through proof of purchase.		

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											feedback in for Consultation automatically unless the council can alert interested consultees in taking part again whether they are locally, regionally or nationally based. 8. Special partnerships with Property Owners of historic buildings at risk of decline/ demolition to discreetly support them with the option to publicise this accordingly to reach out to others in the same position to secure alternative use for these structures as opposed to demolition. 9. Proactive effort to stop Breaking and Entering style of “Urban Explorers” who are coincidentally apparent whenever demolition is scheduled for buildings								

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											<p>especially since 2020. 10. LAs to proactively work closely alongside Community Champions and other leading Heritage Groups, such as English Heritage giving these organisations a voice on the frontlines, especially where so many buildings are presently being overlooked for additional guidance and/or support due to cost and time restraints facing these same groups and organisations (including the LA).</p> <p>SECTION 8: MISCELLANEOUS:-</p> <p>1. Provide all possible support for the reconstruction of Old Builds as is happening elsewhere across Europe, especially Budapest, Hungary, North</p>								

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											America, etc to significantly increase Embodied Energy/ Carbon storage. 2. Establish a Plan to adopt Unadopted Roads or supply key services, such as carriageway resurfacing as disabled access and entry/ exit of Emergency Vehicles is presently a cause for concern. 3. Provide Pre-Approval and agreement of specialist Conservation Area style Historic Street Furniture, such as Cast Iron Lamp Posts, Bins and Planters for this prime Conservation Area including installation, maintenance costs (where appropriate). 4. Provide full access to the Archive Resources (at no/minimal cost) as an invaluable									

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											incentive for existing and parallel undisclosed third Party Investors. Discretionary waivers may be appropriate for those third parties proactively working to prevent decline and demolition of historic buildings. 5. Car Parking on and off street should be supported to ensure freedom of choice for everyone, accessibility and connectedness . 6. Car Parking abodes should be tastefully designed like modern-day stables for vehicles that are in-keeping with the built historic environment. 7. Provide publicly published names of consultees willing to work alongside the Local authority and other key									

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											stakeholders, such as property owners and undisclosed third party investors, etc. 8. Provide select tours for prospective investors and housebuilders of existing traditional architecture where Design Codes of this identical style would complement both old and new architecture bending the area better more cohesively, eg. the form and layout of Oxford City Centre which has changed minimally structurally since the 1800s. 9. Provide a focused effort on utilising people's skillsets on a meritocratic basis, ie. Procure specialists and volunteers that could work together on key									

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											emergency projects, such as Historic buildings at risk without layered bureaucracy on achieving positive outcomes, such as Community Assets where deadlines can be thwarted by separate third parties. 10. Create a Top Ten Historic Buildings at Risk Register where appropriate conditions, such as security against Urban Exploration, etc can be utilised safeguarding these structures, providing the respective property owners peace of mind whilst actual scope for revitalising these for solid economic gain. 11. Infrastructure assessments should be fully outlined, such as Air Quality risk from new									

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											construction at presently congested areas, hence the case for Traditional Architecture that will confer longevity benefits in the long-term with as much free car parking as possible. 12. Free Car Parking may be monitored through expected proof of purchase when visiting, eg. minimal £1.00 at a shop encouraging partnerships between private businesses and LAs.								
0002-0001	Duplicate representation received. See representation 0627-0001.												Yes						
0003-0001	Duplicate representation received. See representation 0001-0001.																		
0130-0001	Removed as no permission given to publish.												Not Stated		No				
0130-0002	Removed as no permission given to publish.												Not Stated		No				

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0186-0001	ERROR																		
0187-0001	ERROR																		
0188-0001	ERROR																		
0189-0001	ERROR																		
0231-0001	ERROR																		
0232-0001	ERROR																		
0233-0001	ERROR																		
0234-0001	ERROR																		
0235-0001	ERROR																		
0236-0001	ERROR																		
0237-0001	ERROR																		
0238-0001	ERROR																		
0239-0001	ERROR																		
0266-0001	Supporting Evidence provided to supplement representation. See representation 0992-0001 to 0992-0005.																Submitted a Vision and Masterplan Document in relation to Land at Solby Wood Farm:	Noted.	N
0272-0001	Duplicate representation Received - Please see 1002-0001 to 1002-0006.																		
0297-0001	Duplicate representation received. See representation 1056-0001.																		

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0307-0001	Duplicate representation received. See representation 1086-0001.																		
0308-0001	Duplicate representation received. See representation 1087-0001.																		
0314-0001	Supporting Evidence provided to supplement representation. See representation 1097-0001.																		
0324-0001	Duplicate representation received - Please see 0269-0001 to 0269-0004.																		
0342-0001	Duplicate representation received. See representation 1020-0001 to 1020-0009.																		
0344-0001	Duplicate representation received. See representation 0271-0001.																		
0350-0001	Duplicate representation received. See representation 0278-0001.																		
0355-0001	Duplicate representation received. See representation 0768-0001.																		
0356-0001	Duplicate representation								No										

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	received. See 0051-0001.																		
0424 - 0001	Unable to process due to lack of contact details																		
0493 - 0001	Removed as no permission given to publish.																		
0493 - 0002	Removed as no permission given to publish.																		
0493 - 0003	Removed as no permission given to publish.																		
0506 - 0001	Removed as no permission given to publish.																		
0506 - 0002	Removed as no permission given to publish.																		
0506 - 0003	Removed as no permission given to publish.																		
0510 - 0001	Removed as no permission given to publish.																		
0510 - 0002	Removed as no permission given to publish.																		
0510 - 0003	Removed as no permission given to publish.																		
0514 - 0001	Removed as no permission given to publish.																		
0514 - 0002	Removed as no permission given to publish.																		
0514 - 0003	Removed as no permission given to publish.																		
0515 - 0001	Removed as no permission given to publish.																		

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0515 - 0002	Removed as no permission given to publish.																		
0515 - 0003	Removed as no permission given to publish.																		
0517 - 0001	Removed as no permission given to publish.																		
0517 - 0002	Removed as no permission given to publish.																		
0517 - 0003	Removed as no permission given to publish.																		
0527 - 0001	Removed as no permission given to publish.																		
0527 - 0002	Removed as no permission given to publish.																		
0527 - 0003	Removed as no permission given to publish.																		
0529 - 0001	Removed as no permission given to publish.																		
0529 - 0002	Removed as no permission given to publish.																		
0529 - 0003	Removed as no permission given to publish.																		
0535 - 0001	Removed as no permission given to publish.																		
0535 - 0002	Removed as no permission given to publish.																		
0535 - 0003	Removed as no permission given to publish.																		
0546 - 0001	Removed as no permission given to publish.																		

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0546 - 0002	Removed as no permission given to publish.																		
0546 - 0003	Removed as no permission given to publish.															A			
0553 - 0001	Removed as no permission given to publish.																		
0553 - 0002	Removed as no permission given to publish.																		
0553 - 0003	Removed as no permission given to publish.																		
0556 - 0001	Removed as no permission given to publish.																		
0556 - 0002	Removed as no permission given to publish.																		
0556 - 0003	Removed as no permission given to publish.																		
0558 - 0001	Removed as no permission given to publish.																		
0558 - 0002	Removed as no permission given to publish.																		
0558 - 0003	Removed as no permission given to publish.																		
0564 - 0001	Removed as no permission given to publish.																		
0564 - 0002	Removed as no permission given to publish.																		
0564 - 0003	Removed as no permission given to publish.																		
0565 - 0001	Removed as no permission given to publish.																		

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0565 - 0002	Removed as no permission given to publish.																		
0565 - 0003	Removed as no permission given to publish.																		
0566 - 0001	Removed as no permission given to publish.																		
0566 - 0002	Removed as no permission given to publish.																		
0566 - 0003	Removed as no permission given to publish.																		
0570 - 0001	Removed as no permission given to publish.																		
0570 - 0002	Removed as no permission given to publish.																		
0570 - 0003	Removed as no permission given to publish.																		
0579 - 0001	Removed as no permission given to publish.																		
0579 - 0002	Removed as no permission given to publish.																		
0579 - 0003	Removed as no permission given to publish.																		
0588 - 0001	Removed as no permission given to publish.																		
0588 - 0002	Removed as no permission given to publish.																		
0588 - 0003	Removed as no permission given to publish.																		
0593 - 0001	Removed as no permission given to publish.																		

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0593 - 0002	Removed as no permission given to publish.																		
0593 - 0003	Removed as no permission given to publish.																		
0602 - 0001	Removed as no permission given to publish.																		
0602 - 0002	Removed as no permission given to publish.																		
0602 - 0003	Removed as no permission given to publish.																		
0606 - 0001	Removed as no permission given to publish.																		
0606 - 0002	Removed as no permission given to publish.																		
0606 - 0003	Removed as no permission given to publish.																		
0615 - 0001	Removed as no permission given to publish.																		
0615 - 0002	Removed as no permission given to publish.																		
0615 - 0003	Removed as no permission given to publish.																		
0616 - 0001	Removed as no permission given to publish.																		
0616 - 0002	Removed as no permission given to publish.																		
0616 - 0003	Removed as no permission given to publish.																		
0621 - 0001	Duplicate representation received. See 0492-0001 to 0492-0003.																		

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0692-0001	Duplicate representation received. See representation 1098-0001.																		
0824-0001	Representation withdrawn																		
0880-0001	Unable to process due to lack of contact details provided.																		
0948	Duplicate Representation Received. See 0947-0001 to 0947-0010.																		
0987-0001	Duplicate representation received. See representation 0988-0001 to 0988-0010.																		
1101-0001	Duplicate representation received. See representation 1068-0001.																		
1102-0001	Duplicate representation received. See representation 0817-0001.																		
1307-0001	ERROR																		
1411-0001	ERROR																		
1416-0001	ERROR																		
1447-0001	Second Response - Please see Rep 1440																		
Intentionally Left Blank																			