

# Local Plan Committee Meeting

**Grand Jury Room, Town Hall, High Street,  
Colchester, CO1 1PJ  
Monday, 08 June 2015 at 18:00**

The Local Plan Committee deals with the Council's responsibilities relating to the Local Plan

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**COLCHESTER BOROUGH COUNCIL**  
**Local Plan Committee**  
**Monday, 08 June 2015 at 18:00**

**Member:**

Councillor Martin Goss  
Councillor Lyn Barton  
Councillor Christopher Arnold  
Councillor Elizabeth Blundell  
Councillor Barrie Cook  
Councillor Andrew Ellis  
Councillor John Jowers  
Councillor Kim Naish  
Councillor Gerard Oxford

Chairman  
Deputy Chairman

**Substitutes:**

All members of the Council who are not Cabinet members or members of this Panel.

**AGENDA - Part A**  
(open to the public including the press)

**Members of the public may wish to note that Agenda items 1 to 5 are normally brief.**

**1 Welcome and Announcements**

- a) The Chairman to welcome members of the public and Councillors and to remind all speakers of the requirement for microphones to be used at all times.
- (b) At the Chairman's discretion, to announce information on:
  - action in the event of an emergency;
  - mobile phones switched to silent;
  - the audio-recording of meetings;
  - location of toilets;
  - introduction of members of the meeting.

**2 Substitutions**

Members may arrange for a substitute councillor to attend a meeting on their behalf, subject to prior notice being given. The attendance of substitute councillors must be recorded.

**3 Urgent Items**

To announce any items not on the agenda which the Chairman has agreed to consider because they are urgent, to give reasons for the urgency and to indicate where in the order of business the item will be considered.

#### 4 **Declarations of Interest**

The Chairman to invite Councillors to declare individually any interests they may have in the items on the agenda. Councillors should consult Meetings General Procedure Rule 7 for full guidance on the registration and declaration of interests. However Councillors may wish to note the following:-

- Where a Councillor has a disclosable pecuniary interest, other pecuniary interest or a non-pecuniary interest in any business of the authority and he/she is present at a meeting of the authority at which the business is considered, the Councillor must disclose to that meeting the existence and nature of that interest, whether or not such interest is registered on his/her register of Interests or if he/she has made a pending notification.
- If a Councillor has a disclosable pecuniary interest in a matter being considered at a meeting, he/she must not participate in any discussion or vote on the matter at the meeting. The Councillor must withdraw from the room where the meeting is being held unless he/she has received a dispensation from the Monitoring Officer.
- Where a Councillor has another pecuniary interest in a matter being considered at a meeting and where the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the Councillor's judgement of the public interest, the Councillor must disclose the existence and nature of the interest and withdraw from the room where the meeting is being held unless he/she has received a dispensation from the Monitoring Officer.
- Failure to comply with the arrangements regarding disclosable pecuniary interests without reasonable excuse is a criminal offence, with a penalty of up to £5,000 and disqualification from office for up to 5 years.

#### 5 **Have Your Say!**

a) The Chairman to invite members of the public to indicate if they wish to speak or present a petition at this meeting – either on an item on the agenda or on a general matter not on this agenda. You should indicate your wish to speak at this point if your name has not been noted by Council staff.

(b) The Chairman to invite contributions from members of the public who wish to Have Your Say! on a general matter not on this agenda.

#### 6 **Minutes of 13 April 2015**

7 - 14

To confirm as a correct record the minutes of the meeting held on 13

April 2015.

- |    |  |              |
|----|--|--------------|
| 7  | <b>Consultation on the Colchester Borough Local Plan Issues and Options Document</b><br>See report by the Head of Commercial Services  | 15 - 112     |
| 8  | <b>Update on the new Local Plan 'Call for Sites' process</b><br>See report by the Head of Commercial Services  | 113 -<br>156 |
| 9  | <b>Changes to Neighbourhood Plan Regulations</b><br>See report by the Head of Commercial Services  | 157 -<br>160 |
| 10 | <b>Maldon Local Plan</b><br>See report by the Head of Commercial Services  | 161 -<br>166 |
| 11 | <b>Exclusion of the Public (not Scrutiny or Executive)</b><br>In accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public, including the press, from the meeting so that any items containing exempt information (for example confidential personal, financial or legal advice), in Part B of this agenda (printed on yellow paper) can be decided. (Exempt information is defined in Section 100I and Schedule 12A of the Local Government Act 1972). |              |

## **Part B**

(not open to the public including the press)



# Local Plan Committee

Monday, 13 April 2015

**Attendees:** Councillor Elizabeth Blundell (Member), Councillor Andrew Ellis (Member), Councillor John Jowers (Member), Councillor Kim Naish (Group Spokesperson), Councillor Lyn Barton (Member), Councillor Bill Frame (Chairman), Councillor Gerard Oxford (Member)

**Substitutes:** Councillor Anne Turrell (for Councillor Martin Goss)

## **30 Minutes of meeting on 16 December 2014**

The minutes of the meeting held on 16 December 2014 were confirmed as a correct record.

## **31 Minutes of meeting on 2 February 2015**

The minutes of the meeting held on 2 February 2015 were confirmed as a correct record subject to the amendment of the reference in the declaration of interest made by Councillor Blundell in Minute No 28 to read 'membership of the Court of the University of Essex'.

## **32 Dedham Vale and Stour Valley AONB Management Plan and Memorandum of Understanding**

The Committee considered a report by the Head of Commercial Services concerning a requirement to compile and agree a Management Plan for Dedham Vale Area of Outstanding Natural Beauty (AONB) and to agree to the Memorandum of Understanding for the Dedham Vale AONB and Stour Valley Project.

Karen Syrett, Place Strategy Manager, presented the report and explained the Council's statutory responsibility to prepare, publish and regularly review a Management Plan for the Dedham Vale AONB and to agree to sign up to the Dedham Vale and Stour Valley Countryside Project's Memorandum of Understanding for the period 2015/16 to 2018/19, in order to remain an active partner of the Project. The revised Memorandum of Understanding formed part of a three year rolling programme of agreements to simply and clearly identify the requirements of the parties who are responsible for producing the AONB Management Plan. The Project had been instigated following designation of the AONB by Central Government in 1970 to work with local bodies to address local concerns to help maintain the distinctive character and beauty of the area.

On behalf of its local authority partners the Dedham Vale AONB and Stour Valley Project's Joint Advisory Committee/Partnership had prepared a Management Plan, to replace the current one, with a lifetime of five years from 2015 to 2020. The Plan built upon the success of the previous plan and included the delivery of co-ordinated activity to maintain and enhance the quality of the area. It sat within and sought to fit into the Council's own framework of strategies and policies that impacted on the AONB.

Throughout the review of the Management Plan the representative Members and the Landscape Planning Officer had been directly involved in its revision and other relevant officers had been kept informed throughout the consultation period and no adverse comments on the review had been reported.

Councillor Chapman attended and, with the consent of the Chairman, addressed the Committee. He explained that he was the Chairman of the Dedham Vale AONB and Stour Valley Project and gave details of the background to the compilation of the Memorandum of Understanding. Some five or six years ago it was apparent that DEFRA would be required to make savings to its expenditure and it was likely that funding cuts to organisations like the Project were considered inevitable. In the context of this economic situation changes were initiated in the ways the Project operated and joint work was started with Suffolk Coast and Heaths AONB. In this way some redundancies were incurred but remaining staff gained much more expertise across the whole area and the merger provided a way for the two AONBs to continue to operate successfully. He referred to the work to support local businesses and for the local economy to improve and an initiative to encourage all the Parish Councils and Amenity Bodies in the area of the AONB to contribute funding to the Project. The Project was required by the Government to make financial contributions to the Sustainable Development Fund which had enabled grants to be made to various organisations within the AONB over a number of years. The Stour Valley Environment Fund had also been set up within the Essex Community Foundation to encourage local people to direct funding to local projects which were contributing towards the work being done within the AONB. He went on to explain that Local Authority and DEFRA funding was used to sustain the staffing core structure of the organisation, whilst the Project itself, acting as facilitators, had secured a £1million Heritage Lottery Fund grant for the Managing a Master Piece Project, a grant from the Environment Agency used to undertake a survey of the Stour River and a bid had been submitted to the LEADER Programme for Suffolk Wool Towns to secure grants for local businesses.

In discussion, Members of the Committee commented, in particular, in relation to:

- Innovations to the working of the Project under the Chairmanship of Councillor Chapman
- Concerns about potential loss of funding for the Project in the future
- Water quality problems associated with abstraction of water from the local rivers
- Impact on fishing opportunities due to the decline in the number of fish in the rivers
- Problems of silting up of rivers and the need for the consideration of water flow

- policies
- Property prices within the AONB and the problems for young people seeking affordable homes and for local rural businesses
- Water emanating from the Denver sluice area of the Fens and the problem of invasive species of fish
- Work undertaken by Anglian water and the Environment Agency to de-strain the River Stour by creating holding ponds and flood plain balancing ponds

In response to questions from the Committee members, Karen Syrett explained that AONB received special protection under the National Planning Policy Framework which provides for judgements to be made as to what is appropriate development in such areas. She also referred to a recent planning approval in Dedham as an example of an appropriate housing development in the AONB which had included affordable and market units for younger first time buyers or people wishing to downsize. Adam John, Landscape Planning Officer, gave details of the funding for the Project whereby Colchester's contribution was currently £5,175 pa whilst the Project as a whole required funding of £235,000. This was considered to be excellent value for money given the requirement upon the Council to produce a Management Plan for the AONB, the liability for redundancies should the Project fail and the success of the Project in attracting external funding. Adam also explained that the Management Plan was a useful tool to monitor extraction issues in terms of impact on water quality in the area. He also explained that two of the Local Authorities contributing to the Project were located outside of the AONB and therefore did not have specific obligations to produce Management Plans for the area and could consider withdrawal from the partnership but recent proposals submitted to Natural England to extend the area of the AONB had been welcomed. Beverley McClean, Coast and Countryside Planner, referred to two consultations recently undertaken by the Environment Agency relating to the Anglian River Basin Management Plan and the Catchment Basin Management Plan for East Anglia within which the issue of water abstraction had been raised in relation to greater flexibility and licencing.

Councillor Chapman acknowledged the comments made regarding affordable housing in the area and the references made to development within the Management Plan and he referred to a grant which had been received from the Environment Agency to redesign the bed of the River Stour to encourage fish to spawn and to enhance the environment for fish generally.

The Committee welcomed the reference to the affordable / market developments in Dedham and Messing and suggested the production of a case study document for circulation to Councillors for discussion with the Parish Councils interested in pursuing projects to improve availability of affordable housing in their areas.

*RESOLVED* that-

- (i) The Committee's obligation under Section 89 of Part IV of the Countryside and Rights of Way (CROW) Act 2000 be noted, the Dedham Vale AONB and Stour Valley

Management Plan covering the period 2015 to 2020 be approved and the Dedham Vale AONB & Stour Valley Project's Memorandum of Understanding for the period 2015/16 to 2018/19 be agreed

(ii) The Place Strategy Manager make arrangements to produce a document for consideration at the next meeting of the Committee giving details of the affordable / market developments in Dedham and Messing.

### **33 Adoption of Land affected by Contamination - Technical Guidance**

**Councillor Naish (in respect of his membership of the Angling Trust East of England Freshwater Forum, Inland Waterways Association, Environment Agency and Chelmer and Blackwater Navigation Fishery) declared a non-pecuniary interest in this item pursuant to the provisions of Meetings General Procedure Rule 7(5).**

The Committee considered a report by the Head of Commercial Services seeking the formal adoption of the technical planning guidance governing land contamination produced by Essex Contaminated Land Consortium.

Chris Downes, Planning Policy Officer, presented the report and, together with Mary Rickard, Contaminated Land Officer, assisted the members in their discussions. The Planning Policy Officer explained that the adoption of the technical guidance would ensure that the Council met its statutory obligations as well as informing planning applicants and developers of these requirements. The Guidance had been produced by the Essex Contaminated Land Consortium, a collaboration of all Essex local authorities, so that by adopting it the Council would be adopting an approach consistent with the rest of the county. The Environment Act 1995 had established a legal framework for dealing with contaminated land in England and the way that Colchester Borough Council dealt with such land was set out in the Contaminated Land Strategy (currently under review).

There were 12 core planning principles in the National Planning Policy Framework, including encouraging the re-use of existing resources, conversion of existing buildings and re-using land that has been previously developed ('brownfield' land) and the Framework stated that:

- Where a site is affected by contamination, responsibility for securing a safe development rests with the developer and/or landowner;
- After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part 2A of the Environmental Protection Act 1990;
- Adequate site investigation information, prepared by a competent person, is presented.

The thread running throughout the NPPF was that there should be a presumption in favour of sustainable development, which was both viable and deliverable. Obligations and policy burdens should not threaten viability of development. The Council's planning

application form required applicants to state if land was known to be contaminated and whether the proposed use would be especially vulnerable to contamination and, if so, a contamination assessment was required in support of the application. The assessment would need to provide enough information to show that any risks were sufficiently understood and could be managed, both economically and technically and the Council could ensure that any additional actions would be dealt with by way of condition(s). If the outcome of an assessment was that there was an unacceptable risk of harm, then site remediation would be required. Once the council was satisfied that the developer had shown that there were no unacceptable risks remaining, a Validation Certificate would be submitted to the Council, whereupon the site would then be considered suitable for use.

The Technical Guidance was intended to guide applicants and developers through the planning process to ensure that they met the requirements of the Council in the assessment, remediation and verification of contaminated land sites in a manner which was both compliant with environmental protection law and national planning policy.

In discussion members of the Committee referred to:

- Guidance being a welcome, forward thinking initiative
- Cost of remediation works to brownfield development sites and the likelihood these costs would increase as environmental standards became increasingly strict
- Impact on the Local Authority's ability to secure affordable housing
- Whether the Guidance included contamination relating to buildings

*RESOLVED* that the technical planning guidance governing land contamination in the form of Land Affected by Contamination: Technical Guidance for Applicants and Developers (3<sup>rd</sup> Edition, 2014), produced by the Essex Contaminated Land Consortium be formally adopted by the Committee.

## **34 Sustainable Drainage Systems Design Guidance**

**Councillor Jowers (in respect of his membership of Essex County Council and the incorporation of flood risk management issues within his previous Portfolio Holder responsibilities and his membership of the Anglian (Eastern) Regional Flood and Coastal Committee) declared a non-pecuniary interest in this item pursuant to the provisions of Meetings General Procedure Rule 7(5).**

**Councillor Turrell (in respect of her membership of Essex County Council) declared a non-pecuniary interest in this item pursuant to the provisions of Meetings General Procedure Rule 7(5).**

The Committee considered a report by the Head of Commercial Services giving details of the Sustainable Drainage Systems Design Guide and seeking its adoption as a

## Supplementary Planning Document.

Beverley McClean, Coast and Countryside Planner, presented the report and assisted the Committee members in their discussions. She explained that the adoption of the Design Guide was intended to ensure that developers had access to consistent advice about the design and delivery of sustainable drainage schemes which would soon have to be constructed as part of new major developments. Adoption of the guide would also help ensure that sustainable drainage schemes coming forward in the Borough were fit for purpose in terms of helping reduce and manage the risk from surface water flooding as well as delivering wider amenity, ecological and landscape benefits.

Following extensive summer flooding across parts of England in 2007, the need to review and overhaul flood risk management, particularly for surface water flooding had been identified by national government. The Flood and Water Management Act had emerged from this process and, under the Act, Essex County Council (ECC) became the lead Local Flood Authority, with new responsibilities for overseeing flood risk from surface water, groundwater and ordinary water courses. As part of their new responsibilities, ECC had prepared a number of flood risk management documents to help reduce and manage flood risk across Essex, one of which was the Sustainable Drainage Systems Design Guide.

The Design Guide was divided into sections, including:

- The shift towards increased use of sustainable drainage to manage surface water and to deliver useful landscape, ecological and amenity benefits
- Design considerations specific to Essex, such as topography, geology, soils and hydrology
- Principles and local standards for water quantity in terms of flood prevention, amenity, ecology and water management
- Types of sustainable drainage systems, such as green roofs, swales, ponds, pervious paving, rainwater gardens and large wetlands and the circumstances where they are most appropriate.

In discussion members of the Committee referred to:

- Important work achieved through the Consortium which had created a centralised resource with improved flexibility
- Benefits to be gained by developers who had been unclear regarding their responsibilities and the consequential impact on progress with certain developments
- Problems associated with historical water management issues and how these would be integrated within the new management regimes
- Capacity to utilise traditional water harvesting techniques within alongside modern practices.

In response to questions, the Coast and Countryside Planner confirmed that much work was being done within the management regimes to provide interventions along the

whole course of a river.

*RESOLVED* that the Sustainable Drainage Systems Design Guide (SDSDG) be agreed and adopted as a Supplementary Planning Document (SPD).

## **35 Colchester Local List 2015**

**Councillor Frame (in respect of his acquaintance with the owner of 17 Honywood Road, Colchester) declared a non-pecuniary interest in this item pursuant to the provisions of Meetings General Procedure Rule 7(5).**

The Committee considered a report by the Head of Commercial Services giving details of proposed amendments to the adopted Colchester Local List.

Beverley McClean, Coast and Countryside Planner, attended to assist the Committee in its discussions. She explained that the Local List for Colchester included buildings, architectural features and historic assets that, while not of national significance, were considered to be locally significant for their architectural or historic value. The list was not static and it changed over time in response to planning decisions, as a result of new buildings being proposed for inclusion and by means of annual review by the Local Plan Committee. Inclusion on the Local List was a material consideration when planning applications affecting such buildings or features were being considered and Planning Inspectors also had due regard for the Local List as part of the appeals process.

In response to a press release and internal consultation a total of 7 changes had been proposed to the Local List, three of which were recommended for inclusion:

- The Lighting Shop, 61- 65 North Station Road, Colchester
- 17-19 Honywood Road, Colchester
- The whole of the Essex County Hospital Nurses Home including the Oxford Road entrance gate, courtyard and front door.

If the proposed changes were approved, the total number of buildings and assets would increase to 744 and the contents of the Local List would be updated on the Council's web mapping service (C-Maps) and the Council's records database (Civica).

Members of the Committee particularly welcomed the recent change to the redevelopment proposals at Williams and Griffin to provide for the restoration of the art deco façade to the former Jacklin's frontage, rather than its demolition, which meant it would not be necessary to remove it from the Local List.

*RESOLVED* that the proposed amendments to the adopted Colchester Local List, as set out in Paragraph 5 of the report be agreed.



<b>Report of</b>	<b>Head of Commercial Services</b>	<b>Author</b>	<b>Laura Chase</b>
			<b>☎ 282473</b>
<b>Title</b>	<b>Consultation on the Colchester Borough Local Plan Issues and Options Document</b>		
<b>Wards affected</b>	<b>All</b>		

**The Local Plan Committee is asked to consider the responses received following the consultation on the Issues and Options stage of the Local Plan.**

## **1. Decision(s) Required**

- 1.1 To note the responses received following a statutory six week public consultation concerning the initial Issues and Options phase of developing a new Local Plan for Colchester.
- 1.2 To note the next steps in plan development set out in section 5 below.

## **2. Reasons for Decision(s)**

- 2.1 To ensure the Council's planning policies are updated in order to provide a robust basis for guiding future growth and development across the Borough.

## **3. Alternative Options**

- 3.1 No alternative options are proposed, as members need to be aware of the issues arising from the statutory consultation process and how Council plans to respond to them as it carries forward development of a new Local Plan. The alternative of not proceeding with a new Local Plan would leave the Council in a vulnerable position going forward with no clear steer for the future growth and development of the Borough. It would result in existing policy becoming outdated and not in accordance with national policy requirements.

## **4. Supporting Information**

- 4.1 At its meeting of 16 December 2014, the Local Plan Committee agreed the publication of an Issues and Options consultation document. The production of an Issues and Options document as a first stage in the development of a new Local Plan reflected national plan-making guidance as stated in Section 18 (1) of the Town and Country Planning (Local Planning) (England) Regulations 2012. This provides that a local planning authority must invite consultees to 'make representations to the local planning authority about what a local plan...ought to contain', and that the local authority should then take account of these views when developing its plan.

- 4.2 The Issues and Options document provided background on the plan-making process and posed a series of 32 open-ended questions on key issues and 3 main high level options for growth to 2032:
- Options 1A and 1B – sustainable new settlements to both the east and west of Colchester, crossing adjacent borders. Option A would not allow for a proportion of growth of Borough villages; option B would.
  - Options 2A and 2B – sustainable new settlement in the west of Colchester only, crossing the border with Braintree. Option A would not allow for a proportion of growth of Borough villages; option B would.
  - Options 3A and 3B sustainable new settlement to the east of town and an extension to the town, north of the A12. Option A would not allow for a proportion of growth of Borough villages; option B would.
- 4.3 Consultation on the Issues and Options document was carried out from 16 January to 27 February 2015. At the same time, landowners and developers were invited to put forward potential development sites. The results of this Call for Sites process are reported as a separate agenda item to this Committee. The consultation process involved publishing the document and supporting information on the website; notification of the consultation to the Council's extensive list of interested organisations and individuals; and a series of nine public drop-in sessions which were advertised through social media, press coverage, and posters circulated to parish councils. At the drop-in sessions, attendees were provided with background information on the Local Plan process; copies of the consultation document; opportunities to ask questions of the officers in attendance; the chance to leave initial thoughts on post-it notes; and information on how to respond more formally to the consultation.
- 4.4 An estimated total of 415 people attended the Council workshops which were held in a variety of venues across the Borough as follows:
- Colchester Library 17 January 10am-2pm & 27 January 2pm-6pm (45 attendees)
  - Asda (Turner Rise) 24 January 10am-2pm (39 attendees)
  - Great Horkesley New Village Hall 31 January 10am-2pm (37 attendees)
  - Tiptree Community Centre 7 February 10am-2pm (27 attendees)
  - The Mica Centre (West Mersea) 11 February 4pm-8pm (93 attendees)
  - Wivenhoe Scout and Guide Hall 14 February 10am-2pm (82 attendees)
  - Hythe Community Centre (in conjunction with Hythe Forward) 16 February 12pm-8pm (29 attendees)
  - Marks Tey Parish Hall February 10am-2pm (200 attendees)
- 4.5 A summary of issues recorded on post-it notes at the workshops is included as Appendix 1. The Appendix 1 summary also reflects the key issues raised in conversation with officers at the workshops. Particular concerns included:
- The justification for further housing growth in Colchester given existing problems with congestion and infrastructure capacity (health in particular)
  - Specific concerns about growth options and site allocations near attendees' homes.
  - Diverse views on growth options
  - Objections to development on greenfield land and open countryside, including land north of A12 and expansion outside villages
  - Questions over the extent to which job growth could keep pace with housing growth
  - Recognition of the need for more housing, particular affordable housing and housing for different groups – young, old, families, etc.
  - The need to provide more infrastructure in advance of any further growth, with specific mention of the following facilities:

- Roads
- Public transport, including train and station capacity
- Parking
- Hospitals/Surgeries/Clinics
- Schools
- Cycleways, Bridleways and Footpaths
- Open Space/Sports Facilities
- Improvements needed to Town Centre
- Preservation of Colchester's heritage

4.6 The East Colchester session served a dual function, as it also provided a platform for Hythe Forward to consult on local East Colchester issues. Hythe Forward's board reported as follows after the event: 'The dual consultation format gave a pleasing combination of locally relevant detail (specific to the Hythe) with the broader strategic context of Colchester Borough Council's Local Plan. Local people seemed keen to engage with both and were pleasantly surprised at the partnership working between statutory body and community land trust (CLT). The purpose of the event from Hythe Forward's perspective was simply to present initial ideas that could comprise the basis of adopted planning guidance. There were simple feedback forms available, but the main intention was to gauge the public mood with regard to the CLT's three key priorities and some more specific aspirations. 23 forms were filled in and all indicated that the CLT's priorities were considered appropriate, with 'developing high quality public space' emerging as the biggest public concern.'

4.7 Two Parish Councils, Langham and Layer de la Haye, held their own workshops to consider the Local Plan Issues and Options. Both sessions were very well attended, (100 at Langham and 120 at Layer de la Haye) and this high level of attendance was reflected in the subsequent submission of responses from residents from these areas. (See para 4.24.3 and 4.24.4 below on site specific responses)

4.8 By the close of consultation, the Council had received a total of 649 responses from individuals and organisations. The following overview of consultation responses first highlights representative views on the key themes set forth in the consultation document; then is followed by a summary of views on particular growth options and sites put forward in the Call for Sites and finally includes a section on parish council responses. The overview does not attempt to cover all responses, since more detailed summaries and links to the original 649 representations are contained in Appendix 2. While the overview does not set forth whether the Council agrees or disagrees with respondent views, it does provide information on how the Council will assemble the evidence necessary to reach a clear view on the issues raised. Following a period of evidence base development, sustainability appraisal, and policy development work, the Council will be in a position to set forth clear views on policies and growth options in the Preferred Options document to be brought to the December meeting of this committee for approval and then published for consultation early in 2016.

4.9 Summary of responses to questions in the Issues and Options document on key themes:

#### 4.9.1 Vision

Those commenting on the overall vision tended to accept the need for a well-considered long term approach. Essex County Council, for example, stated that "a robust long-term strategy will provide a reliable basis on which ECC and its partners may plan future service provision and required community infrastructure for which they are responsible". CAUSE, a residents group formed in response to proposals for development in the

Colchester/Braintree border area, accepted that 'a long-term plan that extends beyond political cycles is desirable'.

4.9.2 Comments on the content of the vision tended to highlight the importance of sustainability as a guiding principle, although both the general term 'sustainability' and the more specific planning concept of Garden Cities were viewed as contested terms that could mean different things to different people. Several respondents sought to illustrate their ideas with reference to other places ie Freiburg Germany, or the hypothetical Uttoxeter Garden City proposed in the winning Wolfson Prize entry. The Colchester Natural History Society welcomed the CBC support for garden city principles, although it considered that the Council had breached these principles in the past. Proponents for large settlements (ie Gateway 120 and East Colchester/West Tendring) felt that the vision should identify locations for new centres of growth away from the urban areas that would be sustainable and energy efficient and also contribute to the economic well-being of the Borough. Proponents of development adjacent to villages contended that growth should be more widely dispersed in a proportional manner to make villages more self-sufficient and sustainable.

4.9.3 In terms of further work to inform the vision, in addition to looking to best practice elsewhere the planning consultants for Stane Park considered that a study assessing Colchester's position and function within the regional context should be prepared to inform the vision for the new Local Plan strategy which would provide evidence as to how Colchester can compete effectively against other regional destinations to achieve inward investment and growth over the course of the plan period, and reinforce and strengthen its position as a regional centre.

4.9.4 A number of respondents mentioned the need for joint working on formulating a vision, as part of joint work on the plan as a whole. In particular, other local authorities including Essex County Council and adjacent district councils highlighted the importance of cooperation on strategic issues. Mersea Homes' representation highlighted the need for the vision to address issues of complexity and increasing community involvement and suggested that Colchester should utilise university research to inform the Borough's future vision possibly running a joint exercise or having the University as an active participant in developing the vision.

4.9.5 Initial Council response/next steps:

The existing Spatial Vision in the adopted 2008 Core Strategy is considered to provide a solid basis for the vision for the next Local Plan. Equally, however, changing circumstances and priorities may lead to more fundamental changes to the vision. To redraft the vision, the Council will set up meetings with key members and stakeholders to agree priorities for the new Local Plan vision which can then be incorporated into the Preferred Options documents programmed for public consultation in early 2016. Officers will continue to keep abreast of best practice elsewhere and will use evidence from work such as the Employment Land Needs Assessment to help consider the Borough's regional role and function.

## 4.10 Housing

### 4.10.1 Justification for overall housing numbers

While many people accepted the need for housing, a significant percentage questioned the amount of additional housing needed, particularly on greenfield land. Barton Willmore on behalf of Gladman Homes submitted its own Housing Market Assessment questioning the findings of Colchester's work on housing demand and supply. The CPRE considered that the quality of the Borough's countryside for its landscape character, for

its setting for town and villages, for its biodiversity and for its agricultural productivity is sufficient to say that the growth can't be accommodated.

#### 4.10.2 Initial Council response/next steps:

The NPPF requires that Local Plans meet the full, objectively assessed needs for housing. To set a target, the Council needs to ensure that its projections of housing need are based on careful consideration of population, economic and housing trends. The Council is carrying out joint work with Braintree, Chelmsford and Tendring Councils to help it set an Objectively Assessed Housing Need (OAHN) number as required by national policy. Initial work carried out by consultants Peter Brett Associates is expected imminently, and their work will form the basis of the OAHN number used to underpin housing allocations in the Local Plan.

#### 4.11 Need for new housing to be supported by adequate infrastructure

The need for infrastructure to support housing growth was a clear and consistent theme running through a majority of responses. Many of the individual responses noted current infrastructure capacity problems and the need to make new development contingent on the up-front delivery of infrastructure across all categories, including transport, education, health, open space, telecommunications and community facilities. Essex County Council responded that the new Local Plan should ensure there are clear policies for the full provision, enhancement and funding of infrastructure arising from planned development and pointed to the mechanisms that could help to achieve this, including planning obligations, the use of a Community Infrastructure Levy (CIL), and the ability to negotiate specific contractual obligations for major strategic sites (where Garden City principles may be adopted).

##### 4.11.1 Initial Council response/next steps:

The Council is in the initial stages of developing an Infrastructure Delivery Plan which will provide information on the infrastructure needs associated with new development and how it will be delivered. The range of infrastructure included in the plan will cover the full extent of facilities expected to be needed, including transport, utilities (including broadband), education, health, open space, and community facilities.

#### 4.12 Need for housing for specific groups

The need for housing for specific segments of the population was raised, including older people (The Planning Bureau on behalf of McCarthy and Stone) and gypsies and travellers (the Gypsy Council). Several landowners noted that account will need to be taken not only of overall need for different types of housing but also varying market conditions; individual site characteristics; and the fact that need for particular housing mix will change over time.

##### 4.12.1 Initial Council response/next steps:

The Strategic Housing Market Assessment carried out by consultants for the Council provides information on the demand for specific sizes, tenures and types of housing in the Borough which will inform policies guiding those aspects of housing allocations.

#### 4.13 Development of high quality, well-designed sustainable homes

The promotion of high quality sustainable design was frequently mentioned in individual responses. A number of East Colchester residents noted that more control should be placed on housing developers so that estates have a uniform, attractive appearance. The representation on behalf of Mersea Homes, however, stated that design codes should promote diversity not conformity.

#### 4.13.1 Initial Council response/next steps:

Formulation of policies on housing design and sustainability issues will have regard to government guidance on issues such as viability, sustainable construction and design. Planning policy officers will work with development management colleagues to ensure that proposed policies will result in clear and effective guidance for applicants for planning permission.

#### 4.14 Centres and Employment

##### 4.14.1 Supporting the Town Centre and defining an appropriate role for other commercial areas of the Borough

Respondents on the issue of town centre uses and Colchester's commercial hierarchy recognised the need for the Council to comply with national guidance on this topic and for new policy to be based on an up-to-date evidence base. There were, however, varying views on how this could be achieved. While the planning consultants for Sainsbury's considered that the existing retail hierarchy within the Borough is logical and should remain, agents for Turner Rise and Tollgate interests supported a more nuanced approach to policies on town centre uses which recognise the role and potential of District Centres to accommodate some limited growth whilst the Town Centre remains the primary focus for such activity. The planning consultants for Stane Park considered that capacity for growth in the Town Centre is severely restricted due to a combination of topography, heritage assets and the constraining road network, so the Town Centre should focus on specific sectors and allow other sectoral needs to be appropriately permitted elsewhere in the area. Planning consultants for Culver Square in the Town Centre requested that the council consider specific town centre and district centre policies, in addition to setting out a defined retail hierarchy, to further clarify the vision for the future of these locations. They commented that were the situation to arise that the council were considering identifying sites outside of Colchester town centre, the impact of these sites upon the town centre is considered before allocating such sites in order to safeguard the vitality and viability of Colchester town centre.

#### 4.14.2 Initial Council response/next steps:

The Council will commission additional work as required to ensure its evidence base on the supply and demand of town centre uses is up-to-date and provides a reliable basis for developing a spatial hierarchy for town centre functions and activities.

#### 4.15 Providing sufficient jobs to keep pace with housing growth

The planning consultants for Stane Park questioned the need for further land to support the delivery of jobs in Colchester and highlighted the need to have regard to market signals such as take-up rates in considering allocations. ECC stated that the role of the A120 as an economic corridor should be strengthened. ECC also highlighted the important role of education in supporting economic growth, with particular regard to the potential of joint projects with the University of Essex and development of programmes to improve educational attainment.

#### 4.15.1 A high number of individual respondents noted that it would be important to deliver jobs alongside new housing.

#### 4.15.2 Initial Council response/next steps:

The Council has completed an Employment Land Needs Assessment (January 2015) which will form the basis for assessing employment site allocations for the Local Plan. The next stage of work is the completion of a Strategic Employment Land Assessment which will be carried out jointly with the Strategic Housing Land Assessment and used to inform the Preferred Options.

#### 4.16 Rural Colchester

##### 4.16.1 Striking an appropriate balance between protecting the character of rural Colchester and meeting the need for more housing and employment

While the predominant view among respondents was that rural areas should be protected from development, many accepted the desirability of limited infill growth to meet local needs. Six parish councils supported a limited review of their settlement boundaries to accommodate growth (see separate section below on parish council responses).

##### 4.16.2 Initial Council response/next steps:

The Council is undertaking a Settlement Boundary Review which will inform the Preferred Options document and will be published as part of consultation on the document. The Review will have regard to the particular circumstances of each village in the Borough, including the views of parish councils as expressed in their consultation responses and, where relevant, evolving Neighbourhood Plans.

#### 4.17 Promoting Healthy Communities

##### 4.17.1 Providing access to high quality facilities and open spaces/sports facilities to maintain healthy lifestyles

Many individual respondents highlighted current capacity problems with health facilities, Colchester General Hospital in particular. Links between health and planning were widely recognised, and the provision of open space, sports facilities and walking/cycling links were identified as important elements of sustainability requiring policy support in the Local Plan.

##### 4.17.2 Initial Council response/next steps:

The delivery of health services is a rapidly evolving area, and the Council has initiated liaison with relevant providers (including the Clinical Commissioning Group, NHS England, ECC Public Health) to ensure planning policy reflects the actual delivery mechanisms chosen for health provision. The Infrastructure Delivery Plan will include information on a wide range of health and community infrastructure, including hospitals, clinics/surgeries, community facilities, educational facilities, open space, green infrastructure and recreational facilities.

#### 4.18 Sustainable Transport and Accessibility

##### 4.18.1 Ensuring transport infrastructure keeps pace with growth

Highways England (formerly the Highways Agency) welcomed the fact that the plan looks to 2032 and beyond as they recognised that appropriate infrastructure takes a long time to deliver and this needs to be identified early in order that it comes on stream as required. They noted that the Government had made commitments to widening the A12 between Chelmsford and Marks Tey, while the A120 has not been identified for improvement. (Please also see their comments in growth options section below)

4.18.2 ECC supported the emphasis placed on sustainable transport and recommends the inclusion of policy options to implement and deliver a range of measures. As the local highway authority, ECC stated that it will ensure the appropriate and necessary assessments are undertaken as Colchester BC seeks to adopt a preferred spatial option for growth and development. ECC supported the objective to increase the numbers of people walking and cycling and noted that this will need to be embedded as part of new

settlement options (if they are progressed by Colchester BC as part of the preferred spatial strategy) to reduce short journeys made by car and the impact on the local and strategic highway network. A number of specific measures were suggested to help achieve more sustainable travel patterns such as car clubs, public transport vouchers, additional cycle/walking paths, and shuttle bus services. In order to help limit impact on the local public transport networks, ECC recommended that rail and bus providers should be involved in the identification and planning of any new or improved services. The mainline rail service between Norwich and London Liverpool Street (which passes through Colchester) is often at full capacity during peak times, it will therefore be important to identify what potential impact any new development will have on these services and what can be done to limit this. (Please also see their comments in growth options section below)

4.18.3 Transport issues were raised by a high percentage of individual responses, including existing problems with road congestion, rail capacity, bus capacity, and non-motorised routes. As with infrastructure in general, many respondents considered that new transport links should be provided in advance of any new development. Some respondents noted the need to improve facilities for the full range of non-motorised transport types (walking, cycling, horse riding) and the associated health, biodiversity and environmental benefits this could bring. In particular, the potential of an orbital green route around Colchester was raised by the Colchester Natural History Society.

4.18.4 Initial Council response/next steps:

The Council is working closely with ECC and Highways England to carry out modelling and analysis of current and projected transport demand for all modes across the Borough, with particular regard to the transport implications of developing large new settlements. This work will be fed into the Council's Infrastructure Delivery Plan explaining the requirements and the delivery/funding arrangements for required infrastructure. Although no formal responses to the Issues and Options consultation were received from Network Rail or the train operator Abellio, the Council is actively engaged meeting with both bodies to develop an agreed approach to future rail development affecting the Borough.

#### 4.19 Heritage and Townscape

##### 4.19.1 Preserving and enhancing the town's rich heritage

English Heritage commented that the Local Plan will be an important factor in conserving and enhancing its rich historic environment. They recommended that the Council carry out a full analysis of existing and potential historic environment evidence base sources. While largely supportive of the issues raised in the Heritage section, English Heritage considered that the consultation document missed out some issues and referred to their guidance document on Local Plans for best practice on a holistic approach to planning for the historic environment and particular issues such as assets on the Heritage at Risk Register, and Conservation Areas.

4.19.2 The ECC response stated that greater priority needed to be given in the plan to the borough's rich but finite archaeological resource, which has come under considerable pressure from development during the period of the current Local Plan, and which is more likely to be overlooked than the built heritage, when considering enhancement opportunities through high quality design. Innovative interpretive approaches to telling the story of the borough is one way in which enhancements can be secured, but this should be guided by a coordinated interpretive masterplan to ensure quality and consistency. Existing and updated Conservation Area Appraisals and Management Plans for

Conservation Areas within the Borough should be included as evidence base documents for the new Local Plan.

4.19.3 A number of individual responses highlighted the importance of preserving and enhancing Colchester's heritage.

4.19.4 Initial Council response/next steps:

The Council has reviewed the existing evidence base on the historic environment issues used to inform current adopted policies and will update as needed to ensure that information is up to date, including evidence on the Historic Environment Record and archaeological data.

#### 4.20 Natural Environment

##### 4.20.1 Ensuring the protection and improvement of countryside, green spaces and corridors

Natural England supported references to the requirements for green infrastructure, biodiversity, and habitat protection within the Issues and Options document and encouraged more explicit attention to these issues as policies are developed. The Environment Agency also highlighted these issues and additionally referred to the importance of Blue Infrastructure as well as Green Infrastructure; the need to address requirements for flood risk assessment and sustainable water management systems.

4.20.2 The Essex Wildlife Trust recommended that the 2008 Local Wildlife Site Review be updated given that site conditions can change relatively quickly. They also stated that the Local Plan should address how green corridors and biodiversity can be robustly defended and enhanced, supported with evidence based on biological records and surveys.

4.20.3 A high percentage of individual responses stressed the importance of protecting open countryside and preserving wildlife habitats.

4.20.4 Initial Council response/next steps:

The Council has reviewed the existing evidence base on natural environment issues used to inform current adopted policies and will update as needed to ensure that information is up to date, including evidence on landscape and townscape character; flooding; Local Wildlife Sites; and water supply. In particular, detailed work will be carried out for proposed large settlements.

#### 4.21 Growth Options and comments on particular sites

##### 4.21.1 General points on growth options

A number of individual responses queried the need for large scale development in the first instance and considered brownfield sites within Colchester would be able to play a greater role in meeting housing need. The CPRE questioned all the growth options given their impact on the countryside and good quality agricultural land, but would not be opposed to sensible development in villages to meet local needs. Numerically, the responses were dominated by views on particular sites put forward for development. Many members of the public were concerned about the implications of development near them on their quality of life, and assumed that additional growth would by definition result in problems such as increased congestion; infrastructure capacity problems; harm to the countryside; and poor quality development. Those who accepted in principle the need for further development to address the need for more homes and jobs frequently considered that the need should be met in a different part of the Borough.

4.21.2 Landowner/developer views on the vision correlated closely with the development they were proposing – ie those proposing development adjacent to villages supported proportionate growth, while those advocating large settlements supported the option including their proposal. Developers of smaller schemes suggested that their sites could make a contribution to housing delivery in the earlier part of the plan period in advance of the slower delivery of large settlements.

4.21.3 Views of adjacent local authorities and Essex County Council on growth options highlighted their willingness to work with Colchester to agree and refine a strategic approach. Option 1 (either A or B) was supported in principle by Tendring District Council. Essex County Council and Braintree at this stage did not express a view on options but did state their willingness to work with Colchester on a joint approach to strategic development. Maldon DC expressed a preference for Option 1B which was considered to be likely to result in a lower volume of land release needed in the rural areas, and in particular around the settlements of West Mersea and Tiptree to the south of the borough, which are close to the border with Maldon.

#### 4.21.4 Option 1 – Development to the East and West

Highways England noted that Options 1a, 1b and Options 2a, 2b are likely to result in significant impacts on both the A12 and A120 which are already running close to capacity. They considered that modelling work, yet to be undertaken will confirm that upgrading of the A12 and A120 will be required. Their view was that it may be better to focus growth to be delivered in the early part of the planning period to the east of Colchester until the situation regarding the future improvement of the A120 becomes clearer. Significant growth around Marks Tey may only be possible with appropriate mitigation measure funded through development.

4.21.5 The Environment Agency considered that in terms of flood risk, options 1a, 1b or 2a and 2b would probably be preferable. Surface water from options 3a and 3b (in north Colchester) would have to drain through existing urbanised areas to discharge to the River Colne and would potentially increase the vulnerability of adjacent areas to surface water flooding or flooding from minor watercourses that receive the flows from the development. Development to the west could discharge to the Roman River, while the area to the east of Colchester would drain to tidal waters via Salary Brook.

4.21.6 Anglian Water noted that all options for growth would result in a substantial requirement for new foul sewerage infrastructure and water treatment works, and they would expect to work with developers to address these requirements.

(Please see Option 2 below for comments exclusively on developments to the west, and Option 3 for comments on developments to the east)

#### 4.22 Option 2 – Development to the West

82 respondents objected to large scale development in West Tey. The main concerns expressed included the current lack of infrastructure in the area; the need for infrastructure to be provided up-front in advance of any development; the impact on the character of surrounding villages; the loss of countryside and open space.

4.22.1 The Colchester Natural History Society consider Option 2 to be the 'least worst' option. Currently, all options include development in and at the edges of the current urban area, which runs counter to the Garden City concept of expanding green areas.

- 4.22.2 ECC as Highway Authority would seek a new A120 between Braintree and Marks Tey as part of any new settlement to the west of Colchester. They thought that this settlement could also require provision of a new railway station on the mainline.
- 4.22.3 Persimmon Homes stated that the Council could not be reliant on delivery from this site in the early part of the plan period and should therefore consider phasing of current identified allocations, alongside less infrastructure hungry schemes in the first five years of the plan.
- 4.23 Option 3 – Development to the East and North  
22 respondents commenting on proposals for East Colchester/West Tendring were largely of the view that Options 2A and B are most appropriate because East is already well-developed and has well-used and important green open spaces nearby. Too much new development directly on the eastern border was considered to create an unpleasant and unmanageable urban sprawl which would harm character and appearance of rural area. If there is to be new development to the east, respondents from the East Colchester area considered that there should be a buffer of green land of 1.5km around Salary Brook.
- 4.23.1 The Colchester Natural History Society highlighted the potential for a green walking/cycling orbital route around Colchester which could include the Salary Brook Valley. A commitment to simply preserving a route was considered insufficient – the route needs to be set within a sufficiently wide area and serve as a connection between places of value and utility.
- 4.23.2 Essex Wildlife Trust objects to development on land to the east of Colchester as it considers it would have serious adverse impacts on an important strategic wildlife corridor including Salary Brook Local nature Reserve.
- 4.23.3 ECC stated that given the levels of congestion in Colchester, particularly east Colchester, ECC as Highways Authority would only be able to support a new settlement to the east of Colchester with a new link road between the A133 and A120, and a new junction on the A120. Proposals for growth to the north of the A12 will need to be informed by modelling to establish impacts. Junction 28 on the A12 was not designed/constructed to be loaded with development traffic arising from growth north of this location; a key issue to consider when assessing this option.
- 4.24 Comments related to sites put forward in the Call for Sites
- 4.24.1 Irvine Road Orchard  
The largest number of responses to the consultation were received on a proposal for residential development of the Irvine Road orchard (289 responses.) The majority of responses took the form of an e-mail stating that allocation would be ‘completely against the council’s own policy on protecting urban open space, and its allocation in the previous LDF.’ Other respondents noted the importance of the site as an orchard; wildlife site; and open space in an urban area.
- 4.24.2 Battleswick Farm, Rowhedge  
34 respondents objected to development of land at Battleswick Farm in Rowhedge, raising concerns about development resulting in coalescence of Rowhedge with the urban area of Colchester; the loss of open space/greenfield land; lack of infrastructure capacity and transport access in Rowhedge; loss of village character which is already being affected by development at Rowhedge Wharf; and impact on amenity and wildlife.

#### 4.24.3 Layer de la Haye

32 respondents objected to the cumulative effect that residential development proposals could have on Layer de la Haye, noting concerns about constrained road access to the village; school and health capacity; the negative effect on village character; loss of countryside and wildlife habitats; and coalescence with Colchester. Some respondents noted that the need for further development could be better met elsewhere at larger strategic sites.

#### 4.24.4 Boxted/Langham

22 respondents raised concerns about proposals to development in the Boxted/Langham area, noting concerns about current infrastructure constraints; impact on the character of villages; loss of countryside/green space/wildlife habitats. Many Boxted respondents noted that the residents of Boxted had recently been canvassed for their views in relation to their Neighbourhood Plan and that there had been overwhelming support (94%) for the maintenance of a clear green boundary between Boxted and Colchester to maintain the village identity of Boxted. Responses to the Issues and Options consultation did not address the proposal for a Garden Suburb in Langham because unlike the other Garden City/Suburb options to the east and west of Colchester, the Garden Suburb proposal for Langham was submitted through the concurrent Call for Sites process and was not included as a potential option in the Council's Issues and Options document.

#### 4.25 Response from Parish Councils

- 4.26 24 Parish Councils in Colchester Borough responded to the Issues and Options consultation. Kelvedon Parish Council also responded from Braintree District. There was a varied response from the parish councils in terms of the level of support or opposition to the 6 growth options set out in the Issues and Options consultation document. 4 Parish Councils did not identify a preferred option where they could support growth. 8 Parish Councils expressed varying degrees of support for Options 1A, 2A or 3A which promoted urban extensions with 2 proposed new settlements to the west and east of Colchester and growth to the north of the A12. Myland Community Council and Little Horkesley Parish Council, support for option 2A was conditional on new or improved infrastructure being delivered as part of any future growth. Stanway Parish Council was generally opposed to any significant new levels of growth, but, felt that if growth had to proceed, then the garden city approach was the most sustainable approach to adopt. Hence they supported option 1A over the other proposed options. Eight Ash Green Parish Council was generally more supportive of the A options, as they felt that directing growth to existing or new urban areas was more sustainable than expanding rural villages. Aldham Parish Council and Wivenhoe Town Council identified growth option 3A as their preferred option because there was more land to develop north of Colchester and because these areas had better suitable infrastructure to support new growth. Layer de la Haye Parish Council was most supportive of Options 1A and 2A where additional housing settlement areas could be developed in existing settlements which already had space to expand and where appropriate infrastructure either already exists or could be provided. Messing cum Inworth Parish Council only expressed support for option 1A as they felt that rural villages and their character and open spaces/biodiversity needed to be protected.
- 4.27 There was also varied support for the B options which included the same growth area as proposed in the A options but with additional growth in rural settlements. 6 parish councils supported at least one of the B options (Wivenhoe, Little Horkesley, Myland, Marks Tey, West Bergholt and Tiptree Parish Council). Tiptree Parish Council supported option 1B as they felt rural areas needed additional growth to prevent them from

stagnating. Wivenhoe Town Council supported options 1B & 3B because they felt that there was more development land available north of the A12 while West Bergholt Parish Council felt that there was scope for limited (10%) expansion to settlement boundaries as well as urban expansions and new settlements. Little Horkesley Parish Council and Myland Community Council expressed support for option 2B, however their support was conditional on infrastructure upgrades or new facilities being delivered. Layer Marney PC had concerns about options 2A & 2B, namely, because of the number of potential development sites that had been put forward for development through the Call For Sites processes. There was no support for expanding the settlement boundary in Layer de la Haye or increasing the size of the village significantly. They were also opposed to the expansion of Colchester Town which the parish council did not feel was realistic given existing congestion and shortage of infrastructure in the Town.

- 4.28 Wivenhoe and West Mersea Town Councils and Winstred Hundred Parish Council were opposed to any growth in their areas because they felt that there was no suitable development land left, other areas had more development potential, existing infrastructure was at capacity making further growth unsustainable or that the area was unsuitable for growth without impacting on rural character. Marks Tey Parish Council was most opposed to the 1A & 1B and 2A & 2B options which they felt were over reliant on excessive growth to the west of Colchester. They felt that growth needed to be more fairly distributed across all development areas including rural areas. They also identified the need for an alternative growth option to the west of Colchester focused around the A12 to be explored that promoted lower housing numbers than those proposed in the Issues and Options consultation paper. Wivenhoe Town Council felt that the option of no further growth was missing from the consultation paper.
- 4.29 Little Horkesley was not convinced that the areas proposed for growth under options 1A & 1B could sustain the level of development being proposed. They were also strongly opposed to options 3A & 3B due the impact on the open countryside in north Colchester and the Dedham Vale AONB. Copford/Easthorpe and Great Tey Parish Councils objected strongly to options 2A & 2B due their potential impact on the rural areas/character and on traffic and local facilities. Boxted Parish Council was also strongly opposed to the inclusion of options 3A & 3B on the grounds that development in these areas would result in creeping development between Boxted and Colchester and Dedham Vale AONB and adversely impact on the surrounding countryside character and landscape. Boxted requested the removal of these options.
- 4.30 Many of the parish councils recognised the need for small amounts of modest growth to deliver smaller houses and affordable units particularly for young families and older people. 6 parish councils expressed support for either reviewing existing settlement boundaries to help meet the above identified local housing needs or requested a meeting with the Council to discuss future housing needs and potential sites to accommodate it. These were Chappel, West Bergholt, Copford/Easthorpe, East Donyland, Layer Marney, and Great Tey parish councils.
- 4.31 7 of the parish councils who responded to the Issues and Options consultation are currently preparing Neighbourhood plans. 6 of these neighbourhood plans are expected to identify sites for growth including Boxted, Eight Ash Green, West Bergholt, Wivenhoe, and Tiptree) and). Myland and Stanway Neighbourhood Plans are not expected to deliver new housing growth through their Neighbourhood Plans. Copford/Easthorpe, Fordham and Great Tey Parish Councils are also considering preparing a Neighbourhood Plan.
- 4.32 The Council will continue to work closely with parish councils to agree whether decisions on growth for their villages should be made through the Local Plan or by a Neighbourhood Plan. Parish council views on appropriate levels of growth will be included in the Settlement Boundary Review the Council is carrying out to provide the

evidence base, and their views will help define the parameters for the Council's approach to village growth.

#### 4.33 Consultation process

The Council will continue to explore new ways to inform and involve the public in plan development to increase awareness and response rates. Parish Councils are playing an increasingly important role in spreading the word about Local Plan issues and have been helpful in displaying information, encouraging responses to the consultation, and, in the case of Langham and Layer-de-la-Haye, holding consultation workshops. Some residents living in areas such as Langham and Rowhedge where development proposals were submitted in the Call for Sites exercise held at the same time as the Issues and Options consultation felt that they did not have adequate time to respond to the submissions within the consultation timeframe. They will, however, have an opportunity to comment at the Preferred Options stage on any sites that survive the rigorous filtering process of sites to ensure they meet sustainability criteria and policy objectives.

### 5. **Proposals**

5.1 The following section of the report sets out the next stages of plan development leading to the examination and adoption of a new Local Plan by 2017.

5.2 Development of a draft plan involves the consolidation of several strands of work as follows:

- Agreement on the plan's vision and objectives.  
Member and stakeholder views will be sought to inform development of the plan's vision and objectives. In particular, it will be important for the vision and objectives to align with the Council's Strategic Plan.
- Development of realistic housing and employment targets for the provision of a 15 year development land supply. This process will be informed as noted above, by consultant work commissioned jointly with adjacent authorities.
- Sustainability Appraisal and evaluation of potential development sites. The Council is completing a Sustainability Appraisal of potential policies and allocations. The Scoping Report for the first Issues and Options stage of this process established a range of sustainability objectives. All options for potential policies and site allocations are assessed against these objectives to compare their environmental, economic and social effects and ultimately to assess how sustainable an option is.
- Preparation of a Strategic Housing and Employment Land Availability Assessment. This work to be carried out by the Council will establish realistic assumptions about the availability, suitability and likely economic viability of land to meet the identified need for housing over the plan period.
- Completion of a range of evidence base work needed to inform policies and allocations. Officers are carrying out a programme of producing and updating evidence work, drawing on both internal and external resources.
- Development of draft spatial strategy and associated policies and site allocations, ensuring that they address issues raised in the Issues and Options consultation. Policies and allocations will need to align with national policy; as well as the evolving overall spatial strategy and the local evidence base.

5.3 All of the above strands of work will be drawn together in a draft plan to provide a consistent, coherent and well-informed strategy to guide future growth in the Borough to 2032. This Preferred Options document is programmed to be submitted to the 14<sup>th</sup> December Local Plan Committee for approval in advance of public consultation on the document in early 2016.

## **6. Strategic Plan References**

- 6.1 The Strategic Plan Action Plan includes a commitment to regenerating the borough through buildings, employment, leisure and infrastructure. There are also commitments to attract investment and provide more affordable homes. The development of a new Local Plan is closely linked to these objectives.

## **7. Consultation**

- 7.1 Public consultation took place in accordance with The Town and Country Planning (Local Planning) (England) Regulations 2012.

## **8. Publicity Considerations**

- 8.1 There is likely to be continued interest as the Local Plan progresses resulting in publicity for the Council.

## **9. Financial Implications**

- 9.1 A budget has been allocated for Local Plan development which funds the updating of evidence based documents, consultation and examination.

## **10. Equality, Diversity and Human Rights implications**

- 10.1 An Equality Impact Assessment has been prepared for the Local Development Framework and is available to view on the Colchester Borough Council website by following this pathway from the homepage: Council and Democracy > Policies, Strategies and Performance > Diversity and Equality > Equality Impact Assessments > Strategic Policy and Regeneration > Development Plan.
- 10.2 There are no particular Human Rights implications.

## **11. Community Safety Implications**

- 11.1 None

## **12. Health and Safety Implications**

- 12.1 None

## **13. Risk Management Implications**

- 13.1 Review of the Local Plan will reduce the risk of inappropriate development being permitted.

## **14. Disclaimer**

- 14.1 The information in this report was, as far as is known, correct at the date of publication. Colchester Borough Council cannot accept responsibility for any error or omission.

## Appendix 1

### Issue & Options Consultation Events – Post it notes

<b>Local Plan Themes - Housing</b>
If this new town is proposed it must have its own Council, schools, High Street shopping, Town Hall, Hospital/Health Care Centres, Parking, Parks/Public gardens& Community Halls with space for Culture. 15000 homes does not leave room for any of this. X5
Please restrict buildings in Villages to the numbers required by that community. DO NOT allow wholesale development so that our village lose the structure and character and arable land & woods etc.
Clear policy of planning gain with housing for Employment with new settlements for sustainability & travel reduction. Also provide Retail
Mersea island has not got good road links to railways. The Doctors surgery is already crowded our roads always have potholes and our school is already one of the largest. We need facilities to be improved before further homes can be built
A new development West of Colchester has to be Option 2B, Building north of Colchester will send traffic in to already congested North Station so NO to 3A. No to building east of Colchester 1B. Tendring will give up land but Colchester will get all the traffic congestion
Building houses from the Firs Road is an Outrage!
NO to 1A, 1B, 2A & 2B – YES to 3A & 3B
No to more houses, Where are these people supposed to come from!
Keep A12 as a boundary for North Colchester will maintain the rural nature of the villages. This will DESTROY Colchester if you merge them.
Don't build beyond A12 leave a gap between A12 & Babergh
Unite the Severalls are and land adjacent to Cants as is has been established.
Rent Control – Affordable to be actually affordable! X2
Make use of empty properties
Many older people wait to move from their large homes to free up for younger families. Encourage the building of larger retirement homes for people to downsize rather than building retirement apartment/flat with 1or 2 bedrooms.
It is important to maintain small villages rather than extending them to Urban sprawl. Marks Tey is already split by the A12.
Great Tey & Little Tey should maintain small village identity tighter Rental control X2
Create a new bypass A120 to link Stanway. No development South of Marks Tey in Green Belt x3
Good Idea. Plenty of 2 bed starter homes please in West Mersea
Stop allowing people to acquire & demolish rural affordable housing and replace it with enormous mansions x2
Replace Caravans with Houses
Houses should be built in uniform styles of high design and not a mish mash of developments
Allowing so much development around Marks Tey/Little Tey would turn a lovely country village into a town and make a sprawl from Colchester to Braintree
If new houses are built adequate parking must be included off road X2
More Affordable housing for the young. 20% maximum
Where does this influx of population come from and how will it be sustained.

Time to review the Green Belt Policy. Scope for development on Brownfield sites
New houses should be in proportion to the size of the village
Any settlement expansion should be for the benefit of local community
New builds should look like existing buildings with more outside space
New houses should have Solar panels as standard
Single occupancies studio flats for 18-25 age group
Southern Bypass
Sustainable communities sound right
Do not sprawl to the north it is too remote and not near railway
No More major housing until the Infrastructure has caught up with the population growth
I have seen other areas destroyed by constant building of development. What about infrastructure. Mersea is an island of interest, beauty and community. DO NOT DESTROY THIS! X2
Please do not create a half-way house.
Lived on Mersea island for 13 years and feel no more houses should be built x2
Before giving planning permission for any planning, Suggest that the planners visit areas personally at different times of the day instead of just looking at a map.
Keep Marks Tey as a village don't spoil it with thousands of houses
Allocated land for Travellers Pitches.
Could do with some affordable smaller houses for older people to downsize x2
What about Care homes for the elderly
We need suitable and affordable housing for young people in Wivenhoe
Low cost housing is essential do not build for rich London commuters
We don't need another development like Well House a building disaster, always floods and an eye sore!

<b>Local Plan Themes – Centres and Employment</b>
Hospital & School can't cope now!
Review the supply chain of CBC. Keep money local
People of Colchester need to feel proud of our town but the town centre is shameful! Quite a lot of it is due to the lack of relationship between ECC & CBC
Housing growth must be balanced with appropriate employment opportunities. Houses are easy to build but jobs are not!
High quality needed. Minimum wage zero hours contract not helping young people.
Increased development to the proposed scale will not bring long term employment to the area
Unrealistic to assume that the over development of Colchester will bring employment. What % will be for people outside Colchester or even from Europe
More support for Social Enterprises
Maybe too late for Colchester now. All the individual shops are gone
Colchester in the evening should be avoided as it is not a safe environment. Behaviour in the TC needs to be addressed
Allow locals to have an active role. Same Councillors decided on Colchester and they are wrong. More local views sought.
All businesses and leisure is dependent on transport. Villages should not be considered as industrial opportunities
Slow down out of town retail growth

Colchester will become a ghost town if out of town development continues – Look at Harwich!
Mersea needs a larger medical centre and school x5
Don't build a secondary School on Mersea Island

<b>Local Plan Themes – Rural Colchester</b>
Option B is a worry for villages
No HGV's on Rural roads
Colchester and Horkesley are very nice places to live. Let's not be too negative. We need housing and infrastructure
Both Copford & Easthorpe have their own distinct communities – these will be lost of Option 2B or 1B goes ahead
Some rural housing is desirable preferably affordable housing sited along existing roads and incorporating small gardens
Remember that Essex has some wonderful villages Don't spoil them by a new town
Private development – the villages are usually huge builds pricing locals out of the area, also too many smaller existing houses or bungalows are allowed to be extended in to mansion with the same effect
More smaller affordable homes for the rural villages x2
Great Tey is a thriving community. Allowing lots of new houses will spoil the villages, and why is infill being turned down if the village badly needs new homes>
LEAVE Marks Tey Alone it has suffered enough x2
Wivenhoe needs to keep its green space
Keep Green Belt between Colchester & Tendring
Ensure that new developments encourage inhabitants to use local facilities and not gravitate towards Colchester's resources
Leave Little Tey alone! X2
Encourage mixed use so that business/residents in rural village
If I wanted to live in a town I would have done so. Leave the Villages alone!
Need arable land to provide food for local people, therefore planning build needs to be proportionate

<b>Local Plan Themes – Health/Other Infrastructure</b>
People must take on more responsibility for their own health (good basic diet/exercise etc.) and not expect NHS to pick up the pieces. It's not difficult
Create a network of Bridleways around Colchester to connect up
Colchester Hospital – Enough Said!
With expansion we will need another Doctors and Dentist
NHS under serious strain (places in special measures) How will the trust cope with major expansion
Expanded hospital or more local walk in centres – 24hours
Hospital facilities need to be expanded as they are already struggling with the current population X6
We need direct buses to hospital and to leisure World
While Wivenhoe new surgery is welcome, it will clearly not be enough. We need to keep the current surgery open as a satellite to take up the slack and provide services

for upper Wivenhoe x2
Colchester Hospital is already deemed inadequate by CQC. How will it cope with more people when they are having budget cuts?
More Hospital & medical facilities essential x8
More sports facilities around the stadium including athletics facilities usually forgotten. Also more country side available for walking and running such as Highwood's Country Park which is a huge asset
New schools would be required
Development of West Mersea would be catastrophic for the very stretched facilities i.e. Doctors, Dentist
Keep Villages Distinct
What about the poor Doctors – Overworked already
Make/Create/Adopt a policy that allows/ensures all cycle paths are also used for Bridle paths
Bigger hospitals more capacity
More houses need more school, health centres and hospitals. More and better drainage to decrease flooding on pavement and roads
All for increasing sports facilities/playing fields but please ensure adequate parking with access off A12 only – NOT Langham Road for safety
Public open space especially an area of parkland alongside Clinghoe Hill is essential
Protecting areas of natural beauty and open space is essential once built on it will be gone forever
Hospitals can't cope now.
Keep Wivenhoe as 1 separate town using green wedge, Country park and green cemetery
What about a 3-4 storey car park at the hospital like the one at the University
If landfill site is opened or built upon – serious risk to health
Protect green space, more allotments & community gardens
Use imagination for sites. Allow locals to have a say in how design
Provide a site for youth club and open space.
Open space such as a Highwoods Country Park is very important for physical & mental health. Continue rise of more and more concrete & brick is very depressing
Need to keep a green wedge between the University and Wivenhoe – Otherwise the village/town will disappear into larger Colchester

<b>Local Plan Themes – Sustainable Transport and Accessibility</b>
Any development needs to link up using the railway and walking. Cycle paths to keep some of the cars off the road for many commuters x2
Need more road crossings across the rail line
North South movement across Colchester is not good enough
Marks Tey needs to have the A120 re-routed if any more houses are to be added
Slip road A134 on to A12
Slip road from Bergholt on to A12
Link houses to railway stations – cycle lanes would be best not cars
A120 is already inadequate for current traffic. Why build more houses there when the road is always busy
Most new employment for Colchester residents will be in London but the trains are

inadequate even now and need addressing
CBC needs to sort out roads and traffic in the TC. Improving roads is a priority.
A120 & Railway station development is needed to meet new town X2
A12/A120 cannot cope with the traffic already! More people and we won't be going anywhere? Lost jobs/stress/unemployment
You must By-Pass A120 to A12 x2
Dedicated cycle route from Mersea to Colchester not just cycle lanes x2
Cannot have new development without significant improvements in roads and associated infrastructure
A120 is gridlocked. Impossible to leave Great Tey Village now. NO plans to upgrade is crazy
Plans say nothing about Infrastructure – road, rail, hospital & schools x2
A12 & A120 cannot cope with traffic as is. Government needs to bring the Railways back in public control and make public transport more affordable, this would reduce traffic
Serious concerns about capacity of trains to London which are always very busy
Link Road to A120 before Clingoe Hill
Railways connection, improve the trains and place smaller developments near railway stations
Need to shift to eco-buses. Electric charging points
Proper bus station with facilities x2
Why is the P & R not stopping at the hospital? X2
Marks Tey train station is already at capacity. 15000 more homes ARE YOU INSANE?
Better bus services from Mersea to Maldon
Direct bus from Wivenhoe to hospital x2
Footbridge over Colne from Rowhedge to Wivenhoe
Public transport is on the decline
Greater use of P & R need routes north to south and east to west
Can't park at Marks Tey station after 9am? Where are you going to park instead?
Cycle routes must be extended all-round the town Present bus station does not meet the requirement
A120 Braintree to Marks Tey need urgent attention before it becomes a complete standstill x2
I stand up without a seat on a 7am train every morning HOW can you want more houses when the infrastructure is not in place?
You Must not bypass A120 to A12
Need more parking in Wivenhoe – Especially when medical centre opens.
Parking needed near Quay/High Street area
Promote healthy transport – Walking & Cycling
More Bus Lanes
Building a new town along the A120 will bring increased traffic even with A120 development
Marks Tey station is not big enough (parking), bus service is not good enough and no cycle pathways
Need P & R from South side of Colchester
Make the railway station more accessible to?
A decent bus service to Witham is badly needed
Cycle lane/pavement in Boxted & Langham so more could cycle or walk to

destinations safely x3
The narrow access onto/off Mersea need to be sorted out x3
How will everyone get off and on the island as the roads are bad already
There is a need for more inter linking safe off road tracks for walkers, cyclist throughout the district x2
Better bus services x2
Driving is a problem on Mersea
Reduce Noise pollution from A12
Junction upgrade badly needed at Rivenhall/Silver End. Signage is dangerous
Road, Rail & bus infrastructure needs significant improvement
Sort Transport out before development x2
A12 junction upgrade at Feering & Kelvedon
Cycle route to Colchester from West Mersea
More trains to stop at Marks Tey station this will help with the congestion at North Colchester x2
Free bus passes for all children as in London
Development in Tiptree needs to consider transport infrastructure specifically access to the A12 x2
Park & Ride bus to stop at the Hospital
Under pass under the railway station this would ease congestion x2
Joined up public transport – bus/rail/bike x2

<b>Local Plan Themes – Heritage and Townscape</b>
Heritage character very important. New communities need these from the start not just collection of boxes to sleep in
Hythe port needs recognizing as Historic and efforts made to support groups wishing to utilise river & quay – social enterprise
Make sure innovative ideas are not stifled by referencing to “in keeping”
Create better open spaces. Make better use of Hythe Bridge, its fab that skaters use it
Colchester heritage building & etc. must be preserved at all costs.
How are our 6 <sup>th</sup> form going to cope with the demands made on them while their budgets keep getting tighter
Great for CBC to draw a line under we can’t afford to build affordable. Allow those developers to walk away
If villages are expanded the design of properties should be an enhancement not on everyone.
Colchester’s Borough’s heritage is extensive from pre-Roman times to medieval. This includes many villages & other features – chariot races tracks, roman roads, woollen industry etc. Please preserve it.
We need to keep countryside so easy access from towns. In fill is a good thing but not great new developments on green filled sites.
Agricultural land is growing OUR food. Where will this come from
Concerned rural heritage will be destroyed and concerns with farming producing local produce.
Retailing should be in town centre – only bulky goods in out of town centres
Protect and preserve Heritage
Weight bridge limit on Appleford Bridge

<b>Local Plan Themes – Natural Environment</b>
Need to provide employment opportunities very close to housing to enable as many as possible to live close to where they work
Need to use cycle routes more. Not along the edges of the roads as in Prettygate as cars park on them
Make sure that any large scale development is supported. Mix for plenty of facilities for the young
Expand Severalls Land – keep Industrial = Jobs. Not retail (Car dealer) and Stanway same Industrial
Everyone wants a local green space
The Historic views of the island as you approach West Mersea would be destroyed by more housing
CBC has already reneged on the promise not to build North of the A12. Light and noise pollution blight our rural lines. It is not enough to leave a “green gap” if said gap is so small
The walks and wildlife of West Mersea would be totally destroyed by more housing all areas are surrounded by footpaths
Mersea Island is a part of the evacuation zone for Bradwell. More people living here = more to be evacuated x2
Surely the fields of West Mersea are Greenfield sites
I didn't move to Boxted which is lovely & rural for it to become a suburb of Colchester. We need to maintain a clear green boundary between Boxted & Colchester
Include Bridleways in any new building development X4
Urban sprawl will destroy village life
Green Belt needs to be protected
No further growth of other villages x2
Salary brook needs to be protected. Please no buildings keep green space x2
Why can't you build up not out
Don't touch any woodland. If development goes ahead plant more trees
When building on arable farmland when this is used to grow food x2
Consideration to capacity of sewerage works & services needs to be part of the plan x2
44 acres behind Field Way & Mede Way represents mixed habitat
Protect landscape views, wildlife areas. Link to corridors. Improve access
Protect & Preserve Town heritage
Sustainable energy on new builds needed. Upfront installation of renewable solar panels on all new builds x2
Leave Coastal Protection Belt as it is x4
This development will reduce rural life enormously
Ensure policies protect Green space x3
More Brownfield sites. Save our Green belt areas x2
I don't think developers are interested in the natural environment. You only have to take a ride to North Colchester and see very high density housing to realise that. If we allow any more concreting over there will no natural environment to worry about x2
Country Park for Salary Brook – Need to protect Green Belt x3
Leave villages alone. It is Britain's Heritage to have villages – we don't want a huge urban sprawl joining them all together

Some of the sites are Colchester beautiful areas. Please preserve the rural landscape
The current proposals for 7500 houses to Marks Tey end of Coggeshall Road and the same number for Braintree end is by far too dense a plan. The massive amount of arable land this would take will impact on the food supply. The numbers need adjusting
Good farm land wasted
Air Pollution between A12 and A120 is a concern and will be worse as traffic increases x2
Keep the Green space without this we won't need rural jobs
This is the thin end of the wedge – next thing there will be all main chains and our local community will be ruined forever.
More bridleways so I can ride my horse safely!

<b>Local Plan Themes – Education</b>
Build Autism units & language units within mainstream schools to encourage diversity and integration rather than segregation & isolation x3
Need a new Secondary School if this development goes ahead x3



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049	Email	Public Body	Matthew Jericho	Essex County Council	ECC supports the preparation of a new Local Plan. Duty to Cooperate should not be limited to adjoining local authorities and housing matters. Close cooperation with the county council is also critical. ECC will continue to contribute to the Local Plan preparation including assessment of highway network impact and additional pupil places and school provision and consideration of surface water management. The Outcomes Framework for Essex (2014) identifies 4 growth corridors across Essex - the A120 Haven Gateway corridor seeks to accommodate significant future growth. Ecc welcomes proposals to ensure protection and provision of suitable employment land. The provision of jobs and infrastructure to support housing growth is essential. The economic role of the A120 should also be strengthened. The Local Plan should emphasise the need to provide infrastructure through developer funding as par to new proposals. Support for emphasis placed on sustainable transport. Plan should ensure there are clear policies for the full provision, enhancement and funding of infrastructure arising from development. Specific reference should be made to broadband as an infrastructure requirement. References to surface water management and sustainable urban drainage. Additional ecology and biodiversity issues should be considered. Reference to heritage assets should be strengthened. Mineral Safeguarding Areas and Mineral Consultation Areas will need to be included. Ensure provision is made of waste management facilities in employment areas.
050	Email	Public Body	Emma Goodings	Braintree District Council	Braintree District Council has agreed in principle with Colchester Borough Council to explore the potential for cross boundary options. By working together through the Local Plan process, the Councils can ensure that the needs for new homes, jobs and infrastructure for both areas are met in line with government guidance and also ensure that those areas with the highest environmental values are protected. We will continue to work with Colchester Borough Council at both a Member and officer level to ensure that all cross boundary strategic issues are considered in line with our respective Duty to Cooperate.

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051	Email	Public Body	Claire Stuckey	Chelmsford City Council	Welcomes forward thinking and clearly demonstrates willingness to work constructively with neighbouring local planning authorities. Chelmsford CC wishes to open a constructive dialogue to include the following strategic cross boundary matters. <u>A12/A120</u> : work together to ensure recently announced improvements to A12 are delivered. Local Plans should be consistent in helping to bring improvements to fruition. Significant levels of development have the potential to be constrained. Improvements to the A120 will also be important to deliver growth and fill in critical missing link in the strategic road network. <u>Great Eastern Mainline</u> : no reference to specific schemes which have possibility to support growth. Although schemes are primarily within Chelmsford CC area, the constraints have potential to constrain development in Colchester. <u>Water supply - Abberton Reservoir</u> : Any growth in Colchester should not prejudice any further potential expansion of the Abberton facility which may be required to serve future development in Chelmsford. <u>Growth options</u> : The elongated area shown in Option 1 & 2 would somewhat negate the contribution of Marks Tey Station. A more nucleated area of search focused on the station could provide more sustainable options. <u>Tiptree</u> : significant development in Tiptree is likely to create further capacity issues on A12 which may require new/improved junctions or other interventions.
052	Email	Public Body	Gary Guiver	Tendring District Council	Support, in principle, growth option 1 (A or B) which includes the concept of a new settlement on land east of Colchester. Such a development would be wholly consistent with Tendring DC's Economic Strategy and should be planned jointly by our two authorities working in partnership with other relevant bodies.
053	Email	Group	David Green	CPREssex Colchester Group	Concerned in respect of continuing high levels of growth with insufficient services and infrastructure for current levels of growth. High levels of growth will also lead to loss of attractive open countryside of biodiversity/agriculture value. 5 year housing land requirement seems heavily loaded in favour of development interests. All options have serious drawbacks. Oppose options 3A and 3B, once the A12 is leapt over where would expansion cease. Do not accept that the landscape impact would be less to the west than in the east. There would be significant impact in a flat stretch of countryside and loss of good quality agricultural land. Concerned as to impact on Salary Brook Valley - this should be protected. Not opposed to sensible development in villages to meet local needs. The new plan needs an enforceable mechanism that prevents development proceeding where services are inadequate. The plan appraisal seems comprehensive with one exception - the loss of good quality agricultural land does not seem to figure. Finally, do the levels of growth have to be accepted?

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054	Email	Public Body	Tom Gilbert-Wooldridge	English Heritage	English Heritage would expect to be involved in relevant discussions as appropriate as there are a number of heritage assets affect by the cross boundary options (eg Wivenhoe Park). The Vision does not convey the importance of the historic environment in the town and across the Borough. Do not have a view on the number of new homes to be delivered but the impact on the historic environment will be important which is a critical factor in terms of considering the ability of sites and locations to accommodate new housing. Site allocations which include a heritage asset may offer opportunities for enhancement and tackling a heritage asset at risk. The Local Plan should be able to demonstrate that it sets out a positive strategy for the historic environment and heritage assets. No preference for any growth option until further information and analysis has been carried out with regards to potential heritage impacts. Observations are made on the different components of each growth option with regard to impact on the historic environment.
055	Email	Public Body	Miss Lizzie Griffiths	Environment Agency	Advice provided on topics the Environment Agency consider need further consideration. Support for policies that advocate allocation of housing to sustainable locations. Suggest that robust application of NPPF's sequential test taking flood risk into account. Essex & Suffolk Shoreline Management Plan should be taken into account when reviewing Coastal Protection Belt. Welcome paragraph on Green Infrastructure and recommend extending to include Blue Infrastructure. Water quality needs further consideration, as well as water resources. In terms of flood risk, options 1A, 1B or 2A and 2B preferable. Water/Sewerage Infrastructure: Areas to the west around Stanway and north east around Dedham do not have capacity and would object to more development feeding into these networks unless suitable upgrades were made. Major housing developments should be steered towards sewered areas where possible. Would expect to see a policy on the management of surface water run-off and the use of SuDSto manage flood risk. Would also recommend that water quality and RBMP objectives are included in the SA. Strongly recommend that the Plan takes a holistic approach to the water environment and ensure that impacts on water resources and water efficiency are considered.
056	Email	Group	Kim Waterhouse	Essex Bridleways	The Issues and Options Report does not make provision for the equestrian sector and the infrastructure requirements for bridleways have not been positively promoted. It does not put forward the most appropriate strategy for rights of way and little consideration has been given to the need to enhance public rights of way. Colchester has very few bridleways and the ones that do exist do not, generally, link up to provide a good safe off road network. Horses are currently forced onto busy fast roads and increased development will greatly increase risks to horse riders and other road users. The creation of bridleway links should be considered in relation to every planning application with a view, long term, to building up a safe interlinking off road network.

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057	Email	Public Body	Mark Norman	Highways Agency	Welcome fact that the plan looks to 2032 and beyond as recognise that appropriate infrastructure takes a long time to deliver and needs to be identified early. Options 1A, 1B and 2A, 2B are likely to result in significant impact on both the A12 and A120 which are already running close to capacity. It is highly likely that modelling work, yet to be undertaken, will confirm that upgrading of the A12 and A120 will be required. The Roads Investment Strategy committed the HA to improvements on the A12. It did not identify the A120 for improvement. The case for major improvements for the A120 were considered as part of the Route Strategy process, but we were aware that the Route Strategies would identify more challenges than any budget would allow to address. Whilst improvements to the A120 have not been announced as part of this investment plan, we will continue to work with stakeholders to identify and take forward improvements to the route. It may be better to focus growth to be delivered in the early part of the planning period to the east of Colchester until the situation regarding the future improvement of the A120 becomes clearer. Significant growth around Marks Tey may only be possible with appropriate mitigation measures funded through development.
058	Email	Public Body	Gary K Sung	Maldon District Council	There will be implications for Maldon from the proportional settlement growth at Tiptree and West Mersea and Maldon DC are keen to work with CBC on the plans for growth in these towns. The vision should include the aspirations to achieve significant growth to the east and west of Colchester and limited proportional growth at Colchester and elsewhere in the rural areas. Support proportional growth in rural areas, in addition to strategic growth in new towns, as it minimises environmental impact on rural areas. Preference for Option 1B which is likely to result in lower volume of land release in the rural areas and in particular the settlements of West Mersea and Tiptree. The Garden City principles are a good approach.
059	Email	Public Body	Angela Gemmill	Marine Management	No comments to submit in relation to this consultation.
060	Email	Public Body	David Hammond	Natural England	Advice given on the provision of natural areas to ensure that local communities have access to an appropriate mix of green spaces. The Council should consider the possibility of linking walking and cycling routes into the Green Infrastructure. There is no reference to Green Infrastructure in the Growth Options section. The reference to the Garden City principles are welcomed.
061	Email	Public Body	A Harrison	Office of Rail Regulation	Proposals do not affect the current or future operation of the mainline network in Great Britain.

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062	Email	Group	Will Bramhill	Colchester Cycling Campaign	Rules for residential cycle parking should be reviewed to include all levels of home, not just smaller homes. Provision of garage/shed not a substitute for high-quality cycle parking. CBC should be planning to create public transport corridors similar to that built next to NAR2. Land use planning should also discourage short trips by car in similar way to Chesterwell Woods scheme which will limit car drivers to one exit/entrance farthest from town. Car trips should be twice as long in length as a similar journey by bike. Dutch quality of cycling infrastructure should be goal - streets should be built at an appropriate width with a reserved corridor(s) for future cycle use; minimum standards for subways under main roads. Given uncertainty of fossil fuel supply and prices and high requirement for power stations of electric cars, should be looking at more local reliance connected by public transport than providing for car journeys. Infrastructure should be built ahead of development. 20 mile hour limits supported. Employers should be persuaded to support working from home to reduce need for travel and improve health with a greater work-life balance.
063	E-mail	Group	Rosie Pearson	CAUSE	Lack of high level planning - no plan to manage population growth other than through more housing. No goal of protecting countryside and preventing urban sprawl. Braintree and Colchester consultation documents don't go far enough in spelling out necessary capacity improvements in infrastructure. Moratorium on major developments between Marks Tey and Braintree until a dualled A120 is built and route agreed. Plan needs to engage with challenges to healthcare services. Do not accept there is very little land around Colchester. Amount of brownfield land available should be quantified. More engagement needed with other governmental bodies to resolve issues. Don't agree with any options because opposed to separate new settlements detached from main urban area. Alternative option proposed focused on urban extensions and proportional village growth with countryside protected. Garden Cities/new towns can only be built with support of central government and considerable land and infrastructure investment. MWould also recommend that water quality and RBMP objectives are included in the SA. Strongly recommen
064	E-mail	Group	Peter Kay	C Bus	Difficult to respond to general document rather than specific policies. High percentage of work trips from Tendring by car reflects failure to provide affordable local train services. Policies to support greater priority for bus operation needs to be followed up with positive action - ie bus passing places in Wivenhoe. Financial viability important - bus routes shouldn't be made unviable by being forced into competition with a subsidised P&R operation.

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065	E-mail	Group	Elizabeth Baines	Colchester Civic Society	Appreciate undertaking involved in producing Local Plan, but Society's response must necessarily be negative due to changes in planning legislation making it increasingly difficult for groups and individuals to influence future development. Duty to cooperate and viability considerations means that even if an option is the one with most public support, it will not necessarily be the one with which the Council will be able to proceed. Options 1A and 1B most likely to satisfy duty to cooperate. Possible changes to settlement boundaries now seen as necessary will make it difficult to prevent coalescence of villages. Countryside will be threatened by need to build on greenfield sites, threatening biodiversity. Sustainable transport likely to incur unviable expenditure.
066	E-mail	Group	Ted Benton	Colchester Natural History Society	Number of concerns raised about development east of Colchester and effect on Salary Brook and associated local habitats. Similar concerns raised about development affecting Cymbeline Meadows and Roman River Valley. All are areas of high environmental quality whose overall integrity would be harmed by development. Option 2 is 'least worst'. Options 1 and 2 include sizable development to west of Colchester. If genuinely developed in line with Garden City principles could provide housing and environmental benefit. Main concern that higher reaches of Roman River pass through indicated zone, so caution and monitoring required to avoid impact from development.
067	Group	Agent/Group	Jenny Moor	Boyer Planning on behalf of Eastern Counties Educational Trust Ltd.	Plan should ensure that sufficient sites are allocated for housing in sustainable locations. In addition to Growth Strategy options, allocations should also include those brought forward through Call for Sites Support recognition within all options of the role to be played by urban development sites in and around urban Colchester, in particular site submitted on land north of Oxley Parker Drive.
068	email	group	Annie Gordon	Essex Wildlife Trust	Green Infrastructure report identified and mapped strategic green corridors throughout the borough - these should be robustly defended from development and the biodiversity they support should be protected and enhanced. Use of biological records to assist in monitoring of biodiversity and to inform strategic planning should be embedded in Local Plan vision. This should be aspiring to achieve network of wildlife-rich green spaces which are well-connected by green corridors. Updated Local Wildlife Site review needed. Step change to approach to wildlife conservation needed to one of large-scale habitat restoration and recreation. Objects to Options 1 and 3 (A and B) on grounds that development on land to east of Colchester would have serious adverse impacts of high magnitude on an important strategic wildlife corridor. River valley corridor constitutes important urban wildlife area, allowing for a variety of informal countryside recreational pursuits close to a large urban population. Supports important populations of protected and priority species, including otters and water voles.
069	email	Individual	A. Ashton		oppose the area behind Field Way Wivenhoe being included in the local plan because it is an area known to have been used for hazardous landfill and therefore should not be disturbed or built upon.

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070	EMPTY				
071	email	Individual	Amanda Gooding		I object to this. (no further comments)
072	email	Individual	Andrew Dance		Objects to West Tey development -concerned that the proposed development will turn this area in to a dormitory area for London- also concerned that a proposed development of this size will overwhelm the rail, road, school and medical services for this area.
073	email	Individual	Andrew French		Concerned that there is not an option based on urban extension around existing settlements in the Colchester area without separate cross border developments. Completely new town of comparable size to Braintree, as is being proposed at West Tey, must be subject to national planning considerations and capabilities, as they must be beyond the resources of a local council to plan, administer and control. Landowners have put forward an enormous block of land so that they can (understandably) enjoy an enormous windfall of development land value (of the order of up to £3 billion calculated on the areas under consideration). This could of course by chance be the right place to develop, but considers this is not so given, inter alia, the infrastructure problems that exist and its proximity to Colchester itself, aside from current debate which questions the benefit of new town / garden city developments as being the right path to take at all. A120 already running at capacity - would need to be dualled. Development shouldn't be supported just because it is cross border and would show duty to cooperate. Infrastructure of all types will need to be addressed for plan to be found sound. Plan should contain a vision for heritage in relation to both existing buildings and unique archaeological discoveries which could be better used to promote general attractiveness and prosperity of area.
74, 82, 98, 103, 151, 155, 214	email	Individual	Andrew Youngs, Brenda Hughes, Christine Cooke, Dave Scott, Leonard Watson, Luke Deal, Richard Bennett		Totally objects to any expansion to rural villages outside Colchester. Green belt land sacrosanct and needed for security of food supply. A120 not wide enough at Marks Tey to support further traffic flow or expansion of West Tey. No support should be given without guarantee of pre-funded bypass. Current funding for A12 improvements doesn't allow for West Tey development. New Marks Tey train station inadequate and can't cope with current passenger throughput. Parking at station is awful. New car park needed that will create competition to existing car park. Prefunded guarantee from Network Rail and train franchisee must be in place to run more services. Prefunded guaranteed commitment also needed for schools and healthcare. Commitments need to be in place to provide for new exchange that will support high speed internet. Economic support plan in place now to attract and create future jobs in area to avoid creating ghost town. Area already polluted by traffic - any plans submitted must have fully laid out infrastructure to support clean energy usage. New development needs to be built with character of existing views and character and done in such a way that encourages rural community life.
075	email	Individual	Annette and Stephen Whybrow		Objects to options 3A and 3B. Important to maintain existing green boundary between Boxted and Colchester. Further development towards the village would have serious impact on quality of life.

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076	email	Individual	Anthony Barker		Hope that Colchester like Tendring will adopt strongest presumption against all but the most minor residential development in an agreed area in their respective land which must include the whole of the Salary Brook Valley. The western edge of any new housing should stand well beyond any sight line from the lower parts of the Valley or from elevated points along Longridge or eastern side of St. John's estate. Technology park not compatible with either existing nature reserve designation or with new policy conserving the valley. University has enough land for expansion within its campus if planned carefully.
077	email	Individual	Anthony Corin		Opposes option to extend development of North Colchester over A12. Option 1B only one likely to satisfy objectively assessed need without trespassing over the A12. If AONB is to be effectively defended, a buffer zone is needed between it and Colchester which should end at A12. Maintenance of clear green boundary between Boxted and Colchester supported by 94% of respondents to Boxted Neighbourhood Plan questionnaire. Acceptable land available for building to south of A12 - consolidate Colchester on sites there.
78, 89, 167, 170, 172, 173, 176, 177, 182, 190, 193, 206, 252	email	Individual	Avou Oldfield and Ana Robinson, Charles Cryer, Mr. and Mrs. Chisnall, Mr and Mrs Curwen, Mr. and Mrs. Guiver; Mr. and Mrs. R. Human, Mr and Mr RJ Palmer, Mr and Mrs G. Pullen, Russell Miller; Mrs Julie Taplin; Nikki Miller; Paul Styant, Victoria Lait, Howard Gilbert, John Davies, Carolyn Richardson, John & Barbara Lenehan, Ian Raymant, Pauline Coverley, Ros Cryer, Scott & Vanessa Dolling, Jane Gilbert, William Petersen		Opposes options 3A and 3B - contrary to view of Boxted residents - 94% supported maintenance of clear green boundary between Boxted and Colchester to maintain village identity of Boxted.
079	email	Individual	Barry Ashmore		Objects to any further housing development on Mersea Island. Mersea regularly cut off by high tides which are getting more frequent due to climate change. Another nuclear power station might be built at Bradwell - evacuation a concern. New homes mean more cars on island wishing to park and get on and off the island. Mersea Island school already operating at capacity, and doctors/dentist are already overwhelmed. Mersea being slowly ruined by insensitive development. Time to say 'enough is enough' for unique island.
080	email	Individual	Beverly Taylor		Objects to West Tey development. A12 currently dangerous for cyclists and for joining main road from houses or smaller roads. A120/A12 link must be in place before any building should be considered. Extra parking at rail station needed. Building of other routes such as traffic free cycle track and walkway needed. Train capacity should be ramped up. Hospitals, schools, community centres also need to be planned for all. All types of housing needed especially for single people/low income. Urban sprawl will endanger current strong enthusiasm for community life.
081	email	Individual	Sir Bob Russell MP		Rural Preservation should be given as official conservation designation for whole of Salary Brook Valley and eastern slopes from Clingoe Hill to Bromley Road.

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083	email	Individual	Brown Family		Option 2B best as Marks Tey has already stopped being a village. No large development in Layer de la Haye because road and bridges can't take large amounts of traffic. Bungalows and starter homes needed. Only allow small sites to be developed.
084	email	Individual	Carl Ashton		Opposes area behind Field Way Wivenhoe being developed as it is an area known to have been used for hazardous landfill.
085	email	Individual	Carly Byrne		Opposed to West Tey development. Has moved from London for better quality of life, but concerned about growth proposals. Countryside is precious. If a new town is built, failing infrastructure will need to be addressed.
086	email	Individual	Carol and Eric Coleman		No objections to new homes being built near Marks Tey but have concerns about A120 issues with the A120 should be dealt with before any new homes built.
087	email	Individual	Carol Hill		Oppose West Tey development. Schools and doctors at capacity, hospital can't cope now. The A120 is gridlocked with cars at times and adding thousands more is ludicrous. Wildlife will suffer and the village of Marks Tey will become a town. Great Tey will suffer as dwellings will spill onto our village
088	email	Individual	Caroline Cordeiro		Objects to development near Marks Tey. Horrendous idea to build so many homes on historic and unspoilt land which will affect wildlife and put pressure on already struggling infrastructure, including railway, road, buses, doctors and hospital. Not enough local jobs for people - would new residents be expected to travel to London on crowded trains? Lovely atmosphere in Coggeshall will be lost as area gets bigger. Doesn't want housing to stretch from Colchester to Braintree.
090	email	Individual	Charles Curran		Doesn't support sites put forward in rural area which are sited on agricultural land. Infrastructure in area is minimal. Rural area can't sustain large new developments. Allowing development on agricultural land for use by people not connected with the industry would change the face of local countryside.
091	email	Individual	Charles Saville		Opposed to new town west of Marks Tey. Road and rail systems couldn't cope with additional traffic. Local job market won't support matching population increase so residents will have to travel to work. Accepts that more housing is needed, houses would only be affordable to people moving out of London, which along with the loss of countryside will further erode area's character.
092	email	Individual	Chas Bazeley		Waste of ratepayer's money to replace local plan in 2017 four years before 2021 expiration of current plan. Opposed to option 3 and housing to north of Colchester. Access between this area and Colchester town severely limited. Extra homes already planned for Braiswick and Severalls will be cut off from town's facilities and will become deprived areas. Best interests of the community should be safeguarded rather than those of property developers/speculators/political parties.
093	email	Individual	Zoe Smith		Object to Irvine Road orchard being designated as residential land - it should remain a local wildlife site and private open space.

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094	email	Individual	Cheryl Damen		Make it easy for people to start businesses from home - and give them financial incentives via Council Tax breaks and reduced business rates. No-one trusts CBC regarding dealing with ECC Highways. The park and ride will be just as bad, if not worse. CBC should be in charge of roads. Residents will bad mouth CBC and the town and promote travel elsewhere. Colchester is all-but the worst place in the county for bridleways. Developments go in with no bridleways and once the development plans are in - it's always "too late". Cycleways should be updated to bridleways. Any new bridges over the A12 must be bridleway bridges too. Vagueness of the maps is sinister and shamefully not to scale. How can people give informed feedback; boundaries are important. CBC will use this vagueness to support whatever decision is made.
095	email	Individual	Chris Dear		Objects to West Tey development. Size and scale of development is without precedent. Understands need to build new homes, but proposals are ridiculous - would swamp existing area. Proposals would result in town of 30,000, bigger than Witham. Problems already with hospital, Marks Tey station and A120.
096	email	Individual	Chris Kyan		Proposals for large scale development near Layer de la Haye not acceptable. Area is dominantly rural, development would result in loss forever of an enduring part of rural England. Local roads and infrastructure are not suitable for anything beyond very small developments. Extra traffic would impact negatively on safety of horse riders, a long established traditional pastime. Concern about road capacity and maintenance. Village has lack of necessary infrastructure to cope with expansion, including school, shop and public transport. Access to enjoyment of countryside would be lost. Natural wildlife would be negatively impacted. Villages need to remain Villages, preserving traditional look of country. Other places more appropriate for intense building.
097	email	Individual	Chris Wilkinson		Understand national need for more housing, but rural areas around Colchester need to be preserved, including ancient small characterful villages. Prioritise housing on all available brown land within existing urban conurbation. Villages of Easthorpe, Copford and Coggeshall must retain individual identity.
099	email	Individual	Christophe Ley		Concerned about Colchester and Braintree planning consultation. Doesn't deny need for housing and road improvements, but fears work will be done piecemeal or without consideration to the realistic long term infrastructure requirements. Any development should be sustainable and infrastructure led.
100	email	Individual	Cllr. Paul Smith		Concerned about loss of orchards at sites put forward in the Call for Sites. Correspondence attached with People's Trust for Endangered Species who have added sites in Central Colchester (Irvine Road), Great Wigborough/Peldon, Eight Ash Green and site behind 511 Ipswich Road to their list of orchards of different types. Objection to any development on these sites.
101	EMPTY				

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102	email	Individual	Colleen and Keith Lawless		Object to development of proposed dormitory town Marks Tey. Precondition of any planning permission should be that major capacity upgrades of transport links, schools, health, water and environmental services will be required. The decision to dual A120 between Braintree and Marks Tey needs to be made. New houses need to be affordable to local people. Local people don't want urban sprawl stretching from Marks Tey to Braintree. More hospital capacity needed.
104	email	Individual	David Bonnington		Concerned about development proposals adjacent to his home in Peldon.
105	email	Individual	David Fremlin		Any proposal should include an account of the expected effect on journey times in local area.
106, 204, 131, 132, 210, 220, 230, 233, 240	email	Individual	DE Casey, P Marchant, Carolyn Blacklock, Jeff Orton, Peter Doy, Rupert Edwards, Sharon Harris, Stephen Boot, Susan Orton		Options 2A and B are most appropriate because East is already well-developed and has well-used and important green open spaces nearby. Too much new development directly on the eastern border would create an unpleasant and unmanageable urban sprawl which would harm character and appearance of rural area contrary to national and local policy. If there is to be new development to the east, there should be a buffer of green land of 1.5km around Salary Brook. More control should be placed on housing developers so that estates have a uniform, attractive appearance. Utmost importance should be placed on preserving Colchester's heritage of all kind.
107	email	Individual	Dr. Greg Mantle		Horried about plans to build new houses along A120 from Braintree to Marks Tey. Local services and infrastructure should be upgraded before building. Traffic and trains already awful. Consider effects of development on the environment. Many species of amphibian and butterfly are clinging on to survival. New housing unlikely to be affordable to local folk. Do all you can to conserve our county.
108	email	Individual	Eileen Lock		Area has suffered from lack of dualling of A120 for years. Extraordinary idea to add thousands of extra homes to area. Infrastructure needs to be in place first, including schools, doctors, shops, places of work, station (including parking) and roads.
109	email	Individual	Elaine Pittuck		Concerned Coggeshall resident. Understands that new homes must be provided, but before homes are built, consideration must be given to infrastructure and upgrade local services. Speaks for hundreds if not thousands of like-minded residents.

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110	email	Individual	Elizabeth Blundell		Clarify position on centres and whether Town Centre can continue to be protected. Development to east should be divided equally between Colchester and Tendring to avoid Colchester being left to provide all infrastructure. More details needed about possible advantages and disadvantages of Garden Cities. Provision of affordable housing and housing/care for older people, particularly in rural areas, needs to be addressed. Transportation also important, particularly in rural areas. Density for housebuilding could be raised in some specific instances, or alternatively self-building should be encouraged. Policy permitting market housing to be built on exception sites should be given more publicity. ECC should help with subsidising bus services. Prefers Option1A - would expect that duty to cooperate would be tested to the utmost, but would hope that a reasonable solution regarding fair and acceptable allocations could be achieved. Dualled A120 together with other infrastructure measures should be in place before the building of any more dwellings commences. Option 1B not selected because it should be left to each village to decide about growth.
111	email	Individual	Elizabeth Dance		Concerned about proposed development in West Tey area which would turn area in to a dormitory area for London and would overwhelm the rail. Marks Tey station presently struggles to have enough car parking spaces. Local roads, schools and medical services all already very busy. Infrastructure needs to be in place before any large housing development agreed.
112	email	Individual	Elizabeth Nickerson		Like 94% of Boxted residents, strongly against Options 3A and 3B which would allow development north of the A12 in Boxted and Langham. Expect council to keep its promise that there will always be fields between the A12 and Boxted. In view of traffic congestion, parking difficulty and train capacity, madness to make matters worse. Buntings proposed development turned down for same reasons we wish to eliminate this proposal: far too much traffic on potholed lanes, impact on AONB and added strain upon infrastructure. A12 noise will mean people will not want to stay - in that situation no community develops and social problems therefore do.
113	email	Individual	Delia and Graham Ellis		Object to proposed development of 15000 houses west of Marks Tey. Concerned about effect on Great Tey. Concerned that such a large expansion of houses would mean even more traffic, accidents, delays and congestion on already un-safe roads. Decision to dual A120 between Braintree and Marks Tey needs to be made and final route decided before any major developments are planned and built. Health and education infrastructure also needed first as precondition. Protect village community and countryside with their lower noise and air pollution. Question whether enormous increase in housing is really necessary and in the local interest.

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114	email	Group	Emma Potter	Rowhedge Regatta Committee	Strongly oppose idea of building homes or any kind of structures on green belt land in Rowhedge which are home to both farmed and wild creatures. This land is what keeps Rowhedge and Old Heath separate. Already struggling with plans to develop the Wharf Road and dock area which will put strain on stretched resources including health and education facilities. Rowhedge has incredible sense of community and will fight to keep it as a special place.
115	email	Individual	Frank Clark		Concerned about proposed development of 15,000 homes adjacent to Little Tey. A120 currently very busy dangerous fast road. Colchester Hospital struggling, and schools/doctors surgeries struggling with insufficient staff. A12 at bursting point. Railway lines cope with ridiculous levels of commuters. Break down in services could lead to a breakdown in society. Before any development is considered, infrastructure changes must be put in place, including dualling of A120, another hospital with A&E in Braintree/Coggeshall area with sufficient local staff; new schools and surgeries, improvements to A12; new jobs.
116	email	Individual	Fred Grosch		Town is struggling to be run smoothly at its present size - mass development over past 10 years has delivered problems and profit for house buildings. Build communities not just houses. Need to ask what is good about Colchester - a question that is increasingly becoming difficult to answer. Charming little market town turned into odious clone town with no civic pride and with high crime rate. A12 should be natural boundary - shouldn't have built travellers site, P&R, fast food outlet. Village is most successful human conurbation - a manageable, self policing self governing contained settlement. More people equals more problems and more cost. If you think that you will subsume villages of West Bergholt, Great Horkesley, Boxted and Langham into town boundary, think again, there'll be civil unrest! Leave the town as it now is- enough is enough or you will surely be remembered by history as destroyers and not planners.

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117, 205	email	Individual	Graham Argyle, Patrick Dent		<p>Object to West Tey. No consideration made for current residents, need homes for starter families to service the existing community. Use areas such as old railway yards, industrial sites, and have infrastructure in place before. Existing services are over stretched. Object to expansion of rural villages. Green belt land should remain sacrosanct as a precious commodity for food. The A120 is not wide enough at Marks Tey to support further traffic flow or the expansion of West Tey. Needs a pre-funded bypass. A12 junction to Marks Tey is overburdened. A12 upgrade must not go ahead and waste public money ahead of the unknown traffic issues that will arise from the West Tey development. New train station cannot cope and is inadequate for expansion. A prefunded guarantee from Network rail and Abellio or any future train franchisee, must be in place, to run more train carriages, more frequently. Plans for another car park are needed. A prefunded commitment for Primary and secondary schools is needed to support any West Tey development. New doctors surgeries and a new hospital are a "must have" to alleviate the current problems and West Tey must not be allowed to go ahead without these key missing parts of our current infrastructure. Commitments need to be in place to make sure that a new exchange will be built that will support high speed internet. This development must not be allowed to go forward without full Government support of a fully developed economic plan that creates quality jobs. Any plans submitted must have infrastructure to support clean energy usage. Do not build homes to minimum standards. Protect views and character. A guarantee must be in place that stops further development outside village envelopes and anything inside a village envelope must be given tough scrutiny with sympathetic design.</p>

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118	Written	Individual	Gary Knight		Assessing housing need is reminiscent of pyramid selling. The paper promotes a least damaging approach to an unsustainable future. Large scale developments plan for an approach of being 'as sustainable as possible.' No reference to agricultural land or its strategic value. Housing should be affordable and local authority housing with no right to buy. New buildings to use roof areas, for energy/rainwater collection or green/recreational space. Density on retail parks needs to increase. Town centres to be converted into high density housing and leisure only. Need land for food. Opposed to increases in village size. Buses no alternative to cars. Need 'multi-function' car parks, especially at retail parks. CBC should charge for parking with money going to local green projects. The Garden City principle seems to have been forgotten when protecting existing Green areas. Garden City aspirations not meant for this country. CBC and BDC to consider high density option. Proposals to have a density rating (DDR) so residents can judge loss of green space. Loss of agricultural land should be recorded and publicly registered. The Council needs to spell out the factors used to calculate OAHN's - the proportion settling in an area depends on infrastructure, jobs, transport, housing, schools. Options need to be spelt out, rather than 'growth is the only real option'. It is unfair that local residents have to develop their countryside to accommodate new communities. Residents need a guarantee that identifying land for development 'until 2032 and beyond' will not lead to more immediate development through the appeals process than would have been the case had the Council not been so forward thinking. If local government is serious about sustainable communities, they should let some of us try to build one.
119	email	Individual	Georgina Edwards		Deplores inclusion of Options 3A and 3B. Views of rural population in Boxted have not been sought appropriately by borough council. Local issues glossed over - made to feel that I would be selfish if didn't support plans for rural environment to be opened to all. Concerned that proposals being pushed with suggestion that they could be financially rewarding to local householders as removal of green boundary would allow for future development of their agricultural land.
120	email	Individual	Graham and Karen Allison		As Wivenhoe residents, strongly object to development behind property at Field and Mede Way, particularly given deposit of hazardous materials in landfill site.

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121	email	Individual	Guy and Lousie Varney		Disturbed by scale of house-building proposed. Need a sustainable plan for population growth in Essex which focuses on developing new areas of development rather than creating additional dormitory space for London. Any growth in housing needs to be matched with adequate infrastructure and services, particularly road and rail which are already at capacity. Isolated new settlements will not become self-contained. West Tey at particularly high risk of becoming a dormitory town because station and A12 will act as magnet to commuters. Housing will be unaffordable to people on local salaries. Council must work with others to ensure that proper infrastructure and services, including additional rail capacity is in place before housing building on the level proposed. Council should emphasis importance of protecting countryside for its own sake and prevent urban sprawl. New settlements should be urban extensions, not isolated settlements. Must be connected to jobs by cycle paths, pedestrian routes and public transport. Given lack of money to upgrade infrastructure, efforts should be made to limit car use. Council must think strategically about type of jobs it wishes to attract and how to do so. More focus on jobs around University of Essex. High density housing must be given priority to reduce destruction of greenfield land, prevention of urban sprawl, reducing need for travel by car and to provide smaller units affordable by local people.
122	email	Individual	Helen Hewes		Deplores inclusion of Options 3A and 3B. Development north of the A12 on land in or adjacent to villages of Boxted and Langham would encroach on Dedham Vale AONB. In last 20 years, villages of Langham and Boxted have already become very close to Colchester urban sprawl. Valued village identity and community spirit, will be lost for good if Langham and Boxted are turned into urban suburbs.
123	email	Individual	Ian Matthews		Before any sites are identified for potential development, transportation policy should be considered along with strategy for road and infrastructure improvements. In Layer-de-la-Haye, limited development could be considered providing the Folley Road is upgraded and the B1026 bridge is widened before any development commences. Social housing quotas must always be a condition of planning - not acceptable for developers to state sites are not viable, as they need to adjust the land value accordingly.
124	email	Individual	Dorian Kelly		Supports new light rail line which runs on roads to serve southern Colchester, beginning next to Colchester Town Station, extending through Garrison, Gosbecks and Tollgate, and re-joining the main rail line at a big park and ride at a new station between Marks Tey and Colchester.

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125	email	Individual	Irene Holliday		Understand that land for future development is required, but horrified to see extent of proposals for growth around Marks Tey. Object to saturation of new building taking place in one concentrated area; loss of countryside in the area; turning Marks Tey from a village into a town; urban sprawl that will endanger all villages surrounding the area including Great and Little Tey; permanent loss of a way of life in area, namely individual villages separated by countryside; inability to absorb population into community; reduction of land for food production; population increase impacts; increase in traffic and rail commuter; lack of infrastructure; impact on health facilities; lack of employment for newcomers and loss of employment for land workers; possible geographic joining of Braintree and Colchester's building plans.
126	email	Individual	Ivan and Ann Stedman		Layer de la Haye - any development should be of a density broadly in line with present village. Capacity of school would need to be increased; parking near school would need to be addressed and made safer; development in the Folley must be accompanied by requirement to upgrade road; bridge needs enlarging; adequate amenity space and footpaths should remain.
127	email	Group	Jane Black	Wivenhoe Society	Housing targets for Colchester as a whole are unsustainably high and not based on firm evidence. Proposed garden suburb to east doesn't constitute sustainable development. Proportionate growth of Wivenhoe not feasible.
128	email	Individual	Jane Crone		Concerned about scale of development proposed at Marks Tey. A120 is dangerous and overcrowded. Commuter trains are overcrowded and station car parks at Marks Tey and Kelvedon already full. Not enough local jobs. Need to address issues of surface rainwater and flooding; expand local services; address effect on heritage. Coggeshall has a wonderful history as do other local villages. Ensure past is preserved and cherished. Need to provide social housing/low cost housing for local people and key workers - need to ensure mechanism for delivery given lower financial returns.
129, 229	email	Individual	Jane Morton, Selina Edwards		Under no circumstances should existing sports, recreation facilities and open spaces be developed for housing, particularly Mill Road sports Fields which should be retained and enhanced for sports/recreation purposes and as green lung and visually important open space.
130	email	Individual	Jean North		Opposed to West Tey proposals. A120 constantly increasing in traffic congestion. Mini roundabout needed at Great Tey junction. Marks Tey Station can't cope with an influx of more people. Roundabout known to all as 'cholesterol corner' should be first area to be earmarked for improvement, then upgrading of A120 and A12 junction, or re-routing of A120. Fundamental infrastructure needs to be in place.
133, 228	email	Individual	Joanne Welsh, Sean Welsh		Concerned that proposal of 30,000 could eliminate idyllic way of life in Great Tey. Aware of problems with new developments having lived in one near Dunmow - lack of delivery for promised community facilities. Infrastructure should be addressed before any building commences. If indeed Colchester needs to build more houses, the number should be kept to a minimum to eliminate further pressure on facilities.

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134, 149	email	Individual	John Coble, Karen Coble		Options 2A and 2B which do not involve new development to East are most appropriate. Too much development on eastern border would create urban sprawl. If there is to be new development to east there should be a green buffer of 1.5 km around Salary Brook. Important to preserve heritage and natural environment.
135	email	Individual	John Crookenden		Disappointed at lack of objectivity, clarity and bias towards a new stand along settlement at Marks Tey in consultation documents. No additional development in Borough until: proposed widening of A12 has been consulted on, route agreed, contracts let and costs ring fenced by central government. Number of new housing units in SHMA report only an indication - future trends toward more working from home. Cost and rate of increase in annual season tickets a disincentive for commuters to move to Colchester. Poundbury scheme has worked; Didcot and Bicester have fallen short of expectations. New local plan for Colchester must ensure all development is sustainable and based on evidence and principles and is not influenced by developers who are concerned about their profit. Whole process should be open and transparent and communications published.
136	email	Individual	John King		The more you build the more problems you create. Tarmac and tiles lead to flooding problems. Need more infrastructure - power stations, roads, hospitals, schools. Line should be drawn on building more. In the end you will have very rich builders and miserable residents.
137	email	Individual	John Savage, Jacqueline Wright		Comments on potential sites in Layer de la Haye. Concerns that village unable to support existing requirements for school places, public transport and surgery. Small picturesque roads can't handle increases in traffic. Layer is currently a green village that would fast become a concrete jungle. Development on Abberton Road would be entirely out-of-keeping with other residences. Upheaval to village life through construction would have severe negative impact to residents over prolonged period.
138	email	Individual	John Threlfall		Layer should maintain existing village envelope. Infill only, not exceeding 10% of existing 720 houses in village. Road network already under pressure - further traffic would significantly increase danger level. Any proposed major development should be situated close to main road and rail networks to avoid worsening problem of traffic and commuters to London. Major expansion should be located west of town, as in option 1A.
139	email	Individual	John Wakeling		Objects to development proposals in Peldon. Village has reached maximum reasonable population and any further increase would destroy rural character. 30 houses built in last 15 years. 5 new houses currently being erected to high inappropriate density. Further such developments would mean village would become urban and overcrowded. No facilities for a larger population such as shops and traffic along roads would become excessive.

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140	email	Individual	Jon and Maria Croll		Object to any development in Layer de la Haye that would disproportionately change the nature, feel, safety, quietness or size of village. Increasing housing stock from 725 to 825 would be disproportionate. There would not be enough school places. Main roads already inadequate. Shop and pub viability not seen as a benefit. Green space would diminish. Loss in quality of family life, sense of community, increase in crime. More suitable location for large scale developments would be at Marks Tey. There is already good access to A12, A120 and train station.
141	email	Individual	Jonathan Eckersley		Oppose the idea of building homes or any other kind of structures, regardless of use, on the green belt land in Rowhedge. These fields and woodlands are home to livestock and the land keeps Rowhedge and Old Heath separated. If we allow this land to be built on there will be no stopping the urban sprawl as Rowhedge becomes assimilated into greater Colchester.
142	email	Individual	Judith Robson		Concern regarding proposals for upgrading A120 and associated large housing development in Marks Tey area. Appreciate need for local affordable housing but scale proposed is excessive. Any development should not go ahead until A120 upgraded and needs to be supported by community infrastructure.
143	email	Agent	Robert Eburne	Hopkins Homes	Hopkins Homes has an interest in land to the north of Halstead Road, known as land at Chitts Hill. Want to see a commitment to a rolling review of the Plan. The English Housing Survey would be useful for discussions. The Council should be clear about its objectively assessed housing need. Need to be realistic about timing of delivery of large scale sites. The suggested mix policy misrepresents the market conditions prevalent within Colchester, it is too skewed towards smaller homes. Plan should allocate several medium sized housing sites. Affordable Housing policy must be viability tested. LPA should make reasonable assumptions about home working and encourage this activity. Plan should protect National designations but not persist with local designations that place unreasonable constraint on well planned growth. Growth Options - a sixth option should consider smaller sites without new settlements. Welcome statement that each option would also comprise development of sites in and around the existing urban area.
144	email	Individual	Julian Bowden		Opposed to proposals for additional houses in Wakes Colne. Aggregate of proposals could be around 60 house, or 30% increase - massive step change which would alter village character. No local jobs for new residents, creating demand for road and rail journeys. Additional demand for primary and secondary school places. Access/highways issues raised for specific sites. Adequate recreation facilities in village - schemes not justified by provision of recreation area. Plans for Wakes Colne shouldn't be seen in isolation from proposals for large settlement near Marks Tey. Infrastructure needs to be synchronised with houses. Moratorium of all development in Wakes Colne until Comprehensive Development Plan for Colchester in place.

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145	email	Individual	Julian Lang		Protests to proposed development at West Tey. Infrastructure is already struggling. A120 and trains need upgrading; hospitals, schools etc. need to be increased before systems could cope with 30,000 new houses.
146	email	Individual	Julie Baker		Opposes further development in West Mersea. Wellhouse Green estate built 5 years ago created drainage problems for other houses. Mersea Island built on clay and cannot sustain drainage from another estate. Transport and community infrastructure can't cope with increase in population.
147	email	Individual	KA Harding		Coggeshall resident concerned about impact of building 30,000 houses. This would mean many more cars on local roads - A120 is barely coping. Upgrading of infrastructure should be precondition for all development in area - transport, schools, health, water and environmental services.
148	email	Individual	Karen Barker		Marks Tey resident objecting to having more houses built by the A120. Facilities inadequate to cope with more housing, including health, school, water, environmental services. A120 can't cope now - road is unsafe. No green countryside between Braintree and Marks Tey if proposal goes through. Railway station can't cope -very little commuter parking. More jobs would be needed. Need explanation why we should have more housing and is it in local people's interests.
150	email	Individual	Kiti M Theobald		Provides example of community project in Southend which has taken on 100 year old orchard providing a useful local amenity. Urge CBC to think of the benefits that this sort of thing can bring to a community and not to hasten into building houses on the orchard in Colchester.
152	email	Individual	Lewis Corton		Plans for surrounding areas of Coggeshall, Marks Tey and Braintree are absolutely disgusting - would ruin some of nicest little country side towns around here, would like further information on how to object.
153	email	Individual	Linda Evans		Proposed West Tey development would be out of character for area. Any new building should remain within Colchester town envelope. A120 urgently needs to be upgraded - further burden of cars from new development would only add to problem. Hospital, schools already at capacity. West Tey development would be attractive to people relocating from London, but no train capacity and train station parking is difficult and expensive. Broadband signals are weak - new exchange needed. More jobs would be needed - unclear how West Tey development would provide jobs. Access to retail at Tollgate already difficult. Decimation of acres of land will destroy animal habitats, plants and trees and obliterate arable land for crops. Air pollution from A12 and A120 has a detrimental affect on health and countryside.
154	email	Individual	Lucy Chapman		Objection to proposal to change Irvine Road orchard from a designated local wildlife site. Thousands of children could benefit from education available on this site. There is far too much housing being built in this area as it is. For the sake of 7 houses are we really going to throw away this free resource that could benefit thousands.
156	email	Individual	Lyndsay Salmon		More consideration should be given to access for horse riders in Borough. Whenever a new park, footpath or cycle route is considered, default should be it is 'all access'.

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157	email	Individual	Marian Hamer		Objects to proposed development of 15,000 homes to west of Colchester. As resident of Great Tey, appreciates the need to provide low cost housing in rural areas. However, also important to maintain rural community identity - proposed development would encroach too closely on a number of small villages running alongside A120 corridor and would create a large suburb of Colchester. Would support proposals for small development of family homes within village to promote sustainability of local services.
158	email	Individual	Mark and Jan Large		Support options 1a, 2a and 3a, but would prefer missing option combining sustainable developments to West, East and North around the strong road network links (A12 and A120). Change must provide sustainable improvements that does not further exacerbate existing problems. Further village development opposed as it would change village character, especially Layer de la Haye. Layer has very restricted routes in and out of the village which can't be improved without spoiling large areas of natural habitat. School, water, sewerage and electricity infrastructure also would need major upgrades to sustain proposed large developments. Better to plan a development from scratch, so that services and amenities can be planned to suit proposed development.
159	email	Individual	Martin Hopkins		Layer de la Haye's infrastructure has a hard time coping now. More cost effective to go with Options 3A or 2A. The B options that include villages would need additional cost to reinforce roads and services and this would be likely to fall to the council and not the developer. Lack of land to upgrade roads. More sense for development to be in an area that can cope with current and future demands of growth.
160	email	Group	Wendy Collett	Tiptree Medical Centre	Current facilities in Tiptree inadequate. Have submitted proposal to NHS England for grant for funding for expansion.
161	Email	Agent	Michael Aves	Michael Aves on behalf of Barbour Family	Great care will need to be taken in determining housing mix - need to avoid prescriptive figures. Account will need to be taken not only of overall need for different types of housing but also varying market conditions; individual site characteristics; and the fact that need for particular housing mix will change over time. Policies will need to be drafted in such a way that they do not deter developers.
162	email	Individual	Michael Fox		2008 strategy good starting point but needs greater emphasis on how to integrate new arrivals in the town, especially changing ethnic mix. Potential as visitor centre needs consideration of how to play to our strengths - ie history of town. Difficult to see how a 30% increase in houses with 30% of them affordable can be done without substantial local authority input. Self build should be encouraged but will be a small minority interest. Option 1B appears to be only one which has a chance of meeting potential level of housing required. It also gives the possibility of well designed sustainable communities.

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163	email	Individual	Michael Lee		Development at Marks Tey appears to make sense as there is already infrastructure including A12, proposed new development of A120; main line railway station; local shops, amenities and schools. Development to the north also makes sense given the new North approach road and easy access to A12. Concerned about development of rural locations with no infrastructure to sustain such sizable developments. Site adjacent to The Folley, Laver de la Haye not supported - would require overhaul of main road towards Colchester; village school is full; there are no shops or employment opportunities. Understands development is required to keep the economy going, but it has to be in right location.
164	email	Individual	Mike Daniels		Failure of key players to produce joined-up plans to improve town for benefit of existing residents. Biggest problem is siting of hospital to north of town with insufficient access routes over/under railway and with no space around it to enable it to grow. Important to secure and display archaeological discoveries. Create moratorium on significant new housing developments for at least five years. Spend that time in reversing steady deterioration in quality of life by smartening up appearance of borough. Complete road improvements, including widening Turner Road and access/parking at hospital; a ring road to south east of Colchester; provide at least two additional routes over/under the railway and redesign St. Botolph roundabout. Improvements to roads in Mersea and introduction of one-way system there also suggested.
165	email	Individual	Michael Holliday		West Tey development would destroy rural and village life. Agrees there is a need for more housing but on a modest scale not 30,000. Infrastructure at present not fit for purpose and even with improvements couldn't cope with massive development. Valuable farm land will be lost, meaning loss of food production. Flooding risk. Jobs will need to be found. Any development needs to be spread evenly north, south, east and west of Colchester which enable people to still enjoy rural and village life. All derelict commercial land and residential houses to be used for development in first instant. Plan must be reduced from massive to modest development which can be reviewed. Upgrading infrastructure must be a precondition of any development.
166	email	Individual	Mr and Mrs A. Watts		Introducing a further 15,000 homes into Great Tey area would potentially bring a further 30,000 vehicles onto this already inadequate road. Hospital also inadequate. Similarly, insufficient places in local schools. Colchester buckling under pressure of increased housing and population growth, roads are nearing gridlock. Unwanted urban sprawl not in interests of local communities; existing town; local farming community; or wildlife and rare breeds.

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168	email	Individual	Mr and Mrs Clark		Addition of possibly more than 100 homes would not necessarily bring benefit to village. Existing services already lost - 21st century families not so interested or dependent on community - they commute to work and engage in leisure activities elsewhere. Roads are already busy. More properties would also put pressure on other infrastructure. Not opposed to some development such as infill or small developments. Marks Tey more suitable as it has ready access to both road and rail links. Changes to village envelope need to be considered very carefully as to whether this would create a precedent. If cases considered on their own merits, than no objection to breaches to allow sensitive and considerate development of an infill site or small development.
169, 203	email	Individual	Mr and Mrs Clayton		Question whether housing in Marks Tey/Great Tey is necessary and in the local interest. No provision in plan to upgrade A120 road. Infrastructure not in place to cope with at least 30,000 more people. Need a bigger hospital, more schools. Wildlife would need to be relocated. Villages, communities, nature, farming, daily life must be protected.
171	email	Individual	Mr & Mrs. E. Gould		School in Layer de la Haye already full. New construction would mean extra heavy traffic in and out of Layer over bridge crossing historic Roman River. Safety issues on road. Doctor's surgery already overstretched. Plan A seems to be a more sensible solution to housing problem within Colchester area and is also within easy access to transport ie trains to London and more buses into Colchester.
174	email	Individual	Mr and Mrs K Macavoy		Primary school in Layer de la Haye at capacity. Parking, traffic and roads also a problem currently. Majority of sites proposed for building are outside of village envelope, encroaching on areas of much needed greenspace and wildlife sites. Oppose size of developments within village which will create more traffic problems on roads which do not have capacity. No faith in Borough Council given approval of small 2 house development outside village envelope despite local opposition. Obvious solution is to have housing in Marks Tey area where transport and communication links are.
175, 194	email	Individual	Mr and Mrs Morrison		Main concern about sites in Layer de la Haye is largest site - The Folley. With amount of houses stated and including affordable housing there is not infrastructure to support development. Only one road into and out of village with weak bridge. Already extreme congestion with school traffic and parking. Development would change environment of their safe cul de sac and surroundings completely. The village envelope is in place to protect the village. Necessary developments need to be progressed in areas where there is the infrastructure to support the increase. Important to expand and understand the need for more housing but has to be in an area that can cope with expansion and extra demand.
178	email	Individual	Mr and Mrs Williams		Objects to new homes in Layer de la Haye - school is at full capacity; rural roads; almost non existent public transport. Council should preserve surrounding villages and green fields. Change to landscape detrimental and village life as we know it will be lost.

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179	email	Individual	Mr. A. Cakebread		Objects to proposals for land area behind Field Way and Mede Way, CO7 (Wivenhoe). Site is ex-quarry land and landfill which has potential to be contaminated. Concern that any toxic waste may be disturbed (putting family at risk); ground unsuitable for construction; environmental issues.
180	email	Individual	Mr. R.J. Dyson		Proposal to identify land for building 150 properties in Layer de la Haye completely inappropriate with review of the infrastructure. Specific comments provided on issues with site on Abberton Road (Little Garlands to Greensleeves).
181	email	Individual	Alex Jessop		Concerned about development in Coggeshall and surrounding area which would dramatically impact not only quality of life, our environment, local heritage and character but also put essential services and resources under strain. Schools, trains, hospital already at capacity. A120 renowned for problems and will only get worse. North Essex should remain as semi-rural area. Full appreciate we have hug housing concern, yet our village and area not not only beautiful and rich in heritage, it is also ill-equipped to cope with further housing.
183	EMPTY	EMPTY			
184	email	Individual	Sarah Watney		Horried to see how extensive proposals are for possibly building around Coggeshall and A120. Appreciates houses have to be built somewhere, but object to size of development. A120 already congested, surgeries, schools and hospitals struggle to cope; trains to London are overcrowded; jobs needed for new residents - all apart from effect development would have on small charming town and its heritage. Local inhabitants understand housing needs, but on a very much smaller scale.
185	email	Individual	Athene Jones		Concerned about proposal for extra 50 homes in Wakes Colne area - unacceptable increase in population of small village. Particular traffic concerns detailed about site on old coal yard and area next to village hall.
186	email	Individual	Mrs M. Buckby		Building on site near The Folley in Layer de la Haye would contravene the village envelope. Support 'plan A' to build around Marks Tey where there are good road and rail links. Building at Layer would require new roads, improve bridges, address school traffic and parking; school already unable to take some village pupils.
187	email	Individual	Clarice Storey-Smith		Object to major plans of houses being built between Marks Tey and Coggeshall - will ruin country views, put pressure on schools and A120.
188	email	Individual	Clarice Corton		Objects to proposed expansion around Coggeshall of 30,000 homes- detrimental effect on rural nature of small town. A120 already great concern, schools, rail links and healthcare fine as they are.

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189	email	Individual	Mrs Janet and Mr. Colin Henson, Mrs Iris Day, Mr and Mrs Austin, Mrs C Elliott, Mr and Mrs Davies		Layer-de-la-Haye's definite character has been preserved despite regular, though small, infill development. Any development in village would need to be sympathetic to requirements of protecting landscape, countryside and wildlife. Concerned about danger of loss of green break to the north between Layer and Colchester, change of character from rural to suburban. Pressure on road infrastructure, limited public transport, school not big enough. Even if affordable housing provision made, those housed in these properties would face disadvantages of transport and lack of facilities. Specific concerns raised about site between Malting Green Road and Rye Lane subject of two previous failed planning applications.
191	email	Individual	Mrs. Lynch		Approaches to Layer over narrow bridges. Need for affordable homes here is misconception. Lack of local support for development. Absolutely against any development in The Folley. It forms a pocket of countryside within the centre of village and has been frequented by wildlife for decades. School recently sympathetically enlarged. Further development of school site would reduce open space as well as worsen parking problems.
192	email	Individual	Mrs Maryann Steel		Not against future developments but feels that Marks Tey area not suitable for a scheme of this size. Traffic concerns include problems with A120 and narrow side roads including congestion, maintenance and safety. Lack of primary school places in area. A new medical centre/GP surgery a minimum requirement. Improvement needed to train station service and parking, as well as bus service. Park and ride scheme would be an advantage. Infrastructure must be in place before any more houses are built.
195	email	Individual	Mrs. Priest		Concerned about proposed sites in Layer de la Haye. Does not wish to see site on Abberton Road developed in any way, or large scale development anywhere in village.
196	email	Individual	Mrs. S. Carrington		Strongly disagrees with proposals outlined for development in Peldon, in particular site behind Lower Road. Village plan states that back fill should not be considered. Countless other sites in villages and towns which would not only make use of derelict land but also have more amenities.
197	Email	Agent	Nathan McLoughlin	McLoughlin Planning on behal of Randall and de Courcy Bower	Need to review settlement hierarchy in light of new NPPF policy. Need to maintain viability of rural villages by mitigating against imbalances in demographic structure of villages, where more elderly population has different needs. Plan needs to be less prescriptive about type of housing to be provided and leave it to the developers who have more detailed understanding of local housing market needs. Policies to protect landscape should be criteria based and protection is commensurate with its status. Protecting countryside for its own sake would not reflect guidance in NPPF. Plan needs to make site allocations for housing in villages in accordance with settlement hierarchy. Respondent has put forward site in Abberton considered to meet sustainability criteria. Support 'B' options in that they provide necessary policy framework to allow for village development. This will release smaller non-strategic sites that aren't heavily reliant on infrastructure and sizeable S106 payments.

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198	email	Individual	Neville Hughes		Questions need to build large number of houses forming new towns - would be dormitory towns for commuters. High density housing would, if left without community input, will lead to formation of deprived communities. Need for local jobs - there is little industry in area. Can't afford to throw away some of best agricultural land in country. Need to have a legally enforceable constraint on any developer to provide adequate infrastructure before any major developments begin. A120 and A12 improvements urgently required - increased level of traffic from development is not sustainable. Provision of at least one more rail station and modernisation of existing lines to be carried out before possible 15,000 daily commuters require transport. Housing should be affordable. Average earners may well see local area altered becoming an urban sprawl, losing its rural appeal without opportunity of house ownership.
199	email	Individual	Jan and Nick Clarke		No issue with some additional small and discreet developments in Layer de la Haye, but the possibility of 100 houses+ in site adjacent to the Folley would be wrong - population increase of 15-25% would materially alter image, feel, lifestyle, animal life and open spaces currently in the village. Significant change and increase in such areas as school facilities, local shopping units, extra policing and medical cover. Roads would need significant improvement. Danger that village becomes a seamless part of edge of Colchester and not separate rural quiet and peaceful area. New shops and church might benefit, but that is poor reason when there are other larger sites elsewhere in Colchester.
200	email	Individual	Nick Readings		Objects to largest version of proposed development of 15,000 homes in area along A120/A12. Co-joining of Coggeshall to Marks Tey to Copford to Eastthorpe to Stanway to be in direct conflict to planning ethos of last 50 years. Alternative is expansion of each of the envelopes of those areas including better infill development which would be able to address affordable housing. Infrastructure inadequate. Substantial increase in capacity of A12, dualling of A120 and better access west to east needed before substantial development. Water Sewage, electrical and telephone services also needed. Already excess pressure on Marks Tey station and better parking and train frequency needed. Acknowledge development is needed as a few % every year in each area but vast new town inappropriate.
201	email	Individual	Noel Mead		Opposes plans for new housing west of Colchester given that there are no plans for a new A120 junction. Proper consideration needed for all infrastructure requirements, especially roads. Not acceptable to consider building houses that sprawl across greenfield land bringing more traffic and pressures on rail. Need to increase density of housing within major population centres. Local people cannot afford to buy properties in Colchester - more lower cost and affordable housing needed through inventive schemes - make use of empty office blocks. Options are too narrow.

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202	email	Individual	Mrs Norma Tregoning		Horried about plans to build new houses in Marks Tey area. Given already high levels of building, need to note whether facilities can cope. Should be thinking more to build another hospital, more schools, better road and generally improve on what we really need.
207	email	Individual	Paul Warner		Object to Battleswick Farm application. If built Rowhedge will be joined to Colchester. Too far from the station for commuters, who will be the only ones that can afford them. The village is already having an extra 170 homes as the first phase of the dock development increasing the population by 50%. Any heavy rain now makes Battles Brook flood. Infrastructure problems. Why has Colchester built three times the number of houses than Chelmsford? Best option is new "Tey" town development as would solve all the traffic problems, plus a new railway station for the commuters. The town centre is dying as extortionate parking prices and endless charity shops, betting shops, bars and restaurants.
208	email	Individual	Paula Baker		No provision for the increasing squeezing of wildlife habitat that will take place by further development near area around Bullock Wood, Welshwood and Salary Brook. Need to create a wildlife corridor through area. Policy for tree root considerations to allow room for spread of tall trees. Need to add hedgehogs to list of protected species - include holes in fences for hedgehog access. No development should be planned near to Salary Brook. Colchester doesn't have infrastructure to support new town near Marks Tey. Fight central government current strategy of expansion. Need tougher green policy and to sort out infrastructure problems before allowing more developments.
209	email	Individual	Penny Lang		Protests to proposed development at West Tey. Large number of houses questioned. Infrastructure will go to breaking point. Essential that A120 and railways are upgraded to cope. Jobs won't suffice. Schools and medical facilities also need to be capable of taking huge increase. Houses should be affordable for local people. Ribbon development not wanted or needed - area attracted to would thus be spoiled.

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211	email	Individual	CP Jellard		Concerned by scale of house-building required and impact this will have on Borough. Local Plan concentrates on where to put houses, with too little attention given to issues created by population growth and not protecting countryside and aiming to prevent urban sprawl. Strategic cooperation with other authorities and acknowledgement that population growth brings not just a need for housing but a need for infrastructure and services. Worried about 15,000 houses proposed at West Tey/Marks Tey. These are easy ways of allowing Colchester and Braintree to plan for delivery of large numbers of houses without much planning effort. Lack of information at Marks Tey drop in session. West Tey at high risk of becoming dormitory town because station and A12 will attract commuters. Infrastructure and services must be in place before house-building is allowed to go ahead. Countryside should be protected for its own sake. New settlements must be urban extensions, not isolated settlements. Jobs must be near to new developments and accessible by foot, bike or public transport. High density housing must be priority as key solution to reducing destruction of greenfield land, prevention of urban sprawl, reducing need for car travel and to providing smaller affordable housing units. Continue efforts to develop brownfield land, empty homes and commercial property.
212	email	Individual	Rachel Gentry		Concerned about development in Layer de la Haye - would put immense pressure on one road in and out of Layer which is already extremely busy and affected by speeding problems. School is full. Building would reduce open space which is very important to local residents. Aware of need for more affordable housing, but it needs to be more thought out - there are many other large areas in Colchester which could be used.
213	email	Individual	Rev. Ian Scott-Thompson		Issues and Options document didn't mention places of worship. Churches are a considerable focus for every local community. Plan should include community facilities for new church congregation in new population area.
215	email	Individual	Robbie Watson		Council should first fully utilise all brownfield sites and empty properties before building on new sites. Should also consider making use of areas with already constructed new shops and infrastructure eg Tollgate which still has potential for further expansion without changing nature or character of local environment. New development should be undertaken in conjunction with new infrastructure. New villages could be developed in conjunction with improvements to A12 and A120. New A120 could bypass towns and remove heavy HGV traffic and reduce traffic jams. Natural and historic environment should be maintained particularly in relation to agricultural focused villages such as Little Tey, Great Tey and Aldham. Dispersing any new development throughout Borough would reduce impact on individual villages and towns. Smaller developments will help preserve rural and historical nature of village communities, will have less of overall impact on individual areas and are more in keeping with overall rural character of borough. New development should be created in style of housing typical to rural and historical heritage of area.

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216	email	Individual	Ron Marks		Supports submissions made by CAUSE. Following points emphasised: plan must answer local needs and not lead to dormitory towns; should not attract more people out of London; shouldn't lead to increase in commuting to city; should consist largely of mixture of high density housing, affordable housing and housing for rent especially new council housing; must be preceded by plans for infrastructure improvement; no offer of land/cash by developers should influence decision; scale of development at West Tey totally unsuitable for Colchester area and would add hugely to traffic on A120 even after new dualled route, wherever that might be, were in operation.
217	email	Individual	Rose Langford		Well aware of need to build more housing in area, but concerns over impact of large quantities of new developments on Coggeshall which is an asset to Essex and is visited because of its tourism and heritage qualities. Main concerns are health (doctors and Hospitals) and road/rail infrastructure. Kelvedon train station can't take growth, no foot path/cycle track between villages; lack of parking; A120 and A12 can't cope with current traffic.
218	email	Individual	Rosie and Stephen Langford		Supports CAUSE submission. Deeply concerned about level of destruction of countryside in new plan. Not acceptable to continue to build houses that sprawl across greenfield land and bring never-ending increase in traffic and rail commuters. Alternative options for growth needed based work carried out by on a population growth strategy group for Essex. If there must be a new town it must be Government and ECC led, not led by local council or landowners. West Tey doesn't meet sensible criteria supporting Ebbsfleet as a new town. Freiburg excellent example of new town. Focus on urban extensions - consider land is available around Colchester. Options and policies put forward in Issues and Options would lead to acres of executive homes across Essex countryside and huge increase in cars on roads and commuters on trains. Decide what works to encourage businesses to Colchester - land allocation not enough, incentives needed. Need more pro-active stance to take control of development process - call-for-sites system is back-to-front method for planning for housing growth. Growth should be planned around urban centres and around jobs. Options are too narrow and biased toward new town at West Tey.

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219	email	Individual	Rowena Macaulay		Submission reflects both individual views and views of Walk Colchester/Colchester Green Links and Open Space coalition. Group supports circular route of approx. 13.5 miles around town's periphery which can be used by a wide range of walkers/non-motorised users; connecting where possible with existing networks. Encouraging 'modal shift' requires designing our travelling landscape now in a way that anticipates a future in which walking/cycling may even be supported as principal means of transport, alongside public transport. Green connectivity to be supported for ecological reasons and to support sustainable transport and health/well-being. Prominent protection for riverside needed- should be principal green route involving wider swathe of land kept free from built development. More needed on sustainable design in terms of eco-credentials and social sustainability issues. Affordable housing should be integrated within low-rise flats, similar to Scandinavian model with shared public space/amenity. Housing should encourage sense of community - ie with shared facilities, green space, play, walk/cycle routes etc. Planning has power to effect real shift in advancing good, informed design. Support any initiatives based on walking and cycling being on top of the transport tree. Supports routes that permeate new developments rather than being diverted around them. No justification for further development to North of Colchester given pinch point at North Station.
221	email	Individual	Ruth Eyre-Pugh		If map for borough imagined as a living area with red blobs representing bleed, area in marks Tey clustered around arteries of A12 and A120 are going to cause a catastrophic blockage to movement of traffic along main routes - fatal disaster! Also, Marks Tey railway car park is already overflowing.
222	email	Individual	Sarah Brown		Concerns about Marks Tey development - A120 congestion; station car park full; bus service from Great Tey limited; flooding on main road to Great Tey; slow broadband; Colchester General Hospital struggling to cope with existing number of patients. Above concerns would need to be addressed before any additional pressure added to creaking infrastructure.
223	email	Individual	Shaun Holness		Colchester is already overdeveloped so no need to build on this Irvine Road ancient orchard. Would be a tragedy to the wild life that needs it. Let Hamilton Road School have use of it.
224	email	Individual	Sally Ward		Alarmed at potential development. Coggeshall's narrow roads and rare medieval and tudor housing deserve protecting from every nook and cranny being developed. Plenty of other brown field or form military sites that can be built on to provide more housing for Colchester.
225	email	Individual	Sarah Burke		Object to plans for development in Rowhedge. The greenfield land on both sides of Rowhedge Road should be kept as a green pathway to keep village's identity. The Marshlands are a wildlife habitat. Do not have infrastructure to support more houses (schools, GP, bus service poor). EA has made area a red flag for the risk of flooding.
226	email	Individual	Sarah-Jane Gladwin		Object to proposal to change Battleswick farm from green belt to a category which means it could be built on in the future. It would be great to keep a natural boundary & avoid strain upon stretched resources in Rowhedge.

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227	email	Individual	Sarah Nugent		Local resident unhappy with size of proposed development in Marks Tey area. Have paid premium prices for benefit of living in a village surrounded by farmland, it would be a shame to lose these villages from the surrounding Colchester area. There are already traffic issues and this would get worse. Understand the need for housing but any development in the village should be within the village envelope for Great Tey housing needs. Wider issues - the A120 is extremely busy and Marks Tey station cannot cope with volume presently. Colchester Hospital is struggling and more housing will make this more of an issue.
231	email	Individual	Simon Magee		Would like to put on record concerns over the proposed 30,000 homes in and around Marks Tey and Coggeshall. This increase would mean an estimated 71,000 more cars on roads that can not cope with existing traffic. A12 and A120 are accident blackspots already. It is estimated that this would bring an extra 4,500 commuters into London on a rail line that can not cope with existing numbers. Colchester Hospital, especially A&E, can not cope with existing population.
232	email	Individual	Simon Mann		Objects to West Tey development. Enormous development which will have devastating affect on many rural communities. Many of us choose to live in rural areas and are willing to work and pay premium price for that but only beneficiaries from plan is the proceeds of sale of land by land owners and developer. Desperate 'plan' by councils to meet alleged housing needs with little or no imagination or consideration of impact on creaking infrastructure and public services. Agrees there needs to be some development on a modest scale more evenly spread around Colchester and Braintree.
234	email	Individual	Steve Hart		Any development in Layer de la Haye must be designed and built to blend in with existing and surrounding dwellings. Prefers Option 1A because of ample space for development; schools at Coggeshall and Stanway; easy access from A12 and main roads; retail park and parking; doctors surgeries; local amenities. 100 homes in Layer would have a major impact on village infrastructure - parking, limited medical cover, school close to overflowing; limited bus service; one road in and out of Layer; limited footpaths and street lighting.
235	EMPTY	EMPTY			
236	email	Individual	Steve Oram		Following sites have been added to the People's Trust for Endangered Species register of orchards: Central Colchester, Irvine Road (grid reference 598105, 224300), Great Wigborough/Peldon ((59912, 216360), Eight Ash Green (593960, 225688) and should not be developed on.
237	email	Individual	Stephen Sharpe		Re 4 potential sites in Peldon - Any further estate type development close to junction of Lower Road, Mersea Road and St. Ives Hill would be totally out of keeping with street scene of space and gardens. For a small village with few facilities, no school, bus services once an hour and no shop Peldon has accommodated more than enough additional housing. Any further houses would adversely affect Peldon's rural charm and character.

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238	email	Individual	Steve Thompson		Concerning potential sites between Great Tey and Mount Bures - doesn't object in principal to more housing in this corridor, must be accompanied by significantly improved transport infrastructure. Aware that proposals are in early stages and hopes that any planned development will be accompanied by rigorous transport planning and consideration of Government's Cycling and Walking Investment Strategy together with adequate provision of public transport.
239	email	Individual	Susan Fraser		As Coggeshall resident, concerned about proposals for massive housing development along A120. Unless adequate infrastructure and transport links are in place this will put intolerable pressure on existing ones. Coggeshall will be swamped and will lose its current identity as a small historic market town. If large new developments are permitted there should be a sufficiently wide buffer zone between them and existing communities to avoid ribbon development. Amount of new development in each area should be proportionate to size of existing community and affordable housing, brownfield sites and those close to transport links should be given priority.
241	email	Individual	Martin and Suzanne Halls		Council should respect village envelope in Layer de la Haye and not allow agricultural land outside village envelope for redevelopment - would open flood gate for similar applications. View from proposed site on Abberton Road should be protected, also a significant amount of wildlife in fields. Site has been previously rejected for development. Only beneficiary of development will be seller and developer - Layer de la Haye won't benefit.
242	email	Individual	Suzanne King		If increased levels of housing is proven to be necessary, spatial strategy should provide policy protection for Borough's existing sports facilities and open spaces including sites fulfilling a strategic sports need, such as Mill Road Sports Ground in North Colchester. Plan should identify existing open spaces which make an important contribution to open character of area, including Mill Road Sports Ground. Housing shouldn't be developed on existing sport and open space facilities which fulfil an ongoing need. Has previously submitted representations on these points to Northern Gateway consultation. If preferred growth strategy considers that further development of Colchester urban area is necessary this ought to be balanced with need to ensure that existing open space/sports/recreation areas are afforded high level of protection.
243	email	Individual	Suzie Bishop		Concerned at proposals to develop on land along A120 between Braintree and Marks Tey. Questions if such a huge quantity of houses will be necessary. If they are, encourage development of brownfield sites. Infrastructure of towns not keeping pace with population - roads inadequate, trains are packed, hospital is struggling and there is pressure on schools. Infrastructure needs to be in place first.

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244	email	Individual	Terry Blunden		Concerned about potential development in Wakes Colne. Wakes Street, Colchester Road is a particularly dangerous stretch of road. Can't safely take more housing and traffic which would follow. Village infrastructure already inadequate. Little mains drainage; no gas supply; telephone and internet services are poor; frequent power cuts; village school struggles to serve catchment. Also objects to site behind Virley Cottage and land near Village Hall.
245	email	Individual	TJ Bull		Wishes to register vote against any developments in Marks Tey area. Where would people find jobs, schools and hospital beds.
246	email	Individual	Tabitha Davis		Increased recreational disturbance at Abberton Reservoir and traffic impact even if moderate development granted in Layer de la Haye/Tiptree area. Development beyond village envelopes shouldn't be allowed in order to preserve historic character and distinctiveness of villages. Best option is to find site near to existing commuter routes and build a 'Garden City' consisting of sustainable and ecological housing along with infrastructure, avoiding a piecemeal approach. Offices can be developed into flats. Promote development of smaller units. No re-defining of existing village envelopes. Supports Option 1A which offers flexibility to build required amount of houses on two large sites without need to use any B options.
247	email	Individual	Tetta Ley		Appreciates that some new houses need to be built but this must be to meet local demand. A12 and A120 are two of most congested and dangerous roads in country. Hospital also struggling. Landowners providing carrot of part upgrade of A120 and it is proving too strong to resist. Most cost efficient and logical route for A120 is from Freeport to Rivenhall. Use brownfield sites.
248	email	Individual	Tina Sivyer		Concerns about proposed massive expansion of housing. Trains and Kelvedon station car park are at and over capacity. Unrealistic to expect local jobs. Majority of homeowners in Coggeshall area commute to London and proposed new town will be no different. Proposed development will bring a huge number of extra cars to already overcrowded road network, but no plans to upgrade this. Once countryside destroyed, it will never reappear - is there a plan to continue building until we are entirely concreted over?
249	email	Individual	Antony Hursey		Little faith in ability of council to do the right thing. Marks Tey currently nice place to live, but for how much longer? Expansion of Stanway adding to already congested local roads. Current proposals should be scaled back or disregarded. Knows his children need somewhere to live, but they don't want to live in West Tey and neither do I.
250	email	Individual	Tony and Angela Pearson		Residents of Marks Tey who see first hand traffic congestion on A12 and A120. Need to build a certain amount of new affordable houses, but also need to upgrade road infrastructure as precondition of development. Building vast amount of new houses brings pressure on schools, hospitals and environment. Dualling A120 is a must. A12 needs resurfacing.
251	email	Individual	Barry Raymond		Objects to housing at Middle Green, Inworth Lane - access inadequate, traffic problems already.

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253	email	Individual	Wendy Callister		Objects to large scale development in Layer de la Haye - village has no infrastructure to support development. Local school oversubscribed. GP surgery not large enough for major influx. Road structure consists of small B road with small bridge and dangerous bend. New housing would add to traffic. Rural environment home to wildlife would be destroyed. Country way of life is being destroyed. Would support small development for local residents.
254	email	Individual	JD and S Wilkinson		Concerned about possible building on old gravel quarry behind Field Way and Mede Way currently designated for wildlife and conservation. Land is contaminated, so concerns for possible future property owners.
255	email	Individual	William Sunnucks		Supports CAUSE principal messages that infrastructure must come first and that arbitrarily blotting out areas of green space for housing will lead to urban sprawl. CBC has invited landowners to 'offer' land - not surprising that huge quantities have come forward given premium on housing land. Result will be a divisive planning process since public is scared by maps showing huge development areas; no smooth mechanism for recycling windfall gains into infrastructure; landowners get rich at expense of first time buyers; developers cram too many homes into too little space; residents become resistant to all development because it is done badly; planning rules are tightened further. Three pronged approach needed to put it right -1) CBC should form a united front with other public bodies to identify sites for new garden city such as Ebbsfleet. Development corporation formed to buy land at generous agricultural prices so that uplift can be captured for infrastructure. Garden city homes should take pressure off local growth requirement. 831 annual average very maximum acceptable or realistic. 2) CBC needs to be more effective in identifying possible brownfield sites. 3) CBC has to deal with residual growth by analysing infrastructure and employment opportunities first rather than following offers from landowners. Proposals available for West Tey make no sense. No coherent vision for either west or east sites. Pictures needed drawing parallels with role models elsewhere, eg science park led developments of Cambridge. No need for detailed master plan, but some sort of vision is vital. Planning process distorting market and acting as constraint on growth. Pressure can only be released by finding more building land. The public sector will have this right when premium of development land over agricultural land has fallen from 100x to a more sensible multiple - maybe 10x.

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256	Email	Agent	ASPlanning on behalf of Gateway A120	ASP Planning & Development Consultancy	The new settlement proposals do not seek to provide all the housing that is required. There is benefit in the longer term beyond the plan period in identifying locations that have the potential to grow further into the future. Four of the six potential options warrant further investigation. 3A and 3B do not carry those advantages and might have serious long term adverse economic and environmental effects on Colchester. In the first instance they cannot address strategic road infrastructure deficits and in the second they involve an expansion of development in a direction that has little or no locational justification and may well prejudice the long term future of protected countryside to the north of Colchester. A new settlement of smaller scale to the east of Colchester is also questionable. While there is some justification for an element of growth east of the town this is of a much more localised nature and centres on the opportunities provide by proximity to the new science park proposed by the University. The need for new road infrastructure required for the project would be generated by the project itself, unlike the new settlement for the west. Option 1B on balance is preferred for Option 1, but Options 2A and 2B considered potentially a more robust overall approach than that in Option 1A and 1B. Regrettable that Braintree DC has not yet indicated its position on growth options- hoped that Colchester can make some decisions about directions of growth while waiting for Braintree to formulate a position. 2A and 2B preferred in terms of five year land supply issue - less risky than 1A and 1B which commit almost all new development to new settlements and two large sites.
257	Email	Agent	Edward Gittins & Associates on behalf of Langham Garden Village Principal Landowners' Consortium	Edward Gittins & Assoc.	In view of scale of need, housing strategy should include a range of sites including those submitted by respondent . No options supported at this stage. Whilst the Strategic Growth Options offer interesting combinations, they are few in number, are limited in certain ways, and insufficient explanation has been provided why these particular options have been selected. More urban extension options should have been considered, as well as options for a new sustainable settlement to the north of Colchester. A more significant role could be found for the Rural Service Centres, particularly Tiptree which is less constrained than West Mersea and Wivenhoe. Agree that the preferred strategy should incorporate all the main development options available including at least one separate sustainable settlement and a proportional element of growth in the Rural District Centres and villages. Major opportunity to introduce a Strategic Growth Option for a separate sustainable settlement at Langham to the west of the A12 north of the Ardleigh interchanges. The scheme is being promoted by a consortium of principal landowners as 'Langham Garden Village'. Details submitted as part of Call for Sites, including information on access to A12; bus links; neighbourhood areas; village centre and facilities; design based on Garden City Principles; new rural business park; new employment in service industry within Village Centre; 4,161 dwellings, solar park; landscaping buffer; and ecological management of landscape belts, corridors and country park.

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258	Email	Agent	Edward Gittins & Associates on behalf of various landowners	Edward Gittins & Assoc.	In view of scale of need, housing strategy should include a range of sites including those submitted by respondent . No options supported at this stage. Whilst the Strategic Growth Options offer interesting combinations, they are few in number, are limited in certain ways, and insufficient explanation has been provided why these particular options have been selected. More urban extension options should have been considered, as well as options for a new sustainable settlement to the north of Colchester. A more significant role could be found for the Rural Service Centres, particularly Tiptree which is less constrained than West Mersea and Wivenhoe. Agree that the preferred strategy should incorporate all the main development options available including at least one separate sustainable settlement and a proportional element of growth in the Rural District Centres and villages.
259	Email	Agent	Andrew Martin Planning on behalf of RF West Stanway	Andrew Martin Planning	Emerging plan confirms that the only reasonable option for accommodating future growth in the borough is in sustainable settlement development on predominantly greenfield land. As part of this spatial strategy for growth, development on smaller sites in sustainable locations in and around the existing urban area, is key to meeting housing growth targets and ensuring that a five year supply of housing land is maintained. Proposals for land at Stanway put forward via the Call for Sites are well placed to meet this requirement whilst continuing to maintain and enhance the natural and built environment of the Borough. Specific details on merits of the scheme provided.
260	Email	Agent	Andrew Martin Planning on behalf of RF West , East Marks Tey	Andrew Martin Planning	Support proposals for the new Local Plan to look to the year 2032 and beyond as well as the Council's acceptance that the only reasonable option for accommodating future growth is in sustainable settlement development on predominantly greenfield land. Welcome the Council's long term vision and recognition of the need to accommodate a higher number of homes than the level of need currently identified (more work is required to establish the Objectively Assessed Housing Need) in order to plan comprehensively. Support the recognition of cross-boundary development needed to accommodate joint requirements. Sustainability Appraisal now underway begin to develop a clear preference for land around Marks Tey. An early phase of growth on land at East Marks Tey is capable of being delivered early in the plan period to help meet the requirement to maintain a 5 year supply of housing land. Not clear whether there is sufficient land in the east and north of the Borough to meet growth requirements in a sustainable way.

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261	Email	Agent	Joseph Greenhow	Joseph Greenhow on behalf of Whitnell, Slowgrove and Wojtkiw	Plan will need to address NPPF requirements to support economic growth in rural areas. The suggestion that growing rural businesses must consider moving their operations to strategic employment sites in and around Colchester Town represents a gross misunderstanding of the rural economy. Safeguarding landscape character is a constraint to urban growth/new settlements as well as rural growth. Consideration should be given to a policy-based approach to rural growth in addition to specific allocations. To encourage a more pragmatic approach to development where there is an identified need, it should be explicit in the Plan that harm to the countryside is not in itself sufficient to resist development where there would be tangible economic and social benefits. Unable to support any of the options. Options are in one sense too refined (combination of new settlement to the east with north urban extension) and in another sense not refined enough for comment. Disingenuous to say exact locations not determined yet given that Colchester officers have attended meetings of the Tendring Local Plan Committee alongside the promoters of the east Colchester site. A review of settlement boundaries and employment zones should be completed. Rural growth should be facilitated by the making of allocations or extensions to settlement boundaries and employment zones.
262	Email	Agent	Neil Waterson	Bidwells on behalf of Schrodgers/Turner Rise	Document fails to raise the issue of meeting retail needs. Should give appropriate consideration to meeting retail and leisure needs within the Borough to 2032. Likely to require updates to the retail and town centres evidence base. A more nuanced approach could be taken as part of the centre policies which recognises the role and potential of District Centres to accommodate some limited growth whilst the Town Centre remains the primary focus for such activity. This would ensure that an appropriate balance could be maintained and that growth within centres could be managed to ensure that the centre hierarchy within the Borough can be maintained with growth being proportionate to the role of the centre and its position within the hierarchy.
263	Email	Agent	Jenny Moor	Boyer Planning on behalf of Andrew Mattin	Respondent has put forward site in Marks Tey through Call for Sites which is considered to be well-located to the existing built environment of Marks Tey and would represent a suitable parcel for development. Option 2B is supported as the most appropriate option of those put forward. Provision of large areas of sustainable growth needed to accommodate housing need. The plan cannot rely solely on large scale development, but 2B approach would ensure that other suitable opportunities for the delivery of housing across the Borough can be taken.

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264	Email	Agent	Jenny Moor	Boyer Planning on behalf of S. Went	More consideration needs to be given to rural housing issues. Sites in Peldon and West Mersea have been put forward through the Call for Sites which would provide opportunities to deliver sustainable housing for the hinterland communities and support the well-being and vitality of rural areas of the borough. Rural areas also require increased employment opportunities. Option 2B is supported as the most appropriate option of those put forward. Provision of large areas of sustainable growth needed to accommodate housing need. The plan cannot rely solely on large scale development, but 2B approach would ensure that other suitable opportunities for the delivery of housing across the Borough can be taken.
265	Email	Agent	Mathieu Evans	Gladman Developments	<ul style="list-style-type: none"> <li>• Housing requirement – The Council is still in the process of establishing its OAN. Until this evidence has been prepared the Council will not know what its future housing requirement should be. The Council should be careful about making important decisions on strategic options before the full OAN has been established.</li> <li>• SHMA – Glad man, through the work undertaken by Barton Wilmore, have identified some potential flaws in the current SHMA prepared by DCA. Of most concern is the out of date data sources, the potential provision of affordable housing, the failure to adequately consider market factors, the lack of consideration of detailed economic modelling scenarios, and the identification of Colchester serving its own housing market.</li> <li>• Development and Growth Strategy – Gladman would be supportive of a growth strategy that distributes growth to sustainable key settlements, however this should not overlook the needs of lower order sustainable locations. The role that the rural district centres and rural villages can play in delivering sustainable growth should not be constrained by the plan. Gladman understand that to meet the potential housing need that the provision of new settlements or sustainable urban extensions may well be necessary. However the timescales involved with the delivery of such areas are significant and in order to demonstrate a robust 5 year land supply upon adoption the plan must ensure that sufficient sites are available for development prior to major extensions providing delivery.</li> <li>• Hierarchy – Gladman would support the Councils assertion that the settlement hierarchy should be reconsidered in order to ensure it is fit for purpose within the new plan.</li> </ul>
266	Email	Agent	Nick Diment	GL Hearn	Broadly supportive of the suggestions proposed, but greater clarification needed on the hierarchy of centres, definitions for the role and function of town and district centres, and to that end, specific policies relating to town and district centres. 2013 Retail Study should be updated to identify existing capacity and to pay special attention to commitments and allocations, before considering whether additional sites within the town centre or edge of centre should be identified. If the Council considers allocation of sites outside of the town centre, the impact of these sites upon the town centre should be considered before any allocations are made.

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267	Email	Agent	David Russell	David Russell on behalf of Greene King	Plan should include a balanced range of both size and location. Smaller sites that are readily available will be needed to maintain supply during the early part of the plan period until larger proposals come online. Respondent has put forward site in Tiptree with capacity for some 60 dwellings which could make an early contribution to maintaining housing land supply towards the beginning of the plan period. A number of these relatively small, easily available and developable sites will be required to ensure a continuing land supply whilst some of the proposed larger allocations are being prepared to come on stream later on. Favour growth options that include proportional growth across three Rural District Centres. 2B considered to be the best, which includes a new sustainable settlement to the west of Colchester around the junction of the Sudbury branch line and the junction of the A120 with the A12.
268	Email	Agent	Sean McGrath	Indigo on behalf of Sainsbury's	The existing retail hierarchy within the Borough is logical and should be retained with the Town Centre Core being the main focus for retail development along with a series of District Centres. An exception to this view is the designation of the Greenstead Road area as an existing District Centre. This is a typical out of centre retail park that directly impacts the trade of the town centre and does not perform the objective of the Hythe Urban Gateway in enhancing the role of the Town Centre. Council should avoid implementing a policy that is more rigid than the tests within national policy to ensure it does not encourage new retail investment where required.
269	Email	Agent	Nick Davey	JTS on behalf of Essex University	Pivotal role of University needs to be stressed. Greater recognition/weighting needs to be given to the problems associated with traffic congestion and the poor connectivity of the eastern and southern parts of the town to the main trunk road network. Significant new investment will be required in both roads, public transport and cycling and pedestrian facilities. Spatial options 1a and 1b and 3a and 3b could be highly beneficial in meeting the additional pressures for housing that this will entail; subject to good connectivity to the University for all forms of transport and a wide range of accommodation types being created. Growth Strategy options that include a proportional element of rural growth across the Borough larger villages are supported.
270	Email	Agent	Aarti O'Leary	Lawson Planning Partnership on behalf of Mr. Charlesworth	Plan should allocate suitable, available and deliverable housing sites within sustainable villages as well as principal urban areas. Respondent has submitted site in Dedham through Call for sites for 9-20 dwellings which is suitable, available, deliverable and would support a sustainable village. Growth Strategy options that include a proportional element of rural growth across the Borough larger villages are supported.

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271	Email	Agent	Ed Barrett	Martin Robeson on behalf of Churchmanor	Study assessing Colchester's position and function within regional context should be prepared. Colchester's status as a regional centre should be reinforced. Local Plan shouldn't be limited solely to allocation of new sites. Existing allocations for uses that have failed to come forward should also be considered for their potential to contribute to other objectives such as the delivery of new housing. New housing and other development has role in ensuring that major existing infrastructural deficiencies (eg A12 traffic congestion) can be addressed. Question whether additional land for jobs in Colchester is needed based on Employment Land Needs Assessment findings. Flexibility needs to be built in to relevant policies and allocations. Planning should include non B-class categories. Existing retail hierarchy and policy needs comprehensive review. Town Centre policies must focus on specific sectors that it performs well at whilst allowing other sectorial needs to be permitted elsewhere in the area. Tourism, leisure, culture and arts policies are key issues. Priority to secure new hotels must not be downgraded. Hotel and restaurant sector is a significant generator of employment.
272	Email	Agent	Brian Morgan	ADP on behalf of Mersea Homes	Council needs to think ahead and develop strategies which will facilitate moving into a knowledge based and environmentally sound future involving collaborative shared expectation. Increasing community participation - use other methods of testing opinion and gathering ideas, social media in particular as well as listening to people talk rather than relying on written responses. Colchester should work with University of Essex to develop new approaches. Suggestions made for useful documents to inform vision. Approach to objectively assessed housing needs needs to be considered as part of sociable neighbourhoods which also tackle traffic congestion and create a successful fusion of uses. Local Plan will need to support other activity and employment in the town centre to maintain its public realm attractiveness and to address structural changes in how town centres are used. Need to stop villages stagnating by providing for both needs of aging population and use of Rural Housing trusts to deliver housing for young people. Council will need to be more attentive to the rapid growth in a much more diverse range of activities which support healthy lifestyles. In the absence of long term vision and sufficient funding transport policy restricted to patching up existing network however, new development can contribute towards local solutions depending on scale. Given main inward commuting is from east, strategic development options should divert onward traffic around Colchester and provide a park and ride facility to reduce trips into the town centre. Investment necessary to deliver a dedicated bus route into town, as with Northern Growth Area. Guided bus routes would be medium term solution. Longer term vision will need to explore solutions which could replace car trips. Support option 1B- east and west sites only areas sufficiently free of historic/environmental constraints with transport access. Land south of the A12 in west preferable to land north of A12 which would require reconfiguring of A12. Growth to east would support University, allow for link between A12 and A133, facilitate Park and Ride and is located in close proximity to Colchester facilitating infrastructure delivery. Proportional growth needed in Rural District Centres and

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273	Email	Agent	Tom Burridge	Colchester Gladiators American Football Club and Eastern Rhions Rugby League Club	Mill Road sports Ground should be identified as an existing sports facility to be retained for that purpose, irrespective of the potential relocation of the rugby club to land north of the A12.
274	Email	Agent	Daniel De Lieto	Nathaniel Lichfield and Partners on behalf of Inland Homes	Ensure presumption in favour of residential proposals on previously developed land, are within existing settlement boundaries or comprise residential infill. Tiptree FC site considered suitable on this basis. Important that any allocations and designations relating to public and private open space are relevant and up to date and that land is not prevented from coming forward for other purposes such as housing when it serves no useful recreational/amenity purpose. The 'B' elements of each option are the most preferable as they include both the urban development on sites in and around existing urban areas; proportional expansion of Rural District Centre; and a proportional element of rural growth. This would allow for use of previously developed land create a more balanced pattern of growth.
275	Email	Agent	Anna Davies	Persimmon Homes	Council will need to demonstrate its plan meets Objectively Assessed Need and addresses duty to cooperate. Further smaller allocations needed for first five years of plan period. Persimmon has submitted sites which would be deliverable and would contribute to meeting short term housing need. Support provision for large scale development within the authority. Best option will depend on SHLAA assessment and duty to cooperate work with adjacent authorities. Rural District Centres and rural areas will need to provide some housing, with deliverability a key consideration. North option should only be supported if all other options discounted.
276	Email	Agent	Ray Ricks	Ray Ricks on behalf of Pigeon Investments for land at Great Horkesley	Site on former nursery in Great Horkesley submitted which is considered to be appropriate site for sustainable housing development which would support amenity of the local area through improvements to the setting of the Church, the AONB and landscape in general. Support Option 1B, 2B, and 3B as each of these incorporates the sustainable objective of allowing for a proportional element of rural growth within the villages as well as allowing for major expansion of the urban area and further expansion of Rural District Centres.
277	Email	Agent	Ray Ricks	Ray Ricks on behalf of Pigeon Investments for land at Great Horkesley	Site on a farm outside of Great Horkesley submitted which is considered to be appropriate site for sustainable housing development, including affordable rural housing. Support Option 1B, 2B, and 3B as each of these incorporates the sustainable objective of allowing for a proportional element of rural growth within the villages as well as allowing for major expansion of the urban area and further expansion of Rural District Centres.
278	Email	Agent	Robert Pomeroy	Robert Pomeroy on behalf of various clients	Some form of new settlement in either one or two locations is likely to represent a sustainable approach to meeting housing need providing supporting infrastructure is delivered alongside. Support options 1B, 2B and 3B. Merit in some sustainable growth in villages to raise critical mass to support village facility viability. Proportionate growth in villages is both beneficial and over due.

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279	Email	Agent	Christopher Hough	Sigma Planning on behalf of Rydon Homes	Keen to ensure that the Local Plan provides a welcoming Planning Policy context for site submitted in Braiswick and any other similar sites around the Colchester urban area because such sites provide variety of scale, utilise existing infrastructure and can be delivered quickly to contribute to the five year housing land supply. Further issue should be included about ensuring viability and deliverability. Option 3B preferred because separate settlements are uncertain of delivery and slow to deliver. One such proposal enough. Urban development in and around existing urban area of Colchester fundamental to delivery in first 10 years. A significant urban extension to the north of Colchester is more practical, deliverable and certain than provision of a second separate sustainable settlement. Element of rural growth desirable.
280	Email	Agent	Laura Dudley-Smith	Strutt and Parker on behalf of Land Improvement Holdings	Options 1A and 1B preferred, followed by 3A and 3B. Identifying growth options well related to Colchester most sustainable choice. Important that Plan has sufficient flexibility to ensure a rolling five-year housing land supply. Note SA risk with options 2A and B that they will not meet need in earlier part of plan period. All available sites on the edge of urban centre should be assessed to provide modest housing sites which can be brought forward over a shorter timescale. Sustainable settlement to the east would address needs of both Colchester and Tendring and would support Duty to Cooperate.
281	Email	Agent	Laura Dudley-Smith	Strutt and Parker on behalf of C Gooch	Clearly a high demand for housing. Supported that a key issue is ensuring allocations in most sustainable locations in close proximity to existing services and infrastructure. Existing hierarchy remains fit for purpose and should be carried forward into the new plan, including designation of Wivenhoe as Rural District Centre. Support proportional development to support community facilities/services. Support range of housing mix and tenure. Support recognition of Rural District Centres within all options for growth with the Borough, including Wivenhoe. Two sites in Wivenhoe submitted which are considered to meet Council requirements for least environmentally sensitive but sustainable sites.
282	Email	Agent	Rhian Powell	Terence O'Rourke on behalf of O&H Ltd.	Policies must accord with NPPF and avoid long-term protection of employment sites not needed for that purpose. Scope for re-allocation of land in Stanway Growth Area to residential. No preference for any strategies. Support the continued identification of Stanway Growth Area as important location for strategic development of new homes and jobs.
283	Email	Agent	Ziyad Thomas	The Planning Bureau on behalf of McCarthy and Stone	Need to consider addressing the current and future housing needs of older people within Colchester. Council should take opportunity to positively address issue within Local Plan. Recommend policy dealing with specialist accommodation for the elderly.
284	Email	Agent	Alistair Ingram	Barton Willmore on behalf of Tollgate Partnership	Proposed Plan Period should be clear and avoid any ambiguity. Evidence base should be updated to reflect the proposed Plan Period. No justification in the evidence base to retain the existing B Class employment allocation at the Tollgate Village site. Tollgate Village should be allocated for mixed use retail and leisure floorspace, and will assist in meeting the requirement for substantial additional retail floorspace in Colchester in a sequentially preferable location.

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285	email	Individual	Mrs. PA Overton		Concerned about development on land behind Field Way in Wivenhoe due to high levels of contamination. Should be kept as a conservation area to protect plants and wildlife.
286	email	Individual	Mark Campe		Opposes building on land adjacent to The Folley in Layer de la Haye. Road infrastructure can't sustain additional volumes of traffic; utilities already strained; school oversubscribed; only one doctors' surgery; field should be retained for agriculture; hedgerows would be decimated with consequent effect on wildlife; detrimental effect on nearby Abberton Reservoir wildlife sanctuary; eradication of village ambiance, vista and beauty of village. Layer is rural village and should remain so already extensive new housing in Colchester still subject to further development and will provide even more housing in future. Whole road infrastructure of Colchester already appears strained, so why compound problem further.
287, 288, 289, 290, 291, 292, 293, 294, 295, 296	email	Individual	Howard Gilbert, John Davies, Carolyn Richardson, John & Barbara Lenehan, Ian Raymant, Pauline Coverley, Ros Cryer, Scott & Vanessa Dolling, Jane Gilbert, William Petersen		Oppose options 3A and 3B north of the A12 on land in or adjacent to Boxted and Langham, as will encroach upon the Dedham Vale AONB. Residents of Boxted involved in a Neighbourhood Development Plan identify 94% support for a green boundary between Boxted and Colchester to maintain the village identity of Boxted.
297	EMPTY				
298	email	Individual	Sean Carlin		The orchard is currently designated as a LoWS, has a tree preservation order in place, is 1 of only 7 such orchards left in Essex, is home to many rare and not-so-rare flora and fauna, which makes it ideal as a resource for local schools. Colchester (town) does not need any further development.
299, 318	Call for Sites submission	Individual	David Kennedy, Mike Shervington		Site is a LoWS, subject to a TPO Tree Preservation Order with veteran tree status, and a Traditional Orchard subject to a national BAP. It is likely that the orchard supports Stag Beetles which are a 'protected species'. The site has a possible use as an educational resource, and possible recreation/leisure use as community managed orchard. The land should be retained as Open Space as in the current LDF and consistent with the NPPF (paragraphs 73 & 74) and designated as Local Green Space consistent with the NPPF paragraphs 76 & 77. More housing will dramatically increase traffic and parking congestion in the area. Access may not be sufficient to provide safe access. The residents association survey shows that over 300 schoolchildren walk or cycle past the Chase in the mornings and evenings. Heavily used footpath (PRoW) to west. Covenants exist in the title deed but contents are unknown. Based on sales details, development would be subject to a 50% overage payment to the original seller. No new resources will be added to the local infrastructure, but more drain on parking, services, waste collection.
300	email	Individual	Cllr. Nick Cope		Support for concerns raised by residents about potential residential development at Irvine Road. Particular issues include: The basis of the case is i) The TPO which was previously approved by officers; ii) The amount of allocated space for housing within the borough area which makes it unnecessary for this area to be allocated as housing space too.

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301	written	Individual	R.E. Orton		Options 2A and 2B are most appropriate because the East is already well-developed; development would harm the character of the rural area contrary to NPPF paras. 17 & 109. New development to the East of Colchester should have a buffer including Salary Brook plus currently-undeveloped land 1.5km either side of the brook. More control should be placed on developers for uniform, attractive housing. Preserve heritage of all kinds, including architecture. Preserve the natural environment.
302	email	Individual	Jennifer Levy Halford		Irvine Road has an Ancient Orchard, designated as a wildlife site and private open space and covered by a Tree Preservation Order. A developer has bought the land to build 7 houses, despite wildlife surveys, tree protection orders, and opposition by local residents who had raised over £90k to buy the land to retain its protected status and educational purposes. Our open spaces are diminishing. New houses are built with tiny rooms and gardens (or no gardens at all), at high density for developer profit. Please maintain the status of the wildlife site.
303	letter	Individual	Graham Pettitt		The orchard at Irvine Road was originally intended for a community-based green lung for future generations and should be allocated as such.
304, 310, 312, 319, 327-405, 406-556, 558, 660, 661, 662, 663	email	Individual	Delphine de la Cruz, Catherine Drayson, Catherine Payne, Catherine Lippold, Carmel Ashby, Adam Abo Henriksen, Alex Dafforn, Alexander Carter, Alison Colchester, Amir Soormally, Andrea Malby, Andrew Emrich, Andrew Phillips, Andy Fiore, Angela Young, Anita Filer, Anji Baker, Anna Burt, Anna Leggett, Anna Oxton, Anna Smith, Annie Stewart, Anthea Stone, Anthony Evans, Anthony Lawrence, Ashley Parmenter, Audrey Hartford, Barb Dafforn, Benedich Hayhoe, Bernadette Grinham, Bernard Morrison, Bronwyn Carter, Carol Davies, Carole Shorney, Carole Siviter, Caroline Buitekant, Caroline Clancy, Caroline Rhys-Lewis, Catherine Lippold, Catherine Payne, Charles Law, Chris Ball, Chris Drayson, Christine Grinham, Christine McRitchie, Christopher Poole, Claire Arnold, Claire Howe, Claire Murphy, Collin Staines, Daniel Fox, David Hammond, David Matthews, Dawn Hill, Deb Ward, Debbie Mansell, Deborah Aitken, Deena Moore, Deneille Green, Denise Groome, Ed Fitton, Eileen Lander, Elaine Shayle, Eleano M, Elfrieda Knowles, Elisa Harvey, Elizabeth Boyson, Elizabeth Deller, Elizabeth Fox, Elizabeth Shevington, Ella Thomas, Ellie Clifford, Emily Fitton, Emily Kench, Emily Wood, Florence Aves, Frances Kent, Frank Theal, Gabriel Vargas, Gail Wild, Gavin Sandercock, Georgina Fitton, Gideon Parfitt, Gillian Emrich, Greg Carter, Hannah Shayle Kennedy, Hazel Pritchard, Helen Clarke, Helen Moore, Helen		We call on CBC to reject any application to change the status of the Irvine Road Orchard in the new Local Development Framework. It is completely against the council's own policy on protecting urban open space, and its allocation in the previous LDF.

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305	email	Individual	Barb Dafforn		Object to the Irvine Road Orchard wild life site being built on.
306	email	Individual	Richard & Sue Coulson		Object to planning permission to build houses on the ancient orchard behind Irvine Road as land is protected by statute. CBC should not allow this protection order to be overturned.
307	email	Individual	Mr & Mrs Cottrell		Object in the strongest possible terms to any attempt to change the designation of the ancient orchard Irvine Road to residential land for number of reasons including: the orchard is one of only seven ancient orchards left in the whole of Essex; a full wildlife survey has been carried out which advised against development; access to the site is wholly inadequate and would be a danger to other road users and pedestrians; and the houses would be beyond the reach of local residents and would therefore not benefit the community in any way. If retained the orchard could be of great social and educational value to the local community.
308	email	Individual	Andrew Phillips		Object to the orchard behind Irvine Road for residential development. More green space being destroyed; an ancient orchard gone. Please keep it a green space.
309	email	Individual	Joanna Browning		Object to a change in status of the ancient orchard at the end of Irvine Road currently designated as a private open space and a LoWS and subject to a TPO. It is the only ancient urban orchard left in Essex. Air quality in the town fails to meet safe levels and town planners must protect green spaces and develop green corridors to make the town more attractive, to both to wildlife and residents, for recreation and exercise.
311	email	Individual	Catherine Drayson		Development of The Orchard off Irvine Road would invalidate TPOs, LoWS Protection status, Private Open Space status, destroy natural environment and heritage, deprive the community of a great opportunity for education and social benefits, and be a blow to democracy. I would urge the planning officers to honour the protection given to this site
313	email	Individual	Chris Coates		Object to planning application to turn the orchard behind Irvine Road into seven houses. There is pressure on green space and the application will do great damage to a vital enclave for wildlife. The development would not be affordable, would not meet local need and would put pressure on amenities. Unlikely that houses would be aesthetically pleasing, or energy-efficient. The site is LoWS, which could be used by local people and protect the species that live there. It would increase traffic, endangering health and possibly lives of the children who walk to school here. This development cannot possibly bring in enough money to justify the destruction of a natural resource.
314	email	Individual	Christie Grinham		Object to the plans to change the Irvine Road Orchard to residential land for building. The orchard is a piece of English heritage and important to the wildlife in the local area.

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315	email	Individual	Ron Bates		Object to destruction of traditional orchard in the Essex Biodiversity Plan as a rare heritage example. Southend B C has preserved an orchard with Heritage Lottery funding to ensure its preservation as a historical aspect of Essex Agricultural heritage, its value for invertebrates , and old varieties of apples. It give opportunities for community learning all happens at St Laurence traditional orchard that is part of SBC Biodiversity Plan. The social and environmental considerations outweigh economic gain. Need to ensure responsible local government implementation over green open spaces that have priority in Planning Guidance.
316	email	Individual	Dr Gavin Sandercock		Object to the proposal of 7 houses on an ancient orchard in the Irvine Road area. CBC should reject any change of status of the Irvine Road Orchard as it is against policy to protect urban open space, and the decision to give the orchard the status of Private Open Space and put a TPO on the area in the previous LDF. There would be a loss of a vital green corridor and ancient woodland, an increase in traffic flow through a route used by over 300 schoolchildren every day.
317	email	Individual	Lindsey Raven Emrich		This orchard is a safe haven for many species of wildlife. The trees provide food, shelter and safety to a small surviving population as a go between from roads upon roads. It could be used as a public orchard, a place to educate local school children.
320	email	Individual	Mrs Margaret Gibbs		Opposition to development on the Irvine Road Orchard; a rare and precious piece of ancient orchard. Irvine Road Orchard is an area of environmental and historical importance requiring protection. If the council so much as consider this entirely commercial and cynical proposition then they are most certainly not acting in the best interests of Colchester and it's residents.
321	email	Individual	Mrs Sarah J Carter		Objection to development on the ancient orchard at Irvine Road. The LDP designated the land as private open space, a LoWS, subject to an area wide TPO, including hedgerows, ancient tree specimens, and is protected as a designated Local Wildlife Site; a full wildlife survey having been carried out which advised against development. The loss to plant/wild life and natural heritage far outweighs any possible local gain from development. The traffic will increase by 21 vehicles once inhabited and during construction the traffic would be unmanageable. The current LDP, with regard to the ancient urban orchard off Irvine Road, is up to date, carefully and democratically agreed and still valid. The CBC planning committee are duty bound to observe the designations contained within it. Nothing has changed since it was set in place and it should be renewed and protected for the long term.
322	email	Individual	Carole Shorney		Reject any application to change the status of the Irvine Road Orchard. It is completely against the Council's own policy on protecting urban open space, which underpinned the decision to place the status of Private Open Space on the orchard in the previous LDF. There is another very good example of a remaining vestige of old orchard at St. Laurence Orchard, in Eastwood.

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323	email	Individual	Terry Vasey		Object to any change in designation of the orchard from a LoWS and private open space to residential land. Green spaces and parks including school fields are diminishing every year.
324	email	Individual	Paul & Liz Clements		Irvine Rd Orchard is a designated LoWS and Private Open Space with Area tree Preservation Orders. It should not be trashed and concreted over so that 7 unnecessary and not affordable homes can be built. There could be at least 2/3 cars per household and Irvine Road is already a 'rat run'. The roads around The Chase do not have parking restrictions in place. There are 3 large comprehensive schools and the grammar school nearby plus 2/3 primary schools and the increased number of cars turning into and out of The Chase will just add to the risks these children have to contend with. We would like the planning committee for CBC to leave the orchard as a private open space and to turn down any application to turn it into residential land.
325	email	Individual	Simon Grinham		Object to the designation of residential land on the Irvine Road Orchard LoWS and private open space in the new development plan. This is an important historic urban orchard with potential for Forest Schooling or a nature site for local schools. The access is also precarious coming out next to a blind bend on a main route to the local school.
326	email	Individual	Tim Oxtan		Object to the ancient orchard behind Irvine Road, Colchester for development. The orchard is the last remaining ancient urban orchard in Essex, and is designated as a LoWS and as a Private Open Space in the current LDP. The whole orchard is covered by an Area Tree Preservation Order home to stag beetles and various varieties of apple. The destruction of a natural habitat will not be counterbalanced by any significant contribution to the town's housing needs. The only feasible vehicle access to this land is via The Chase and traffic in Irvine Road is already heavy for such a road. Please exclude this ancient orchard from your definitive list of possible development sites.
327	email	Individual	Noel Mead		To consider plans for new housing west of Colchester when the Department for Transport /Highways Agency have announced a major upgrade to the A12 but remained silent about a new A120 junction, which much be integral to the A12 plan, is ridiculous. New developments demand proper consideration of all infrastructure requirements. The Borough should increase the density of housing within the major population centres with more inventive schemes to make use of empty office blocks and restrict urban sprawl. A stand-alone settlement is not the answer - growth should be planned around urban centres and around jobs. Local people cannot afford to buy properties in Colchester. The Options put forward for discussion in this consultation are too narrow and lead people towards new towns at West Tey and/or to the East of Colchester, which cannot be the right answer.

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405	email	Individual	Gillian Emrich		Object to the application for the designated Wildlife site, Irvine Road Orchard, to be changed to residential land for the following reasons: designated private open space; LoWS; wildlife survey advises against development; natural heritage; area is protected by a TPO; traffic issue with blind junction; children walk there; it will not meet any local housing need; hospitals, GPs and school capacities. We should be improving the infrastructure and providing additional facilities instead, and try to retain what little open space we have left. There will be no tangible benefit to the local community and the current LDP is up to date and democratically agreed.
557	email	Individual	Maureen Lee		Object to the idea of allowing houses to be built on this lovely piece of land. It would seem that nowadays every bit of spare space in Colchester if being built on, but this orchard is a particularly precious as well as being of historical worth.
559	email	Individual	Linda Rowlands		Object to the proposal to make this Orchard a site for development. This Orchard has stood untouched for over 40 years and has provided much enjoyment to local residents and students at the local schools. For an urbanised area, Capel, Irvine, Athelstan and Audley Road has a great deal of birds and insects and it is generally believed this small orchard is a delicate yet balanced haven for wildlife including stag beetles, foxes and swifts. The area has a good balance of rented and private housing, sporting facilities, allotments, schools and space for nature; a perfect environment for local residents. I would be grateful if you would help to maintain this perfect balance by rejecting this site for development.
560	EMPTY				
561	email	Individual	Jenny Stokes		Object to proposed change in planning designation of Irvine road orchard from private open space to residential land. Need to protect open spaces and existing schools are full. The orchard could be an important resource for the community.
562	email	Individual	Kate Reed		Object to the proposal to change the land behind Irvine Road from LoWS and TPO to Residential Land. This space should be protected for the benefit for the community and children. There is no need or capacity for more housing in this area. Access to housing will likely be the Chase and this would be a dangerous place to build a road.
563	email	Individual	Vikram Arora		Object to change of status of the orchard at Irvine Road to residential land. LoWS and TPO should mean nothing can be built there. It seems easy for a developer to overturn a decision made to protect a piece of land. Traffic will increase affecting the safety of our children who walk, cycle and play in the area, and noise and dirt pollution through construction.
564	email	Individual	Katy Vargas		Object to Irvine Road Orchard in the list as a possible housing development as it is protected in the current LDP for the wildlife that inhabit it, and because an increase in traffic
565	email	Individual	Tracey Sakals		Please keep the Irvine Road Old Orchard site as a conservation of wildlife site for future generations

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566	email	Individual	Robbie Spence		Object to proposals to develop the orchard behind Irvine Road for luxury houses. It will destroy the last remaining ancient urban orchard in Essex.
567	email	Individual	David Hammond		Object to destruction of the Irvine Road orchard for housing due to biodiversity value of ancient orchards.
568	email	Individual	Ruby Runnalls Palmer		Oppose the destruction of the last remaining urban orchard in Essex at Irvine Road
569	email	Individual	Mr and Mrs Coyne		Object to houses on Irvine road orchard. Should remain a LoWS. It will be dangerous for children walking to the schools. Colchester is the oldest dump in the country with so many houses being built. Most of them will be slums in about 20 years time due to the poor construction of the houses.
570	email	Individual	Frances Clark		Object to the building of 7 homes on Irvine Road orchard as it should be protected and kept as a green site and ancient orchard for the local people and for future generations to enjoy
571	email	Individual	Margaret, Nick, Robert and Frances Binns		Protect the rare orchard from development as designated a LoWS in the LDF and a home for protected bats and birds. The site won't make a difference to the housing shortage. Access via 'The Chase', has poor visibility. Save the orchard for the community and for educating local children
572	email	Individual	Bronwyn Carter		Object to the application for the ancient urban orchard off Irvine Road to be re-designated as residential land as it is private open space, has an area wide tree preservation order including hedgerows, there is no benefit to the local community and traffic will increase on an already hazardous road.
573	email	Individual	Mat Hughes		The Irvine Road orchard has value to the community remaining as a green Private Open Space LoWS and TPO. It must remain recognised for the importance of what it currently is and its protection as such upheld and maintained. Building housing on the land would in my opinion do little to make any difference to the current housing need
574	email	Individual	David Kennedy		Object to any change to the Irvine Road Orchard in the next LDF. There is no shortage of land to deem it needed for development. The process should not be about people buying open space with a view that the framework can be 'reframed' in their favour. The views of local residents should be considered as part of this process. This is an area that deserves protection.
575	EMPTY				
576	email	Individual	Mary Key		Object to development of the Irvine Road Orchard. It is the responsibility of the council to protect our environment and to encourage safe and proper use of such spaces rather than to simply build further houses on them.
577	email	Individual	Brian Skipp		Object to Irvine Road Orchard for residential land due to unsafe access via a narrow unmade route, used by school children, and also close to an unsafe bend/junction. The orchard is designated as a LoWS in the current LDP and is subject to an Area TPO

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578	email	Individual	Helen Skipp		Objection to potential change of use of Irvine Road Orchard as Colchester has lost a huge amount of open space to development, the orchard is a designated LoWS, a full wildlife survey advised against development, the site could be a great resource to the community, TPOs are in place, the orchard is a designated private open space and the loss to the environment far outweighs any benefit. Concerns are for the wildlife and the safety of pedestrians and cyclists in particular Colchester school children.
579	email	Individual	Richard Grieve		Oppose changing the classification of Battleswick Farm in Rowhedge from Green Space. Building on this land would significantly increase the size of the village and remove its independence, since the built up area would connect the village to Old Heath. It would remove an important local natural resource and put pressure on already stretched local services.
580	email	Individual	Paul Kinsey		Object to the reclassification of land known as Battleswick farm as: land is green belt and should not be built on; increased risk of flooding if built; Birch Brook overflows after rain; proposal has been progressed without neighbouring properties being notified; the infrastructure of the area; it would devalue properties; a housing proposal is on a brown field site in village; the village population already at 2800 approx. with 170 houses passed by planning (first stage) and loss of privacy as all properties on Hillview Close will be overlooked.
581	email	Individual	Mel Wynter		Oppose the proposal to change Battleswick farm from green belt land as it would lose the natural boundary bringing Rowhedge more in to old Heath and putting a greater strain upon our already stretched resources.
582	email	Individual	Karen & Steve Watsham		Object to the proposed change of green belt at Battleswick farm. Rowhedge is already changing with the dock development and we do not want to see our boundaries put further at risk with the loss of its green belt protection. It is extremely alarming to only hear of this in the eleventh hour.
583	email	Individual	Rosie Appleton		Object to the application for Battleswick farm, a haven for wildlife including endangered species such as the water vole and cuckoo, to be declassified from its current designation as green belt land. As this land has also been submitted for consideration in the 'Local Plan', I could not object more to this status change. This is a small fishing village with already overstretched amenities - the school and doctors surgery are near capacity, and this is without the confirmed addition of 300+ houses in the year to come.
584, 585	email	Individual	Daisy & Justin Knights, Justin Knights		Oppose the change of classification of Battleswick Farm in the 'Local Plan' to facilitate its development. Rowhedge has still to absorb the effects of the planned housing development at the docklands site (for 300houses) - amenities and resources are currently at their limits; particularly the school and GP. Plans at Rowhedge Business Park and Battleswick Farm would leave very little greenspace left. The farm provides a natural boundary for the village. I would like to see a planning department keen on protecting these open spaces.

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586	email	Individual	Andrea Randall		Regarding much of Battleswick Farm being used as building land, this would be a disaster for the village of Rowhedge and its inhabitants. Our school and surgery do not have finite places and indeed will soon receive a large influx of clients when the Wharf Development is built. The development would remove the space which makes Rowhedge a village.
587	email	Individual	Helen Went		Concerns regarding the submission at Battlesbrook Farm and surrounding areas in Rowhedge. The proposed site would endanger wildlife; a brook runs along the length of this site with endangered species (water voles and cuckoos). We have a little infrastructure which is already stretched. We do not want to be joined with Old Heath via developments.
588	email	Individual	Natalie Gosling		Oppose the proposal to change the category of Battleswick farm from green belt land as we will lose the natural boundary of Rowhedge, be brought more in to old Heath losing our identity as a village, and would put a greater strain upon our already stretched resources.
589	EMPTY				
590	email	Individual	Jessica Watling		Object to plans to change Battleswick Farms category from Green Belt land as it defines the boundary of the village and protects Rowhedge and its identity from being engulfed by Old Heath. The dock development will put strain on our existing infrastructure and services and to develop the other side of the village will make Rowhedge unrecognisable.
591	email	Individual	Glendon Franklin		Oppose changing the land use classification of land at Battleswick Farm to allow development. It was not publicised at all. The land is too valuable to lose to housing as the fields provide a physical separation of Rowhedge from Colchester. It would be ribbon development. There has been significant developments on Marsh Crescent and in Browns ship yard and there is further development already planned for the old dock site putting a strain on infrastructure. Road capacity will need serious upgrading. The farm land provides a valuable wild life corridor and haven for birds.
592	email	Individual	Lorna Arrowsmith		Oppose re-classification of land belonging to Battleswick Farm. Currently this is green-belt land, which means it cannot be built on. The land behind Hillview Close and Ashurst Close has been put in the 'pot' of the Local Plan, which is where CBC assess all privately owned land for future development. Getting the land changed from green-belt removes a major stumbling block for the owners to then be able to build on it. Which is something none of us want.
593	email	Individual	Phillip & Angela Cass		Object to any change in status that would have a negative effect on the open space at Battleswick Farm. CBC should consider current brown fields sites instead. Oppose changing the greenfield status of Battleswick Farm . Residents of Rowhedge are yet to feel the impact of the proposed new dock development with all that will entail; more development would be disastrous on the resources of the village. Rowhedge will lose its identity merging with Colchester.
594	email	Individual	Philip Marlow-Mann		I understand that certain land surrounding Rowhedge is being considered for re-classification. I would like to register my strongest possible objection to this.

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595	email	Individual	Bob Mason		I would like to have my concerns regarding this planning project (Battleswick Farm) in Rowhedge, noted.
596	email	Individual	Patrick Allen		Object to the proposed plans for Battleswick Farm, as there are already plans passed for a large development on the old dock site. Any more development of the village would be unacceptable & unsustainable.
597	email	Individual	Neil Collyer		Strongly object to the sites marked in red being changed from providing Rowhedge with a Green Belt between Old Heath and the rural riverside village. This proposal is totally inappropriate.
598	email	Individual	Marie Walter		Oppose any change of status of Battleswick farm for housing. Would lose the natural boundary, important views, open space and put a greater strain upon our already stretched resources particularly with the dock development.
599	email	Individual	Jane Page		Object to Battleswick Farm used for development. There has been a lot of housing development in Rowhedge recently along the river front and Rowhedge Wharf. Capacity issues at school and surgery. The fields home badger setts, foxes, newts, snakes, deer, squirrels and birds. We need to try and preserve some natural areas for wildlife and for future generations to enjoy. Flooding is a big consideration. Surrounding roads are not big enough to accommodate it. Development will affect views, quality of life and property values.
600	email	Individual	Clare Bush		Concern over the proposal to change the status of the current greenbelt land of Battleswick Farm. With the proposed dock development and other recent development, Rowhedge will meet its quota for new builds.
601	email	Individual	Dave Myers		Object to development at battlewicks farm in rowhedge. We are a village and would like to stay that way, instead of turning us into a town.
602	email	Individual	Jamie Gledhill		Object to any prospective reclassification of land at Battleswick Farm. Already a major new development on the old quay which will increase the population of the village by at least 20%. Finish the quay development before considering other large scale development sites in the area. Open fields have important views. It would be a shame to lose this natural resource.
603	email	Individual	Mrs N Crouchman		Object to any planning permission of housing in Rowhedge which is already growing with the future wharf development. The school is already bursting along with the doctors. The village should not be joined with old heath. The marshes are home to wildlife and further development would disturb habitats which should be protected.
604	email	Individual	Rick Green		Object to re-classification of Battleswick Farm. I think it underhand of the Council to try and sneak this type of thing under the radar without allowing the voters/taxpayers a chance to voice their opinions on it, not that you will take any notice but just a nod to democracy would be nice.
605	email	Individual	David Palmer		As a resident of Rowhedge, I would like to register my strenuous objection to changing the status of Battleswick Farm
606	EMPTY				
607	EMPTY				
608	EMPTY				

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609	email	Individual	Peter Conlon		Objects to potential plans for 30,000 new homes to be built in belt between Braintree, Witham and Marks Tey. Coggeshall and other local villages shouldn't be swallowed up into urban sprawl in the same way as Braintree. Minimal local services already struggle to cope with demand on A120 and A12 are dangerous under developed roads and inadequate rail service into London. Government failing miserably to protect beautiful environment, quality of life for existing residents and road safety.
610	email	Individual	Peter Bell		Opposes building on land adjacent to The Folley in Layer de la Haye. Village currently at capacity with resources - primary school wouldn't cope, no shop, poor bus service. Access via Old Forge Road would be disruptive to residents.
611	email	Individual	Ray Johnson		More infrastructure needed - A12 at breaking point, along with schools and hospitals. Use brownfield sites rather than destroy the environment.
612	email	Public Body	John Lett	Greater London Authority	In seeking to reconcile housing supply and need CBC may wish to reassure itself that its needs assessment takes into account uncertainty over future levels of out migration from London and the way this may bear on household growth as well as any backlog of need.
613	written	Group	Alan Stones	A12 Villages Action Group	Note that the Local Plan options incorporate proportionate expansion of Tiptree. You may be aware that, following a period of growth of Tiptree, considerable traffic has been generated which causes regular congestion when trying to access the A12 at Kelvedon and Feering. We are campaigning for a new junction on to the A12 at Inworth and we therefore ask you to include a policy in your Local Plan that Section 106 Agreements be attached to all future substantial planning approvals in Tiptree requiring a contribution to a new A12 junction to deal with the traffic generated by such developments.
614	written	Individual	Sir Bob Russell MP		Write formally to object to any proposals by CBC to allocate for future housing any of the land within the borough of Colchester to the east of Salary Brook. I call on CBC to show support for the concept of a country park.
615	written	Group	Christine Atkins	Gypsy Council	Members of the Gypsy and Traveller community feel they have been overlooked by council officers and should be consulted about their needs for more pitches to be included in the Local Plan. The GTAA (2014) is flawed - more private pitches are needed to meet demand; there is also demand for a LA site. Colchester should work with Tendring to provide more pitches. Children on legal sites in the Borough will need a pitch of their own during the Plan period. The NPPF requires inclusive and mixed communities; to avoid segregation with the 'settled community'.

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616	written	Individual	Cllrs Cook, Hogg & Chuah		Desire that the area situated on the Eastern border of Colchester, and Western border of Tendring, know publicly as the Salary Brook Valley, along with its environs is a very highly valued community asset. As a locally elected councillor, many members of the public have approached me to object to this valley being developed for future housing within the Colchester Local Plan. Therefore this is our official objection to doing so. Rather than developing this valley, it should be left in its pristine condition. Believe that there is an abundance of land for nomination within Colchester boundaries to accommodate the governments demand for housing within the Local Plan.
617	written	Group	Reverend Alan Jenkins	Colchester Methodist Circuit	Note growth strategy options and in particular those concerning developments to the west. You will be aware that in liaison with ecumenical colleagues we are currently involved in discussions concerning the proposed 'faith provision' in Stanway. We will be interested to be kept informed of all future initiatives where community and faith provision might be envisaged. In connection with 'promoting healthy communities' we wish to express a strong measure of disappointment with your consultation document. No where is there mention of the role that an organisation the likes of our own might play in delivering aspects of the Local Plan. There is a lack of mention of the role that churches can play.
618	written	Individual	DW Dungey		Document has successfully identified all the problems facing the Borough but feel that targets set are unattainable unless there is a huge injection of funds from central Government. The Plan depends on attracting private enterprise which is unrealistic unless there is an obvious improvement to local infrastructure which needs to be put in place first. Health is already an acute problem and the town needs another hospital, as is housing. There are other areas of concern - schools of all types, leisure facilities, policing, refuse, care for infirm and last, but not least, the environment. There is so much to do now before any further housing development swallows us up and destroys what little is left of the ancient town.
619	written	Individual	D&N Meachem		We find Options 3A & B of particular interest and would like to point out the following points: Langham does not have the required infrastructure to support a substantial increase in housing or development: there are problems with sewers; roads are of poor standard, without sufficient footpaths; public transport is limited; there is no gas supply to the homes in Langham; the majority of homes have extremely poor broadband; the primary school is at capacity. Langham is a small village with few facilities. Any large development would in our opinion be detrimental to the inhabitants and its functioning as a village.

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620	written	Group	Derek Coe	East Lexden Residents Association	In favour of Option 2A as it appears that the area to the west would be the most desirable location for transport infrastructure necessary for such a development. The Local Plan is deficient in that no mention is made of the stakeholders in the delivery of the proposed strategies to promote health communities. There is a lack of localism in the document. no mention of community groups, voluntary groups, resident's associations, community liaison and the like.
621	written	Group		Gypsy Council	Interests lie in obtaining good facilities and well managed legal caravan sites, an integrated State school education for children and access to good quality health care. The Council should give consideration to utilising land in its ownership to help meet G&T accommodation needs; pieces of land could then be leased or sold off to Long Distance Travellers to enable them to establish their own bases. Placing land in the stewardship of an independent body or commission with powers to sell, lease or license plots to individual families or groups of families seeking to provide for themselves, or to hand over to LAs for provision of Public sites, would not only drastically reduce the numbers of G&Ts currently without legal site accommodation, but also provide the government with additional revenue. Support for more private sites initiatives.
622	written	Individual	Mrs Frances Fergus		Concerns and opposition in regard to the 4 sites in Peldon which have been submitted. Peldon has accommodated a considerable proportion of new housing both recently and over the last 10 to 15 years. I believe that for a small village with very few facilities that Peldon has accommodated more than enough additional housing over the years and that any new housing would serve to adversely alter Peldon's rural charm and character.
623	written	Individual	K Macdonald		Unfortunately all plans seem to be thought of independently of each other - energy, employment, environment should be thought of first, housing and infrastructure should come later once we know what jobs people are going to do. Want Feering to stay as a lovely quiet village.
624	written	Individual	Kate Schaller		Aware of the need to find new sites for housing but feel strongly that at least two of those proposed (Call for Sites) constitute a real risk to the integrity of Peldon as a small rural village. The two central sites would if developed change the appearance, character and dynamic of the community. An existing new development of urban type houses on the site of the old garage is totally inappropriate for the village setting, due to size and density. Do not inflict further urban style development on what is a very small village. Sure there are many brownfield sites within Colchester which could be used for further development.

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625	written	Group	Alan Stones	Kelvedon & Feering Heritage Society	Concerned about Options 1 & 2, which provide for a new settlement at Marks Tey. Whilst have no objection in principle to a compact development centred on the station at Marks Tey, we would strongly object to the sprawling development proposed which would extend ribbon like development along the A12 and A120 corridors. Such a development is unsustainable, in that most of it would be outside walking or cycling distance of the station, and would absorb large amounts of Grade 2 agricultural land. Moreover it would coalesce with the freestanding settlements of Feering and Coggeshall. Therefore hope that you will choose other plan options, and if Marks Tey is selected then it should be compact and not extend towards other settlements.
626	written	Individual	Mr & Mrs Castle		Lodge objection of any development to the rear of properties of Fieldway, Mede Way, Ash Grove and Paddock Way because this land is contaminated. This land should be tidied up and left as it is now, as an open space.
627	written	Individual	R E White		Further development in Layer would incur extensive alteration to utility services including gas, water, street lighting, roads, footpaths, sewage. Speculative development is ill conceived and worrying for any future policy. The school, upgraded and extended 8 years ago, is now over subscribed. Parking is a problem. It is impractical for commuting, whatever mode of transport. Careful consideration should be given to present housing stock and how best to use in conjunction with any new development.
628	written	Individual	Mrs G E Flack		Would like to raise the following points with regard to Options 3A & B: Langham is a rural community with very few facilities and services; the character would be dramatically altered if large property developments were permitted; it does not have the required infrastructure to support substantial development; roads are poor standard; most of the village does not have Fibre Broadband; public transport is limited; the primary school is full. In our opinion any future development in Langham should be for starter homes or retirement homes.
629	written	Individual	Mr & Mrs Hobday		In our opinion Plan B is not as cost effective as some of the other areas in Plan A reasons being: in Layer the roads will need to be upgraded; the school is full to capacity; a great deal of consideration has to be given to the roman river that is the main and only entrance to Layer de la Haye; Layer has taken its fair share of development over the years, further would change the character of the village completely. We think Plan A would be far more cost effective as those areas are convenient to the A12, train services and more schools.
630	written	Individual	Peter Thistlewayte		Wish to strongly object to housing development proposal at Battleswick Farm, Rowhedge. It is good agricultural land; it forms a strategic barrier between Colchester town and Rowhedge village. Rowhedge is about to absorb a very large development on the other side of the village, this is more than enough. The infrastructure is inadequate, particularly for sewerage. Road access via St Botolphs roundabout suffers major congestion. It is important to keep Rowhedge as a separate entity from Colchester town.

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631	written	Individual	Mr Frank Gildersleeves		Strong objection to the proposal for social housing in Tiptree. Already struggling to maintain medical and dental services and other areas within Colchester are crying out for development. As for the various options, none of them appear workable. The third option in particular would increase congestion and cause considerable inconvenience to local residents.
632	written	Individual	Mrs A Streatfield		Deep disapproval of proposed development of Battleswick Farm Rowhedge. The erection of more housing in this area would put an extra strain on our already over stretched amenities. With this development we would be more likely to lose our 'village status' and the demolition of the old farmhouse would be a great loss to our village history.
633	written	Individual	O Rahilly & O Neills		Feel that the only thing to be built in the Layer de la Haye area would be some small bungalows for some of the elderly people. But not great big estates. We do not have the necessary infrastructure to cope. Please try to leave as much green and wooded areas for the good of peoples health and well being.
634	written	Individual	P Dashwood		There is credible evidence that the land (rear of Field Way and Mede Way, Wivenhoe) has in the past been infilled with serious environmental pollutants. No objection in principle to the proposed development would need to be assured that the land is free of pollutants before any such developments are even considered.
635	on-line	Parish Council	Mr Olav Bradstock (Clerk)	Aldham Parish Council	Aldham parish Council identified Option 3A as their preferred option because there is more suitable infrastructure already in place in / or adjacent to the proposed development areas. This would make it easier to expand than other options. However if option 3A is not chosen then alternatives in order of preference would be Option 1A first and Option 2A second. Rural areas need to be supported with public transport and services and the parish council support a town centre first approach regarding economic development.
636	Email	Parish Council	Denise Humphris	Boxted Parish Council	Strong objection to the inclusion of Options 3A and 3B in the Issues and Options Consultation Paper with a request to remove these options from the plan. Boxted concerned that Options 3A and 3B would result in creeping development between Boxted and Colchester and Dedham Vale AONB and adversely impact on distinctive landscape character, agricultural land, open space, green infrastructure and the Dedham Vale AONB. Options 3A & 3B contrary to Neighbourhood Plan which seeks to protect a clear boundary between Boxted and Colchester. North Colchester has taken enough growth recently. Future growth should be focused elsewhere in the Borough.

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637	Email	Parish Council	Helen Cook	Chappel Parish Council	Chappel Parish Council recognises that there is need for some development in rural areas. Would like meeting with CBC to discuss development proposed within Chappel. Need identified for smaller dwellings for first time buyers and older people keen to downsize and remain in Chappel. Support for infill housing but PC would resist extensions to the existing settlement boundary where it would result in ribbon development e.g. Swan Street
638	Email	Parish Council	Denise Humphris	Copford & Easthorpe Parish Council	Opposed to Options 2A & 2B as such large growth would engulf existing villages in the area and completely change their character and identity. Also concerned about impact on A12 & A120 and potential traffic increases in existing villages around Copford and Easthorpe area. Settlement Boundary- supportive of changing the existing settlement boundary to accommodate low density growth which would help retain the rural identity of Copford and Easthorpe.
639	Email	Parish Council		Dedham Parish Council	Sustainability is identified as a key objective for the Local Plan. Co-ordination with the multiple authorities who have powers and finances to deliver strategic services/facilities is fundamental to achieving sustainable development. The Local Plan should include policies that Development of policies which support tourism, leisure as it was worth £244M to the Borough's economy in 2012. Dedham Parish Council supports the proposal to review settlement boundaries but any changes need to be supported by strengthening planning rules to prevent unsuitable development. Also where settlements boundaries are reviewed to bring forward development local communities should benefit from planning contributions from CIL/Sec 106 in their areas.

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640	Email	Parish Council	Susan Allen	East Donyland Parish Council	Concerned about the inclusion of Battleswick Farm through Call For Sites. Development of this 40 acre site, on top of the Rowhedge Wharf development which will increase the number of properties in Rowhedge by 15% would overwhelm the village and increase pressure on existing health and education infrastructure. PC keen to retain the village character of Rowhedge and oppose proposals which would result in coalescence with Old Heath/Colchester Town. The green fields which define the boundary of Rowhedge should be maintained. The village would welcome more affordable housing for first time buyers and sheltered housing for older people. A need for infrastructure ( convenience shops) to support phases 1-3 of the Rowhedge Port development has been identified. Additional housing may be supported off Rectory Road on the industrial site and Rowhedge is keen to attract small craft based businesses to the village but not heavy industry due to lack of road capacity.
641	Email	Parish Council	Amy Harness	Eight Ash Green	Less supportive of the options promoting growth in rural areas. This should be avoided as it is less sustainable than the expansion of the existing urban area or new settlements as promoted in some of the other spatial options. These more sustainable solutions better enables the provision of appropriate infrastructure and community facilities than expansion of existing villages. Large scale development in Eight Ash Green conflicts with the adopted Parish Plan and Village Design Statement, as it would ruin the character of the village. Open spaces, heaths common land and strategic gap between Eight Ash Green & Stanway should be protected. Any expansion should be smaller scale as it more in keeping with the rural nature of Eight Ash Green. Concerned that significant growth in Eight Ash Green would adversely impact on the local road network A1124/Wood Lane/Spring Lane Junctions and the local school which is already at capacity with limited scope for expansion. Any development in village should address community infrastructure shortfalls identified in community plans. PC are intending to prepare a Neighbourhood Plan.

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642		Parish Council	David Williams	Great Tey Parish Council	Objection to options 2a and 2b to develop to the west of Colchester in view of the impact on the rural area for traffic and amenities such as roads, public transport, schools, health services and emergency services, together with the inevitable development creep into the villages. PC conscious that there is a modest need for lower cost/smaller houses in the village and as such would consider reviewing the village envelope to accommodate this.
643		Parish Council		Kelvedon Parish Council	1) In all sub options B there is expected to be development in Tiptree. The current provision of transport links to the A12 and rail line is not considered adequate for the current traffic from Tiptree with particular congestion at Gore Pitt, along Feering Hill, Kelvedon High St and London Rd, at peak times. Any additional development will inevitably exacerbate this as the only access on the southbound A12 from Tiptree is along this route. The rail line and A12 are already at capacity. We object to these options unless a new link road is first constructed that would provide access to the north and south bound A12 traffic at the north end of Feering, which would then remove the need for vehicles to travel through Kelvedon to access the southbound A12. In terms of the rail line, this line is already at capacity at peak times and we would urge CBC to use its influence during the current rail franchise consultation to force any new operator to commit to increase capacity. 2) Option 2 outlines an option to

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644				Langham Parish Council	<p>The Parish Council is generally supportive of the proposed timescale for the new Local Plan. The evidence base should include all types of community plans and be used to influence the vision and content of the wider plan. The Parish Council only supports Options 1A or 2A.. Priority should rightly be given to upgrading the A 12 and A 120 and links between Colchester and the three rural centres of Wivenhoe, West Mersea and Tiptree. Options 1B, 2B, and 3B all indicate proportional expansion of rural settlements. Option 3B proposes the extension of Colchester's urban area north of the A12. All of these options affect. the landscape quality of the northern villages area therefore the PC does not support urban sprawl beyond the natural division line of the A12. North Colchester is over developed and Options 3A &amp; 3B will result in urban sprawl in countryside in and close to the Dedham Vale AONB. New large urban development schemes should follow the Garden City model to ensure that adequate infrastructure &amp; open space is provided. There is a need to control the growth of rural employment sites in villages/real areas where there is already a significantly high number of business units. Home working however should be encouraged in rural areas by encouraging superfast broadband provision and good mobile phone reception. Langham PC believes that moderate expansion in Langham can be catered for within the existing planning guidelines, without shifting the development boundary beyond the A12 or looking for sizeable expansion sites in the village. Support for moderate expansion at Blackbrook Hill, Lodge Lane and the Ardleigh Interchange. There is no need to extend the settlement boundaries for housing or business use apart from a review to consider where Affordable Housing could be located.</p>
645		Parish Council		Wormingford Parish Council	<p>Options 1B, 2B, and 3B all indicate proportional expansion of rural settlements. Option 3B proposes the extension of Colchester's urban area north of the A12. All of these options affect. the landscape quality of the northern villages area therefore the PC does not support urban sprawl beyond the natural division line of the A12</p>

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646		Parish Council		Layer de le Haye PC	<p>Layer de la Haye PC have concerns that the SHMA is the main piece of evidence used to calculate housing need in the Borough. The Parish Council supports the need to deliver arrange of housing to meet different needs. They also support the proposed retail hierarchy which promotes the Town Centre as a priority. Traffic congestion needs to be better managed. The Parish Council supports Options 1A and 2A as it seems sensible to create additional housing in new self contained settlement areas where space exists and appropriate infrastructure either already exists or can be provided. In Layer de la Haye residents and the PC are more wary of options 1B &amp; 2B if all the sites proposed in Layer were to come forward. There is resistance to any major increase in the size of the village. There is no support for expanding the village envelope. We do not therefore support Option 1B or 2B. Options 3A and 3B which includes the expansion of Colchester Town as we do not believe this is realistic given the existing congestion and shortage of infrastructure in the Town. There is support for affordable housing; 8 units are needed in Layer de la Haye (RCCE Rural Housing Assessment, 2010). Starter homes and homes to facilitate older people downsizing are needed. If there was more certainty that affordable houses would be delivered as part of new development schemes, then there might be greater support for modest scale development.</p>
647		Parish Council	Karen Perry	Layer Marney Parish Council	<p>No comments on options. Layer Marney does not currently have a single 'centre'; it has two main areas of residential settlement, one at Smythes Green, the other, a cluster of homes close to Layer Marney Tower but residents are generally in favour of some limited infill residential development to increase numbers and build a sense of community without substantially changing the rural character of the parish. 4 areas identified for potential growth: 2 greenfield sites at Smyth's Green, Layer Marney Nursery, Grass reasons &amp; Layer Wood Poultry Farms and at Layer Marney 'proper'. The Parish is strongly opposed to industrial scale poultry farming on amenity and environmental grounds at the farms. PC supportive of sites being developed for residential development provided a range of property sizes were delivered. PC keen to meet to discuss review of village envelope.</p>

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648	Email	Parish Council		Little Horkesley Parish Council	<p>Local Plan vision - expansion to the north is not sustainable without major infrastructure improvements relating to improved access to central Colchester at North Station and improvement to facilities in the village communities to the north of Colchester. Park and Ride &amp; cycling, the Council's preferred transport solutions, will not solve current traffic problems. Housing- housing needs of an ageing population, which will increase by 50% over the period 2012-2032, need to be addressed. The projected housing needs for Colchester 1065 houses/annum is unsustainable without the development of a major conurbation within the Borough with a complete infrastructure to support such a conurbation. Centres and Employment - The PC supports the aim to attract businesses to Colchester and build a mixed economy with an emphasis on retail/tourism. Removing restrictions on the development of farm buildings must be balanced against the damage done to rural roads by excessively large haulage vehicles. This is a common problem across rural areas. Rural Colchester - 30% of the Borough's population are in rural Colchester and 23% of the jobs of the Borough are in rural areas – a 50% increase over 10 years. The PC welcomes the importance attached to the rural economy in providing opportunities for job creation but sees little recognition of the problems associated with rural living and measures to support rural regeneration. Rural Colchester needs fast reliable internet as the County Broadband scheme does not provide an adequate service. Promoting Healthy Communities - a key element in promoting a healthy lifestyle is access to the countryside and the need in the Local Plan for defined measures to support and protect the countryside. Sustainable Transport and Accessibility - This is really a report on major roads A12 and A120 and accessibility by bus. No consideration appears to have been given to isolated rural communities, inadequate road links and poor bus services. Heritage &amp; Design - The Issues and Options document makes no reference to the Dedham Vale AONB. The Local Plan needs to reflect the Dedham Vale AONB Management Plan. Growth Strategy Options - Options 1A and 1B - The PC is not sure that this area can sustain more growth on top of</p>

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649	Email	Parish Council		Marks Tey Parish Council	The Local Plan should be more visionary and inspirational about how to address existing issues and for new development too. Marks Tey lacks a sense of place or cohesive community despite having good facilities and the Local Plan should seek to address these issues. The PC is supportive of some development but 4 of the 6 options are too biased towards major development to the west of Colchester around Marks Tey without proper justification. An additional growth option is required that reduces the proposed level of development to the west of Colchester...All communities should carry the development load as per option B and use development to increase their sustainability. Supporting infrastructure should be provided in advance or at least in parallel with any development so that there is not a deficit or lag in terms of need from new development. All options /developments within the Local Plan should contribute to solving the current infrastructure deficits in Marks Tey (and other A120 and trunk road communities) that they will all to some extent use and worsen the situation. The Parish Council supports the 15 year time frame and the Borough's aspiration to plan beyond 2032, however the Issues and Options document lacks vision and aspiration for this timeframe and lacks an overall concept of how the Borough Council would like to see the Borough develop over the duration of the Local Plan. The Local Plan should seek to develop and maintain independent sustainable communities throughout the Borough who look to Colchester town for wider economic, social and entertainment needs. The Issues and Options document does not address funding issues - clarity on how development is to be funded should be set out. The Garden City approach to new development assumes a development of at least some 15000 homes and is subject to whether the development and the Garden City concept conforms with the issues and principles set out in the Local Plan 3. Issues and Options Criteria should be developed to determine where development /housing employment/infrastructure should be located to help identify the most from the least sustainable. Rural Colchester - There is a
650	Email	Parish Council		Messing Cum Inworth Parish Council	Support for Option 1A. Rural villages and their character and open spaces/biodiversity should be protected with growth restricted to meeting identified rural housing need. Infrastructure and road capacity issues need to be addressed before any major development proceeds along the A12/A120 corridor around , Kelvedon, Marks Tey, Feering and Marks Tey and Stanway. Access to Tiptree from the A12 needs to be considered ahead of any further development in Tiptree as access off the existing B1023 via Kelvedon High Street, Feering Hill and Hinds Bridge is inadequate to deal with current traffic levels. All developments should ensure drainage to 1:100AEP standard and there should be no additional drainage/run off to highways in accordance with the NPPF and CBC policies.

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651	Email	Parish Council		Myland Community Council	<p>The plan period needs to be set at 2017-2032 to provide certainty around developments being planned. The evidence base should include community plans and be used to help shape the vision. Future growth needs to consider carefully all infrastructure needs. The plan lacks a considered approach to climate change and community energy projects. All infrastructure requirements need proper consideration including the cost of provision. This is an important cross border issue. The proposed Vision should determine what is attractive about the Borough for residents and visitors and be protected as key assets. The Borough's historical and natural assets should be at the core of the vision which should embrace quality of life for the residents. Growth must not be allowed to dilute levels of social, environmental and economic factors that determine quality of life. The balance should be in favour of protecting Borough assets and delivering good quality of life issues for all. The strategic Housing Assessment 2013 is an excellent and well prepared study but no consideration is given to the high percentage of "concealed" businesses operating from dwellings. The Local Plan should include a new specialist housing category to recognise this. The Community Council is critical of the delivery of the 2008 Local Plan Vision 2008. As the Local Plan is driven by housing growth, the 'objectively assessed housing need' and the Strategic Housing Market Assessment processes and data should be published and subject to independent audit. MCC queried whether housing growth is being provided to meet an existing demand or driving the demand for people to live in Colchester. Jobs must be created and delivered alongside future housing. Colchester. An effective strategy for traffic movement for the Town and wider Borough must be produced with a drive for modal shift to non-motorised Colchester needs to aspire to becoming a nationally recognised centre with some form of specialist commercial or Industrial sector to address low wages. Policies to revitalise rural areas and villages are supported provided revitalisation is balanced against the protection of rural character and locally identified assets. The future role of the Town Centre needs careful consideration. The</p>
652		Parish Council		Stanway Parish Council	<p>1. Development Locations - Stanway PC don't wish to see any further mass development but if room permitted, maybe a 'garden city' would be best, as this offers the opportunity to plan a whole town approach rather than 'piecemeal' add ons. 2. Top 3 planning issues in Stanway are lack of Infrastructure, over population and delivering the balance between delivering more housing and maintaining quality of life. 3. Preferred level of housing growth - as little growth as possible but, if there has to be some, should be geared towards 1st time buyers and the more mature market? 4. Settlement Boundary and Locations for New Development - Any future development should be away from current population areas to avoid further clogging up of those areas. 5. Community Facilities - Stanway is currently reasonably well served well served ( Post office, health, dentist, schools, village hall, and pubs but some are already stretched (health, particularly) so either new provision or extension of existing is paramount. Broadband provision is woeful in Stanway, hardly more than 1.5 Mb/s</p>

Respondent Number	Type of Response (on-line/ email/ written)	Type of Respondent (eg Statutory Consultee/ Agent/ Individual/ Group/ Parish Council)	Name*	Job Title/Company (if relevant)	Summary of Comments on Issues & Options Report (if individual questions not answered)
653		Parish Council		Tiptree Parish Council	Support options 1B in the Issues and Options document. It is important to create sustainable rural communities to prevent them stagnating and becoming commuter or second homes villages. Support for more affordable housing in the area to enable local young people to remain in Tiptree. The PC identified a range of infrastructure that they were concerned about as well as improvements needed before any additional development proceeds in Tiptree including: improvements in transport infrastructure (including public transport) and traffic management to eliminate issues and divert traffic around Tiptree.. Consideration needs to be given to the road network connecting Tiptree with the A12 at Rivenhall, Kelvedon and Feering. Open space provision is lower per capita than the accepted level and needs to be addressed based on a population basis. Opportunities for local employment should be explored and the village character protected. Further growth may stretch water, sewage, telecommunications, health and education infrastructure. The thriving retail base in Tiptree should be maintained and improved as Tiptree acts as a Rural District Centre for Colchester, as well as a Maldon and Braintree areas. Developments on the fringes of Tiptree e.g. at Heybridge, Great Totham and Feering will impact on the services and transport infrastructure mentioned above. Questionnaire also completed.
654		Parish Council		Wakes Colne Parish Council	Wakes Colne Parish Council provided a detailed response to the Call for Sites consultation but did not provide a response to the Issues and Options consultation.

Respondent Number	Type of Response (on-line/ email/ written)	Type of Respondent (eg Statutory Consultee/ Agent/ Individual/ Group/ Parish Council)	Name*	Job Title/Company (if relevant)	Summary of Comments on Issues & Options Report (if individual questions not answered)
655		Parish Council		West Bergholt Parish Council	<p>Borough wide development- The PC support the view that the locations of further development in the Borough is substantially via urban extensions and/or a garden city supplemented by limited, no more than 10%, extension of settlements/villages where not covered by Neighbourhood Plans. The top 3 planning issues in West Bergholt are linked as sustainable development, supporting local infrastructure and associated community facilities, with the ability of the residents to influence the quality and location of such so as not to become a suburb of Colchester. Housing needs - The extent to which the Parish Council will support the growth in housing in the Parish in respect of type, styles, density, locations and numbers will be determined by the consultations in respect of the Neighbourhood Plan currently being prepared.</p> <p>Settlement boundary and locations for new developments - The village boundary is considered logical but there is considered insufficient space within such for more than 25 further properties on infill sites and therefore limited development consisting of specific types and numbers of housing deemed, through the Neighbourhood Plan process, to be needed by the Parish may be permitted outside the village envelope.</p> <p>Community facilities - West Bergholt is well served in terms of facilities (schools, convenience stores, churches, 3 pubs, doctors surgery) but broadband coverage is poor; the Parish Council continues to champion this as an issue. Employment areas - there are small business parks (Colchester Road, Nayland Road, Armoury Farm, Bourne Road and Fossetts Lane) and there are 50 plus businesses in the village. The Parish Council will be guided by the Neighbourhood Plan and the residents to identify business parks which are considered suitable for zoned expansion. Neighbourhood Plans - a Neighbourhood Plan is being developed for West Bergholt. A second round of questionnaires and exhibitions is due over the next three months with preparation of the Plan anticipated to run in tandem with CBC's Local Plan review. Transport services - The Parish is served by half hourly buses into Colchester and towards Sudbury. School transport is provided, however, the village lacks adequate cycle ways and road</p>

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656		Parish Council		Wivenhoe Town Council	<p>None of the options offer Wivenhoe the choice of no further expansion. There are no longer any brown field sites to develop leaving miniscule amounts of infilling and attacking our green spaces as the only viable development spaces. There is strong opposition to further development in Wivenhoe. It is not clear why options focus on Wivenhoe and Tiptree when there is so much land to the North of Colchester.</p> <p>Incremental development - Strongly opposed to incremental development proposed in all options as they are not sustainable. General view that Wivenhoe have excessive development historically. Wivenhoe's position as a district settlement is a material planning consideration and this needs to be taken into account. Key sustainability issues that also need to be considered in Wivenhoe include: lack of a wide range of community facilities including the lack of a secondary school, oversubscribed primary schools, lack of capacity to expand the local road and rail networks, inadequate bus service (private bus service deal hasn't worked), existing inadequate parking for commuters at rail station that will be made worse if the population of Wivenhoe grows. Development of the surrounding areas will destroy the uniqueness of the town and reduce available leisure spaces. Options 1 &amp; 3 WTC fundamentally opposed to the development of a new town across from Salary Brook. This is not sustainable in terms of road capacity on Clingoe Hill; Traffic needs to be funnelled away from Clingoe Hill.</p> <p>Wivenhoe Town Council exerts that our community infrastructure is stretched to the maximum and the addition of a neighbouring town - within the confines of our Parish area - an utter folly. The following issues need to be considered when assessing the sustainability of building a new town in Wivenhoe parish: a scientific study of Salary Brook is needed, an explanation of where additional secondary school places would come from, the reduction in funding for community infrastructure when CBC switched from Section 106 - CIL. WTC do not feel that residents views are properly listened or considered in plan making. They are concerned that a new road between the A120 and A133 would open up the area around Salary Brook and out to Elmstead as prime</p>

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657		Parish Council		West Mersea Town Council	<p>Overview - WMTC feel that consultation has been inadequate. Infrastructure and essential infrastructure is at capacity. The TC does not support any additional development in West Mersea and have concerns that Section 106 monies will not be adequate to cover the costs of all the infrastructure needed to support accelerated development. The TC have concerns that the objectives of growth and protecting the historic environment cannot be met. The TC support the Local Plan timeframe for long term planning but have concerns that the growth options all promote accelerated growth in District Centres to meet the Borough's immediate needs at a cost to these communities. WMTC suggests that the Issues and Options document does not sufficiently deal with issues specific to District Centres particularly, the character of the communities. Local Plan vision - the TC does not disagree with the stated aim that the future vision should be aspirational yet achievable and fit for purpose but have concerns that the Strategic Plan is too short term and unlikely to reflect West Mersea's needs.</p> <p>Housing - housing development cannot be sustained without adequate infrastructure and services. Education - the junior school in West Mersea is at capacity (450 children) and there is a need for pre- school facilities. There are no secondary schools on the island with pupils from 11+ travelling to Colchester. Sewage - the local sewage farm is at capacity following development at Wellhouse Green. The TC are in discussions with Anglian Water and by extensions to caravan site licences to operate all year round.</p> <p>Good quality bathing and shellfish water quality are an essential element of Mersea's tourism, leisure and commercial fisheries economy. Centres and Employment - Public amenities i.e. MICA Centre (squash courts, fitness centre and indoor gym are limited indeed), Glebe (supports football, rugby, tennis) are already close to capacity - and if more people are attracted to Mersea then more parking and indoor sports facilities would be needed. Rural Colchester - Mersea relies on volunteers in many emergencies i.e. flooding which is a regular occurrence. There has been a reduction in the policing too. Promoting healthy communities - The current medical centre is too small but is a</p>

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658	Email	Parish Council	Susie Pullen	Winstred Hundred Parish Council	Development - Development between the 3 villages of Peldon, Little Wigborough and Great Wigborough should be prevented to help maintain their individual characters. New developments should only take place within the existing Village Envelopes and be restricted to infill, individual dwellings or small clusters of 5 properties. Support for family housing and low cost/first time buyer properties , particularly for those with local connections and for detached, semi-detached and bungalow style housing . There should be no further expansion of light industry in the Parish beyond the Local Employment Zone allocation on Lower Road and St Ives Hill, and in Lodge Lane, Peldon. There is support for the Development of redundant farm buildings as dwellings if current planning policy were to change. Environment - The individual characters and layouts of the villages must be maintained and their rural nature protected. The “Green Heart” is an essential part of the character of Peldon and consequently all attempts to develop the lands between St Ives Hill, Lower Road and Church Road, which are also important wildlife habitats, must be strongly resisted and the woodlands protected. Support for family housing and low cost/first time buyer properties , particularly for those with local connections and for detached, semi-detached and bungalow style housing. Infrastructure - Existing community facilities need to be protected (village halls and open spaces)and there is a need for facilities for children and young people
659	Email	Public Body		Anglian Water	In assessing the options we have used Colchester Water Recycling Centre as the receiving treatment works and dismissed Copford and Langham Water Recycling Centres as potential recipients . Investment at Colchester WRC in the period 2015-2020 has been confirmed in Anglian Water Business Plan to accommodate growth. In all cases there will be a substantial requirement for new foul sewerage infrastructure that is only to be expected with this level of growth. We will assess when we are approached by a developer to determine the requirements. Early engagement is encouraged and we offer a pre planning service. Specific details on document and a RAG sheet summarising comments attached to response.
001	On-line		Taylor		Responded on-line to full questionnaire - please see individual response for details.
002	On-line		Robert Livermore		Responded on-line to full questionnaire - please see individual response for details.
003	On-line		Gillian Salt		Responded on-line to full questionnaire - please see individual response for details.
004	On-line		Mrs C McSweeney	Tiptree Parish Council	Responded on-line to full questionnaire - please see individual response for details.

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005	On-line		Maria Kirk		Responded on-line to full questionnaire - please see individual response for details.
006	On-line		Mr. P. W. Rowe	Retired company director	Responded on-line to full questionnaire - please see individual response for details.
007	On-line		David Burch	Essex Chambers of Commerce	Responded on-line to full questionnaire - please see individual response for details.
008	On-line		Mr K McKenna		Responded on-line to full questionnaire - please see individual response for details.
009	On-line		ben young	close protection officer	Responded on-line to full questionnaire - please see individual response for details.
010	On-line		John Vince		Responded on-line to full questionnaire - please see individual response for details.
011	On-line		Jeffrey Greenwood	retired	Responded on-line to full questionnaire - please see individual response for details.
012	On-line		Len white		Responded on-line to full questionnaire - please see individual response for details.
013	On-line		Mrs Patricia Bysh		Responded on-line to full questionnaire - please see individual response for details.
014	On-line		Stephen Gratze	Retired	Responded on-line to full questionnaire - please see individual response for details.
015	On-line		Jane Black		Responded on-line to full questionnaire - please see individual response for details.
016	On-line		Shaun Thomas		Responded on-line to full questionnaire - please see individual response for details.
017	On-line		Nigel Winterborne		Responded on-line to full questionnaire - please see individual response for details.
018	On-line		Mrs Anne McAndrew	Retired	Responded on-line to full questionnaire - please see individual response for details.
019	On-line		Mr Olivier Spencer	Associate, Andrew Martin - Planning Ltd - on behalf of Mrs Susan Bell	Responded on-line to full questionnaire - please see individual response for details.
020	On-line		Simon Clifton	Managing Director, Energy Stream Microgeneration Ltd.	Responded on-line to full questionnaire - please see individual response for details.
021	On-line		S Dawes		Responded on-line to full questionnaire - please see individual response for details.
022	On-line		David Cooper	62 East Road	Responded on-line to full questionnaire - please see individual response for details.

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023	On-line		Gerald Wells		Responded on-line to full questionnaire - please see individual response for details.
024	On-line		David Guest		Responded on-line to full questionnaire - please see individual response for details.
025	On-line		s brooks		Responded on-line to full questionnaire - please see individual response for details.
026	On-line		Mrs S B Mason		Responded on-line to full questionnaire - please see individual response for details.
027	On-line		Sharon Bolton		Responded on-line to full questionnaire - please see individual response for details.
028	On-line		Peter Hill	Member Wivenhoe NP Steering Committee	Responded on-line to full questionnaire - please see individual response for details.
029	On-line		Jillian Osborn		Responded on-line to full questionnaire - please see individual response for details.
030	On-line		Sean Pordham		Responded on-line to full questionnaire - please see individual response for details.
031	On-line		Peter Martin		Responded on-line to full questionnaire - please see individual response for details.
032	On-line		Brian Light		Responded on-line to full questionnaire - please see individual response for details.
033	On-line		Daniel Di-Lie to	Planner at Nathaniel Lichfield & Partners on behalf of Inland Homes	Responded on-line to full questionnaire - please see individual response for details.
034	On-line		Mark Jackson	Mark Jackson Planning	Responded on-line to full questionnaire - please see individual response for details.
035	On-line		Matt Corcoran	Planning Manager	Responded on-line to full questionnaire - please see individual response for details.
036	On-line		Angela Mclauchlan		Responded on-line to full questionnaire - please see individual response for details.
037	On-line		Great Tey Parish Council	Great Tey Parish Council	Responded on-line to full questionnaire - please see individual response for details.
038	On-line		John Lawson on behalf of Colchester United Football Club	Director of Lawson Planning Partnership Ltd	Responded on-line to full questionnaire - please see individual response for details.
039	On-line		Chris Wagland		Responded on-line to full questionnaire - please see individual response for details.
040	On-line		Noel Mead	Company Secretary	Responded on-line to full questionnaire - please see individual response for details.
041	On-line		James Morris	Planning Manager Sport England	Responded on-line to full questionnaire - please see individual response for details.
042	On-line		Nicola Sirett	Headteacher, Mersea Island School	Responded on-line to full questionnaire - please see individual response for details.
043	On-line		Julia Chowings	Deloitte Real Estate on behalf of Universities Superannuation Scheme Ltd.	Responded on-line to full questionnaire - please see individual response for details.

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044	On-line		Mr Olivier Spencer	Associate, Andrew Martin - Planning Ltd - on behalf of R. F. West Ltd	Responded on-line to full questionnaire - please see individual response for details.
045	On-line		Ross Anthony	The Theatres Trust	Responded on-line to full questionnaire - please see individual response for details.
046	On-line		Neil Hopkins		Responded on-line to full questionnaire - please see individual response for details.
047	On-line		Mags Hobby	Footpath Secretary and Walking Environment Officer - The Ramblers	Responded on-line to full questionnaire - please see individual response for details.
048	On-line		N. A. Harper FAAV MRICS	Hawkspur Chartered Surveyors	Responded on-line to full questionnaire - please see individual response for details.



## Local Plan Committee

Item  
**8**

8 June 2015

Report of	Head of Commercial Services	Author	Chris Downes ☎ 01206 282476
Title	Update on the new Local Plan 'Call for Sites' process		
Wards affected	All		

**The Local Plan Committee is asked to note the 'Call for Sites' submissions received by the Council as part of the new Local Plan preparation. It is also asked to agree consultation on the Strategic Land Availability Assessment Templates.**

### 1. Decision(s) Required

- 1.1 To note the submissions received through the Call for Sites process and agree consultation on the Strategic Land Availability Assessment templates.

### 2. Reasons for Decision(s)

- 2.1 In order that the Local Plan Committee is informed of the sites received during the recent Call for Sites process, which will be fed into the Strategic Land Availability Assessment, Sustainability Appraisal and the site allocations processes as part of the wider preparation of the new Local Plan.

### 3. Alternative Options

- 3.1 No alternatives are proposed, since it is important for Members of the Committee to be aware of the submissions received by the Council and the subsequent Strategic Land Availability Assessment (SLAA) and Sustainability Appraisal (SA) processes whereby these submissions are assessed for their suitability for allocation and development. Members have agreed to the preparation of a new Local Plan; the Call for Sites forms an important part in the process of assessing the availability of land for future development and allocation through the Local Plan process.

### 4. Supporting Information

- 4.1 The Council has embarked on the preparation of a new Local Plan which, once adopted, will set out the growth strategy, planning policies and land allocations for the Borough from 2017 to 2032 and beyond.

- 4.2 As part of the initial stages of drafting the new Local Plan the Council must identify the land supply available to accommodate its growth needs. The new Local Plan will need to allocate land for the provision of new housing, jobs, open space, community facilities and other uses, in order to meet the Borough's existing and future needs.
- 4.3 The 'Call for Sites' forms part of the Strategic Land Availability process and follows guidance set out in the national Planning Practice Guidance (PPG). The Call for Sites involves inviting land owners, developers and other stakeholders to put forward sites to be assessed and considered for allocation through the production of the new Local Plan.
- 4.4 Two Call for Sites were carried out from July to September 2014 and January to February 2015. Throughout both periods the Council received 224 submissions for various proposed uses including residential, commercial and leisure uses. The submissions are contained in the appendix to this report and are shown by geographical area. A list of the residential proposals on sites over 5 hectares is also attached as an appendix.
- 4.5 The submissions received through the Call for Sites will inform part of the evidence base to demonstrate the supply of land available to accommodate the growth requirements of the Borough.
- 4.6 It is important to note that, at this stage, none of the sites have been assessed. It is also important to note that their submission through the Call for Sites process does not give them any planning status, nor does it determine any future planning status.
- 4.7 In addition to the Call for Sites submissions the Council will also proactively look to identify any additional potential sites and locations for growth, in order to ensure its approach to new land allocations is comprehensive.
- 4.8 The sites received through the Call for Sites, plus any additional sites identified, will be assessed through the Strategic Land Availability Assessment (SLAA). The SLAA will appraise the suitability, availability and achievability of sites with the aim of objectively determining which sites will be deliverable over the plan period.
- 4.9 In addition to the SLAA process, sites and broad locations for growth will be subject to Sustainability Appraisal (SA). The SA is used to appraise every stage of plan preparation, including potential site allocations, in order to ensure that the new Local Plan will contribute to sustainable development in the Borough.
- 4.10 In respect of proposed allocations for the new Local Plan the SA will appraise sites for the social, environmental and economic impacts which would result if they were allocated for a new use. Appraising

sites in this way ensures that development positively contributes to identified issues in local communities, the Borough and the wider area.

- 4.11 The outcome of the SLAA and SA will inform, but not necessarily determine, which sites are allocated for housing, commercial, leisure and other uses in the new Local Plan. Other factors such as public consultation, the duty to cooperate and emerging neighbourhood plans will provide valuable input into the land allocation process to ensure that the new Local Plan reflects the needs and aspirations of the Borough.
- 4.12 It is anticipated the Council will publish its Preferred Options (Draft Plan) towards the end of the year for consultation in early 2016. This will include specific and broad locations for growth over the plan period. The Preferred Options stage will be subject to a full six week public consultation.

## **5. Proposals**

- 5.1 To note the submissions received through the Call for Sites process and agree to consult on site assessment frameworks for Strategic Land Availability Assessment. A draft of the housing assessment framework is attached and similar detailed templates are being developed for employment, gypsy and traveller sites and other uses, when finalised these will be subject to consultation along with the SA Framework.

## **6. Strategic Plan References**

- 6.1 The Strategic Plan Action Plan includes a commitment to make Colchester a vibrant, prosperous, thriving and welcoming place. The new Local Plan will contribute to the attainment of this commitment through new development, conservation and regeneration.

## **7. Consultation**

- 7.1 The Call for Sites was run in an inclusive manner whereby all members of the public were invited to submit proposals for future use of land in the Borough. Public consultation will be carried out on the draft Local Plan in 2016 in accordance with The Town and Country Planning (Local Planning) (England) Regulations 2012. This will give stakeholders the opportunity to comment on proposed land allocations.

## **8. Publicity Considerations**

- 8.1 There is likely to be continued interest in the new Local Plan preparation particularly the proposed allocation of lands for development. It will be important to manage publicity carefully, to help minimise misconception and concern where possible.

## **9. Financial Implications**

9.1 There are no direct financial implications.

**10. Equality, Diversity and Human Rights implications**

10.1 An Equality Impact Assessment has been prepared for the Local Plan and is available to view on the Colchester Borough Council website by following this pathway from the homepage: Council and Democracy > Policies, Strategies and Performance > Diversity and Equality > Equality Impact Assessments > Commercial Services > Local Plan.

10.2 There are no particular Human Rights implications.

**11. Community Safety Implications**

11.1 None

**12. Health and Safety Implications**

12.1 None

**13. Risk Management Implications**

13.1 Production and adoption of a new Local Plan will reduce the risk of inappropriate and unsustainable development from coming forward in the Borough.

**14. Disclaimer**

14.1 The information in this report was, as far as is known, correct at the date of publication. Colchester Borough Council cannot accept responsibility for any error or omission.

Call for Sites – Residential Submissions over 5ha (including mixed use):

Ref	Site Location	Site Area (Ha)	Proposed Use
87	Berechurch Hall Road, Colchester	5.039	Residential
106	The Folley, Layer-de-la-Haye	5.114	Residential
151	Land adj Colchester Road, West Mersea	5.129	Residential
149	Land north of Halstead Road, EAG	5.257	Residential
119	Land North of Lakelands Country Park & Primary Sch	5.929	Residential & Prmy Sch
202	School Road, Copford	6.11	Residential/Leisure
167	Shaw's Farm, Parson's Heath	6.187	Residential
80	Halstead Road, Eight Ash Green	6.561	Residential
69	Motts Farm, Birchwood Road, Langham	6.586	Residential
165	High Trees Farm, West Bergholt	6.619	Residential
14	Ruskins Farm, Langham Lane, Boxted	6.693	Residential
29	Chitts Hill, Stanway	6.735	Residential
28	Gosbecks Phase 2	6.819	Residential
35	Milestone Farm, Halstead Road	6.881	Residential
39	Halstead Road, Eight Ash Green	6.968	Residential
97	Brickhouse Field, West Mersea	8.318	Residential
118	Lakelands NE1, Stanway	8.333	Residential
63	Seven Star Green, Eight Ash Green	8.414	Residential
38	London Road, Copford	8.481	Residential
13	Colchester Road, West Bergholt	8.501	Residential
94	Old London Road, Marks Tey	8.854	Residential
78	Land adjoining Millfield School, Wivenhoe	8.869	Residential
139	Rectory Road, Copford Green	9.881	Residential
83	Dawes Lane, West Mersea	9.936	Residential
104	Maldon Road, Tiptree	10.095	Residential
108	East Road, East Mersea	10.545	Residential
145	Land North of Bromley Road, Colchester	10.72	Residential
111	Bromley Road, Colchester	10.77	Residential
19	Pennsylvania Lane, Tiptree	11.203	Residential
217	Ivy Lodge, Great Horkesley	11.85	Residential
33	Battlewicks Farm, Rowhedge	12.285	Residential
159	Land off Colchester Road, Wivenhoe	12.76	Residential
218	Nursery, London Road, Great Horkesley	13.39	Residential
4	Peakes, Maldon Road, Tiptree	13.565	Mixed
130	North Lane, Marks Tey	13.706	Residential
37	South of Colchester, Lexden	13.779	Mixed
21	Rectory Road, Wivenhoe	15.184	Residential
180	Elmstead Road, Wivenhoe	15.37	Residential
127	Land in North West Tiptree	16.418	Mixed
144	Land off Hillview Close, Rowhedge	17.17	Residential
112	Great Horkesley Manor, Great Horkesley	21.937	Residential
68	St John's Road, Colchester	26.455	Residential

99	Hall Road, West Bergholt	37.276	Residential
95	Park Lane, Langham	38.24	Residential
123	Land between London Road and A12, Stanway	46.015	Mixed
178	Land off Ballast Quay Road, Fingringhoe	73.2	Mixed
89	St Andrew's Avenue, Colchester	115.2	Mixed
122	Land adjacent to A12, Stanway	323.454	Mixed
121	Gateway 120, Marks Tey	666.898	Mixed
182	Greyhound Hill, Langham	5 (TBC)	Residential
221	Langham Garden Village	441	Mixed

**Draft Strategic Land Availability Assessment  
Framework for the assessment of housing  
April 2015**

<b>Site name</b>	
<b>Reference number</b>	
<b>Settlement</b>	
<b>Size</b>	
<b>Proposed use/s</b>	

<b>Planning history / context</b>
This section provides a brief overview of any significant planning history on the site (including relationship to neighbourhood plans where applicable) to identify any factors that may require particular focus in the assessment of the site.

**Stage 1: Initial sieve**

Any red rating for any of the assessment criteria within this section means the site will not be taken further in the assessment process as they are considered to be unsuitable for development at the current time, in accordance with national and local policy.

<b>Assessment criterion</b>	<b>RAG Rating</b>	<b>Comments</b>
Is the site greenfield and within flood zone 3b (more than 50%)?		
Is the site for fewer than 5 dwellings or less than 0.25ha?		
Is the site physically separate from an existing development boundary and is it outside of the vicinity of potential areas for growth, as identified in the Local Plan Issues and Options Consultation Paper?		
Would development of the site have a significant negative effect on a site nationally or internationally designated for its landscape, biological, geological, archaeological or historical importance?		

## Stage 2: Second sieve

Any red rating for any of the assessment criteria within this section means the site will not be taken onto the next stage of the assessment process. In the event that assessment of the remaining sites results in an insufficient number of potential development sites. The sites assessed in this stage of the process will be revisited to determine whether the constraints could be overcome.

Assessment criterion	RAG Rating	Comments
Can the site be accessed from the road network / public highway? Are there any local or strategic highway constraints?		
Utilities – is it feasible to provide the necessary utilities?		
Drainage – can suitable drainage for the site be provided? Will development of the site increase the risk of flooding on site or elsewhere?		

## Stage 3: Suitability and sustainability

Assessment criterion	RAG rating	Comments	Mitigation measures
<b>Physical constraints</b>			
Is the site within the settlement boundary (or could it form part of a new settlement within the identified growth areas)?			
Site specifics (e.g. topography, pylons) – are there any issues that would prevent/limit development? Could development improve an existing issue?			
Nature of the site – is it brownfield or greenfield? G – brownfield (approx. 75% plus) A – part brownfield, part greenfield R – greenfield (approx. 75% plus)			

<p>What is the agricultural land classification?</p> <p>G – Grades 4-5 (50% or more)</p> <p>A – Grades 3b (50% or more a combination of categories)</p> <p>R – Grades 1, 2 &amp; 3a (50% or more)</p>			
<p>Impact of neighbouring uses (e.g. noise, smell, amenity) – would development be likely to be negatively impacted by, or to cause negative impact on, neighbouring areas?</p>			
<p>Is the site within a neighbourhood plan area?</p> <p>G – No, or the NP is not seeking to allocate sites</p> <p>A – Is within a NP area, but unlikely to be any cross-over with Local Plan in relation to the allocation of sites</p> <p>R – Yes and the NP is looking at allocating land to accommodate a 'reasonable' contribution to the Council's housing supply.</p>			
<b>Environmental constraints</b>			
<p>Landscape impact – would development harm landscape character or setting, particularly relevant to the AONB and undeveloped coastal areas (including areas outside of the Borough boundary)?</p>			
<p>Impact on areas of biological or geological importance – would development be likely to cause harm to these areas?</p>			
<p>Local nature / wildlife designation – is the site covered by, or partially covered by, a local designation?</p>			
<p>Impact on archaeological and heritage assets – would development of the site be likely to cause harm to any such assets or their setting?</p>			
<p>Impact on open space – would development of the site result in the loss of, or partial loss of, open space?</p>			

Flood risk – is the site within, or partially within, an area of flood risk (including Critical Drainage Areas)?			
<b>Access to services</b>			
Distance to bus stop with a frequent service at least six days a week (or could a new bus service be incorporated into the development?) G – up to 400m A – 401m - 800m R – over 800m			
Distance to train station with a frequent service at least six days a week G – up to 800m A – 801m – 1,200m R – over 1,200m			
Distance to primary school (or could a new school be provided as part of new development) G – up to 400m A – 401m - 800m R – over 800m			
Distance to secondary school (or could a new school be provided as part of new development) G – up to 400m A – 401m - 800m R – over 800m			
Distance to health services (or could new health services be provided as part of development of the site?) G – up to 400m A – 401m - 800m R – over 800m			
Distance to town/local centre (or would it be likely that a new centre will be provided as part of development of the site?) G – up to 400m A – 401m - 800m R – over 800m			

Distance to supermarket (or would it be likely that a new development would be provided as part of development of the site?) G – up to 400m A – 401m – 800m R – over 800m			
Distance to Strategic Employment Zone or Colchester Town Centre (whichever is closest) (or would employment opportunities be likely to be created as part of development of the site?) G – up to 400m A – 401m - 800m R – over 800m			
Distance to play area (or would new play facilities be likely to be provided as part of the development of the site?) G – up to 400m A – 401m – 800m R – over 800m			
Distance to park/public open space (or would new open space / parks be incorporated into the development of the site?) G – up to 400m A – 401 - 800m R – over 800m			

<b>Summary and conclusion in relation to the site's suitability and sustainability</b>

#### Stage 4: Availability

Assessment criterion	Rag rating	Comment	Mitigation measures
Has the site been promoted for development?			
Site ownership G – Single known ownership A – site owned by 2-3 different parties R – ownership not known / multiple ownership (more than 3)			
Is the site currently in use?			

#### Summary and conclusion in relation to the site's availability

--

#### Stage 5: Achievability

Assessment criterion	Rag rating	Comment	Mitigation measures
Viability – is development of the site economically viable? Are there any factors which could limit its viability?			
Ransom strip – does the development of, or access to, the site rely on another piece of land, and has that land been put forward for development?			
Current land uses – is the site currently in use and is it likely to continue to be used for the foreseeable future / would that use prevent development of the site coming forward?			
Is the land currently protected for an alternative use? Inc. minerals safeguarding			
If protected for a particular use (other than that proposed), is there			

evidence to suggest that the site could or should be released for an alternative use?			
Contamination – is the site contaminated or partially contaminated?			
Infrastructure requirements – does the site require the provision of any unique or large infrastructure to support its development?			
Does a local GP surgery have the capacity to accommodate development of the site? (or would development be likely to provide new facilities?)			
Does the local primary school have the capacity to accommodate development of the site? (or would development be likely to provide new facilities?)			
Does the local secondary school have the capacity to accommodate development of the site? (or would development be likely to provide new facilities?)			
Unimplemented permissions – does the site have a history of unimplemented permissions?			
Are there any other known reasons why the development of this site for the specified purpose could raise issues or have unintended consequences – such as impeding the delivery of future infrastructure projects?			

### Summary and conclusion in relation to the site's achievability

--

## Stage 6: Result of Assessment

Overall conclusions and recommendations

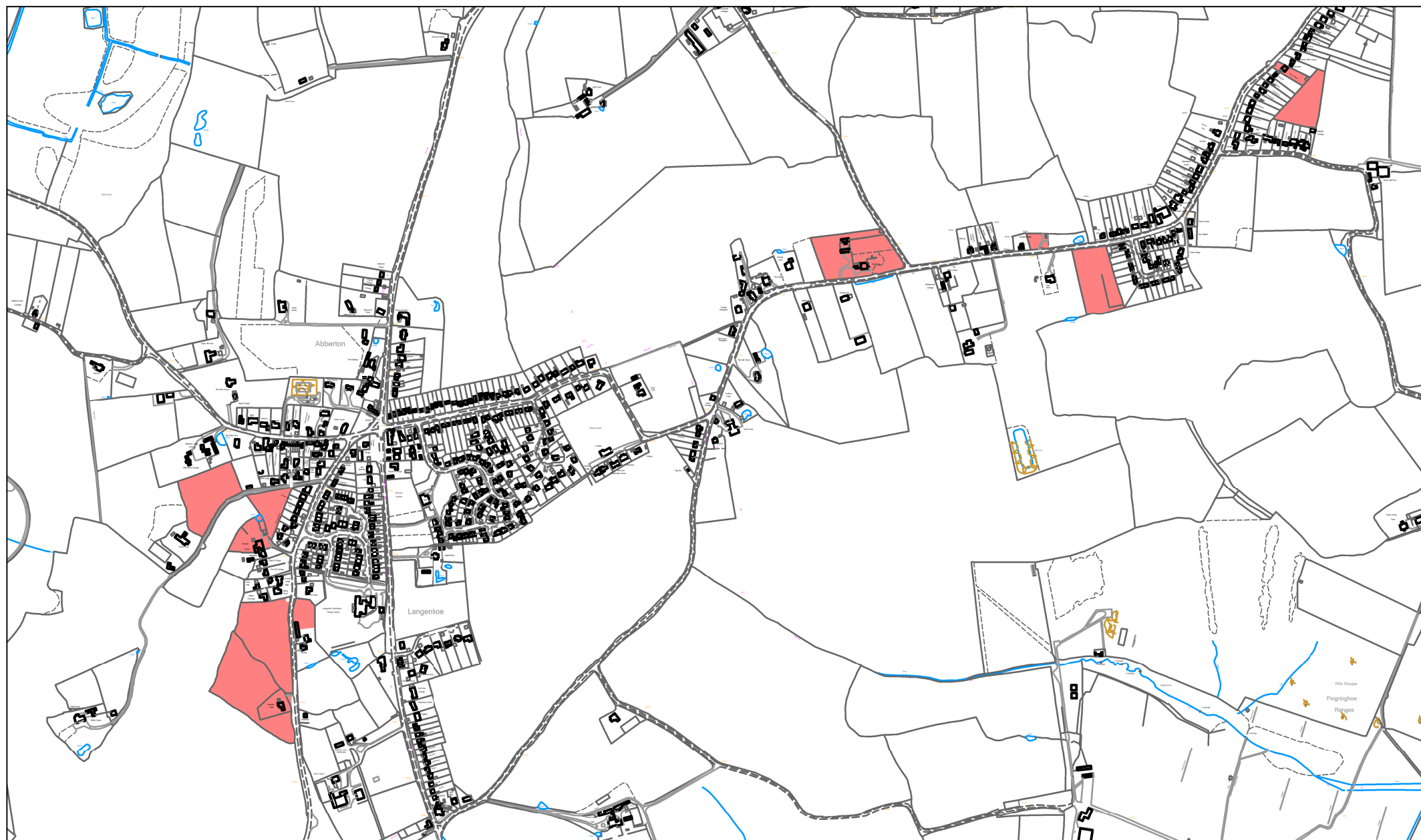
Outcome	
<p>G – suitable/achievable/available</p> <p>A – could be suitable/achievable/available, but with some uncertainty</p> <p>R – the site is not suitable/achievable/available</p>	

Estimated timescale for delivery				
Immediately	Up to 5 years	5-10 years	10-15 years	15 years +

# Call for Sites

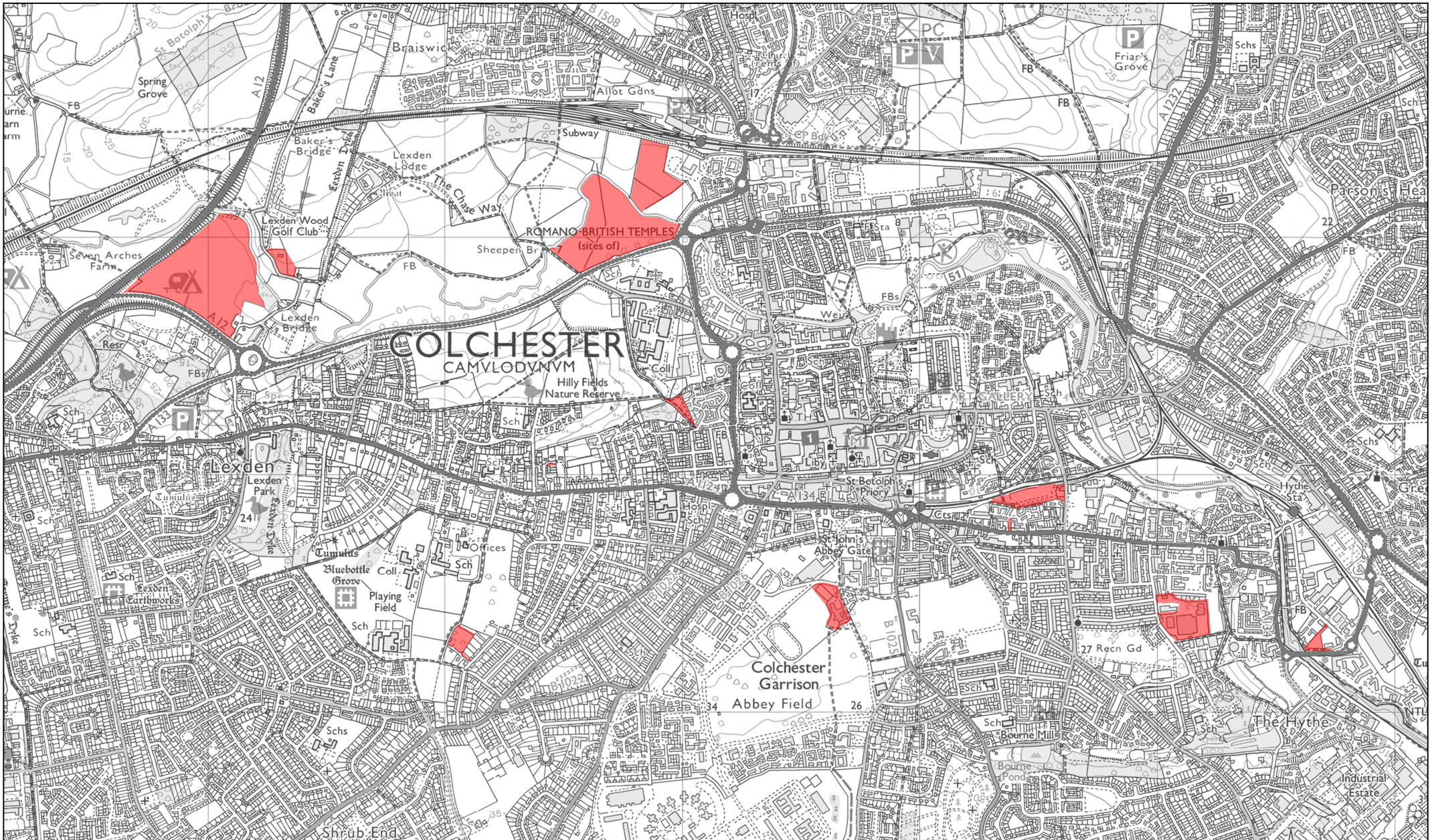
## Abberton & Langenhoe

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## Call for Sites

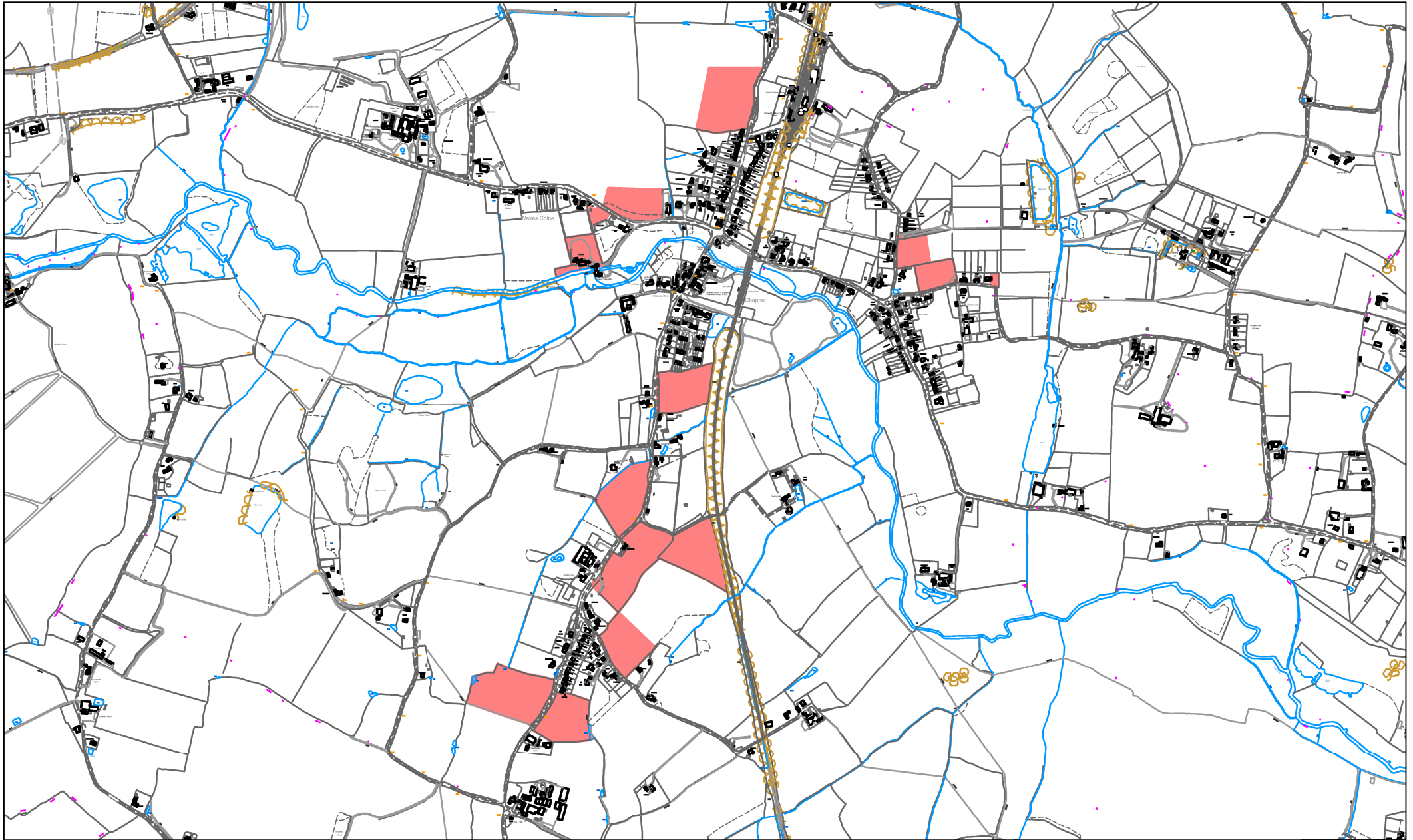
# Central Colchester



# Call for Sites

## Chappel & Wakes Colne 1

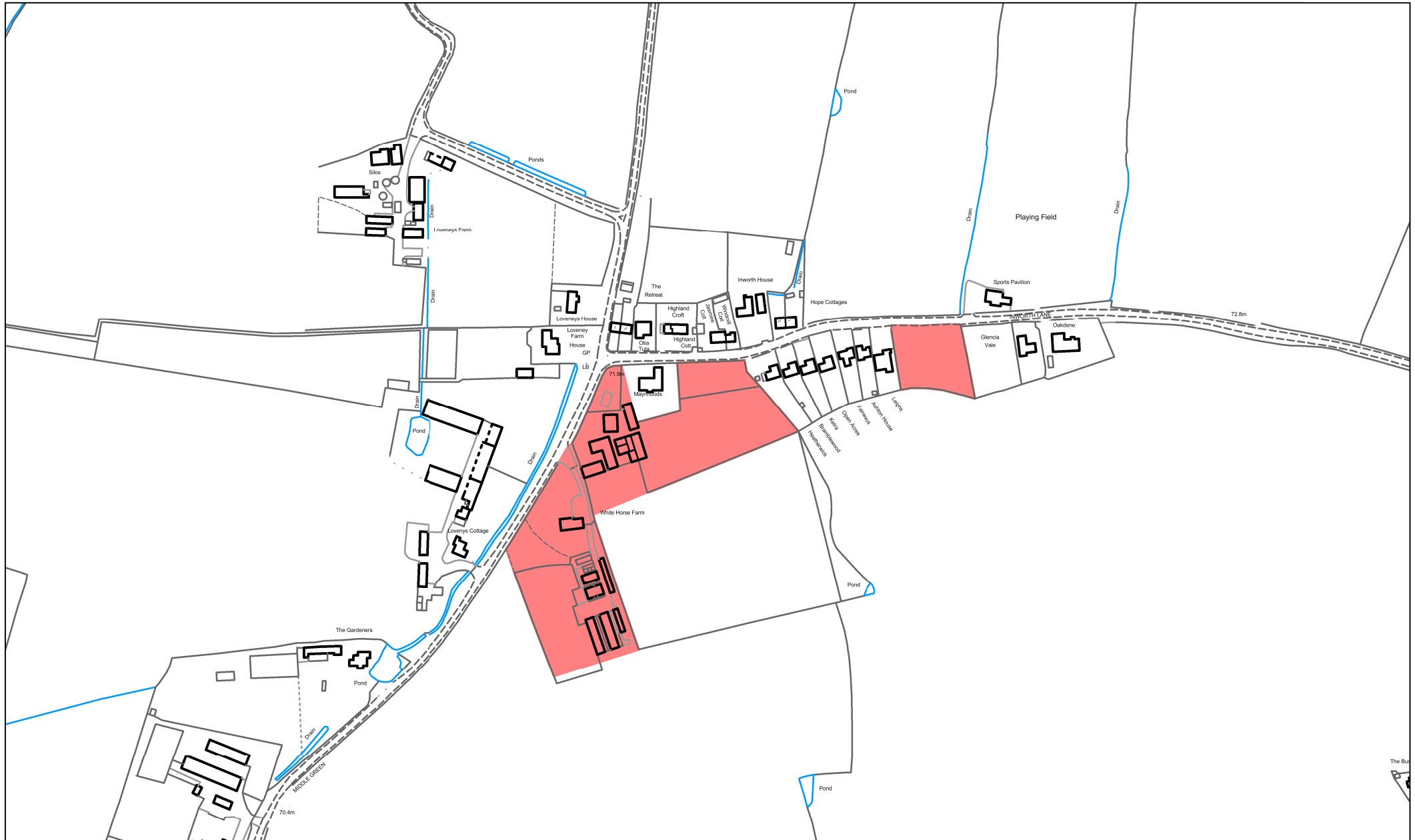
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# Call for Sites

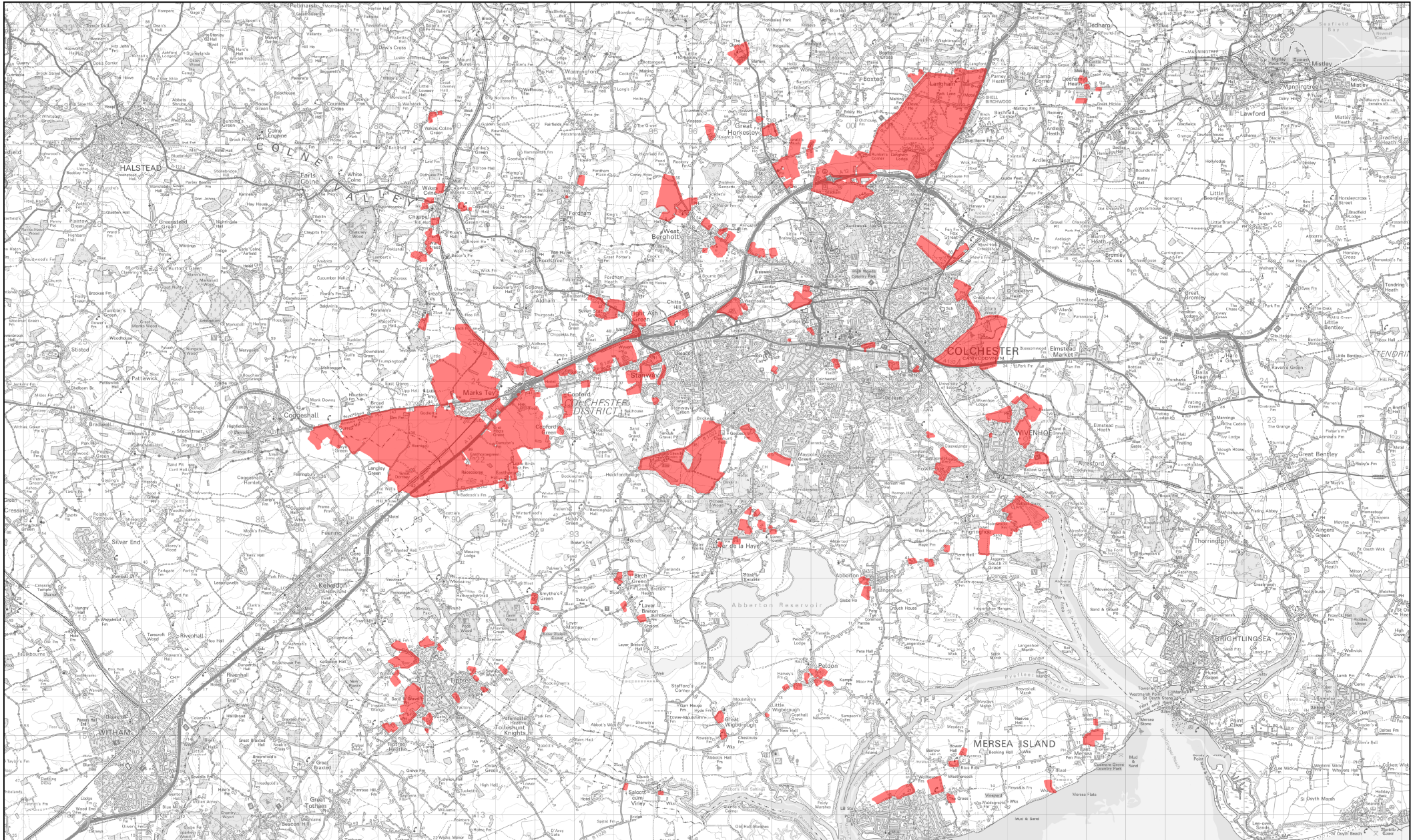
## Chappel & Wakes Colne 2

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# Call for Sites Colchester Borough

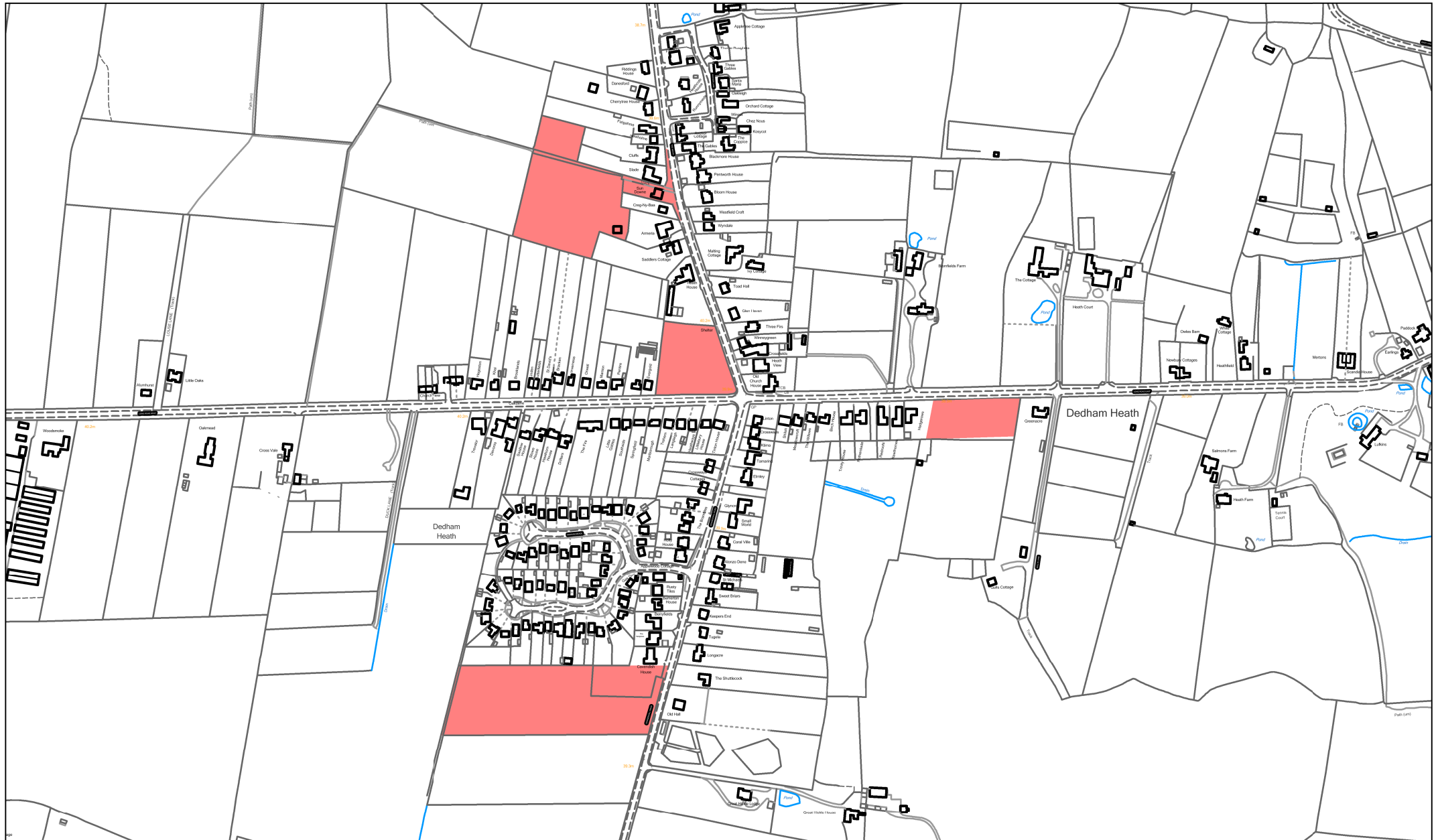
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# Call for Sites

## Dedham Heath

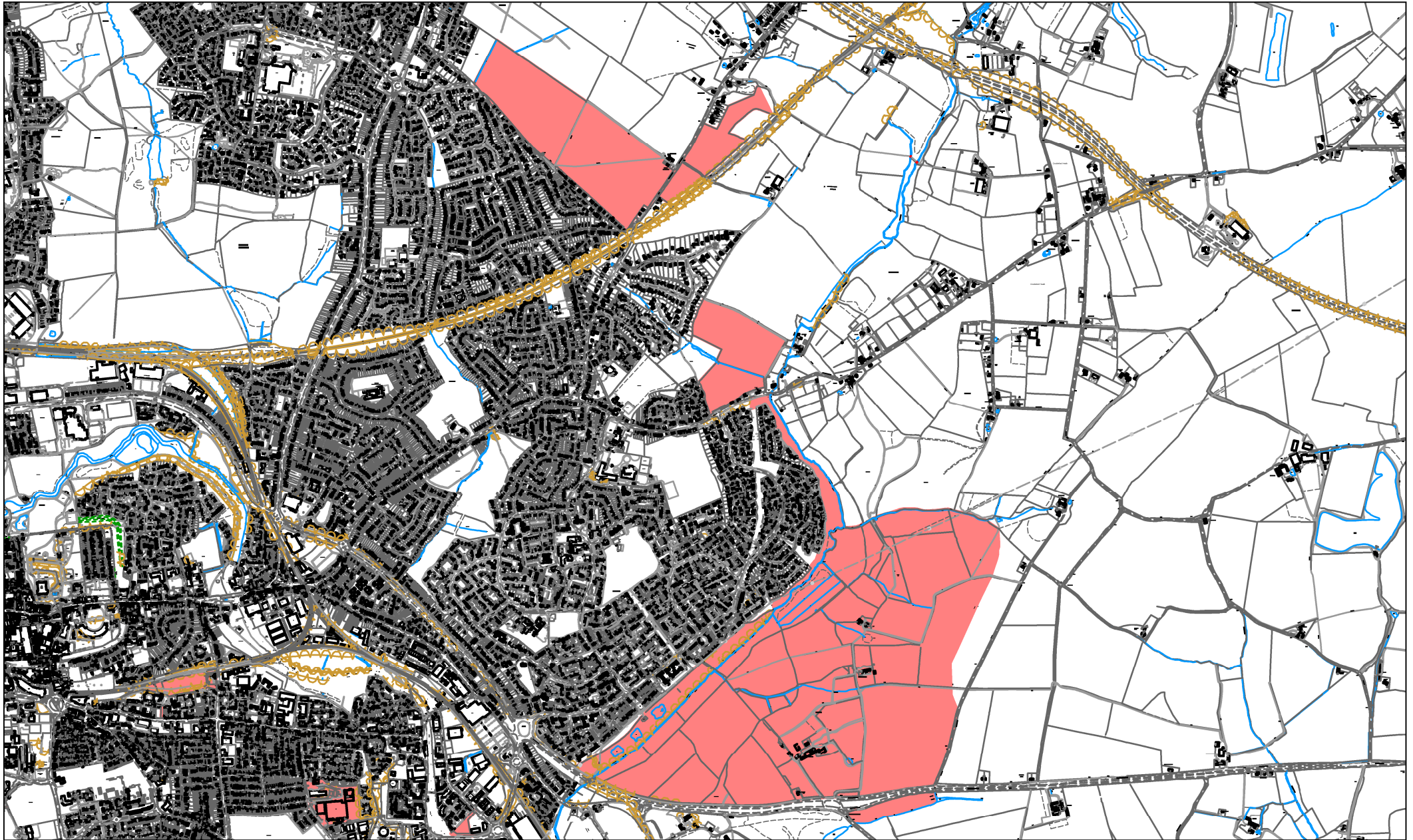
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# *Call for Sites*

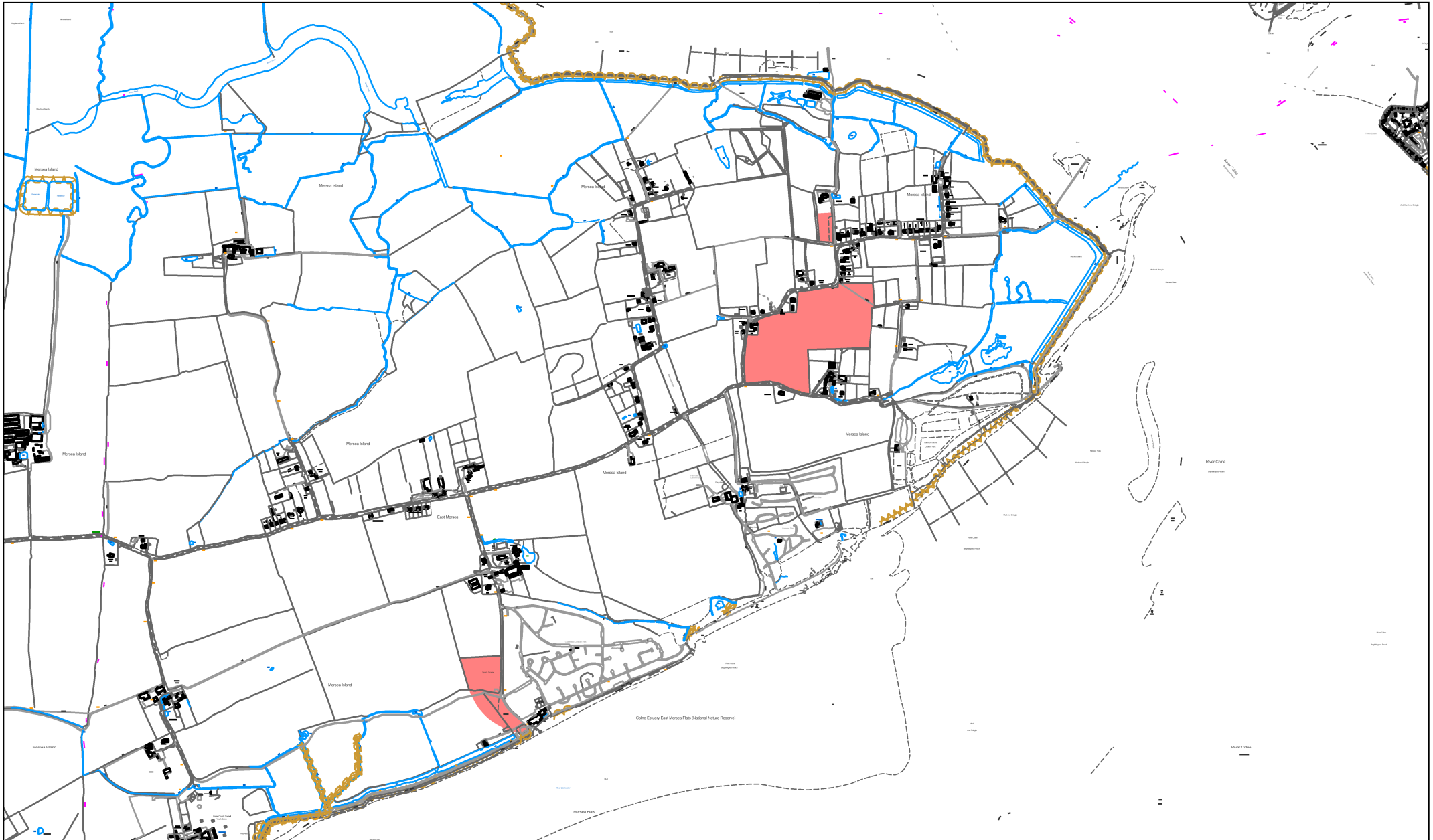
## East Colchester

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# Call for Sites East Mersea

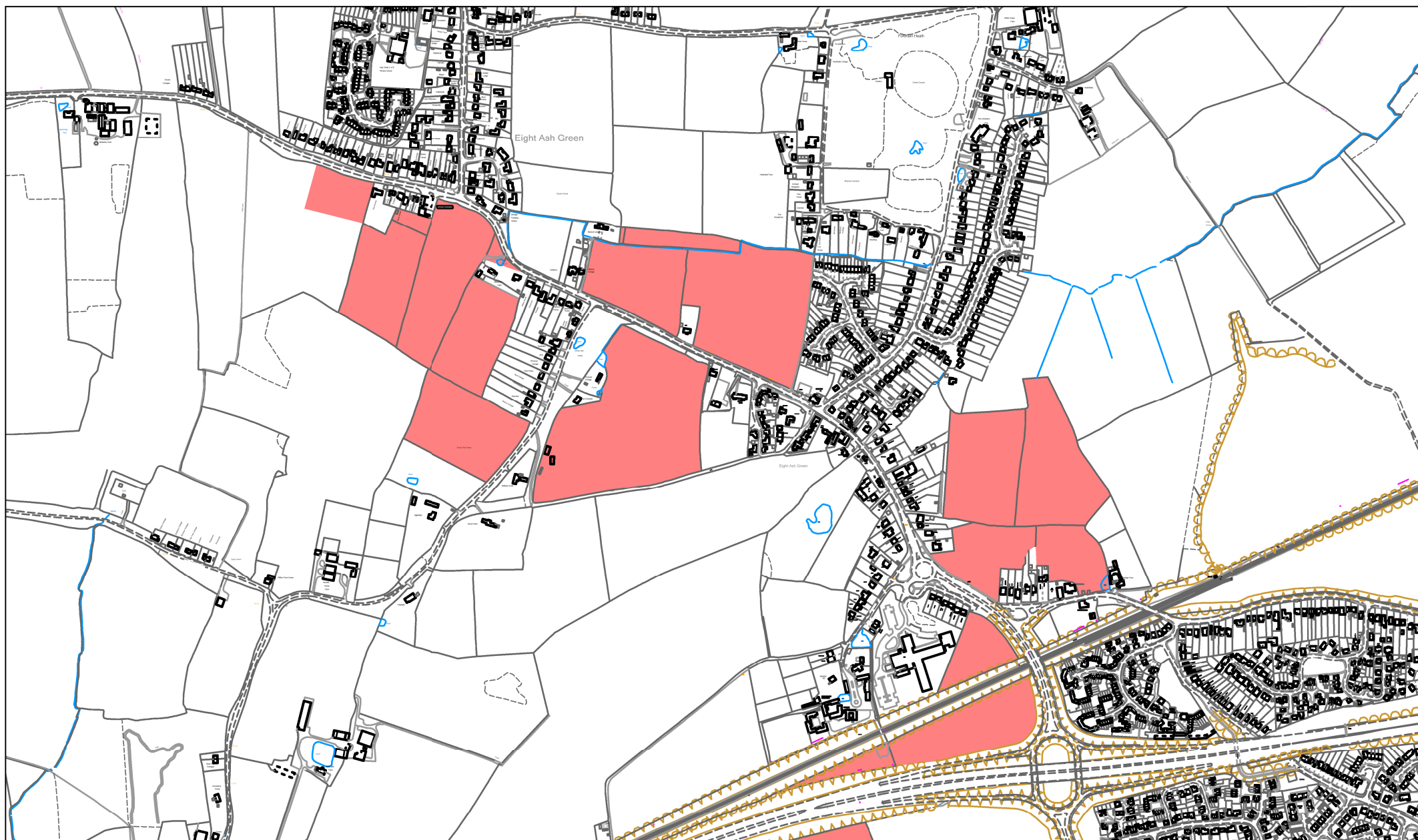
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# Call for Sites

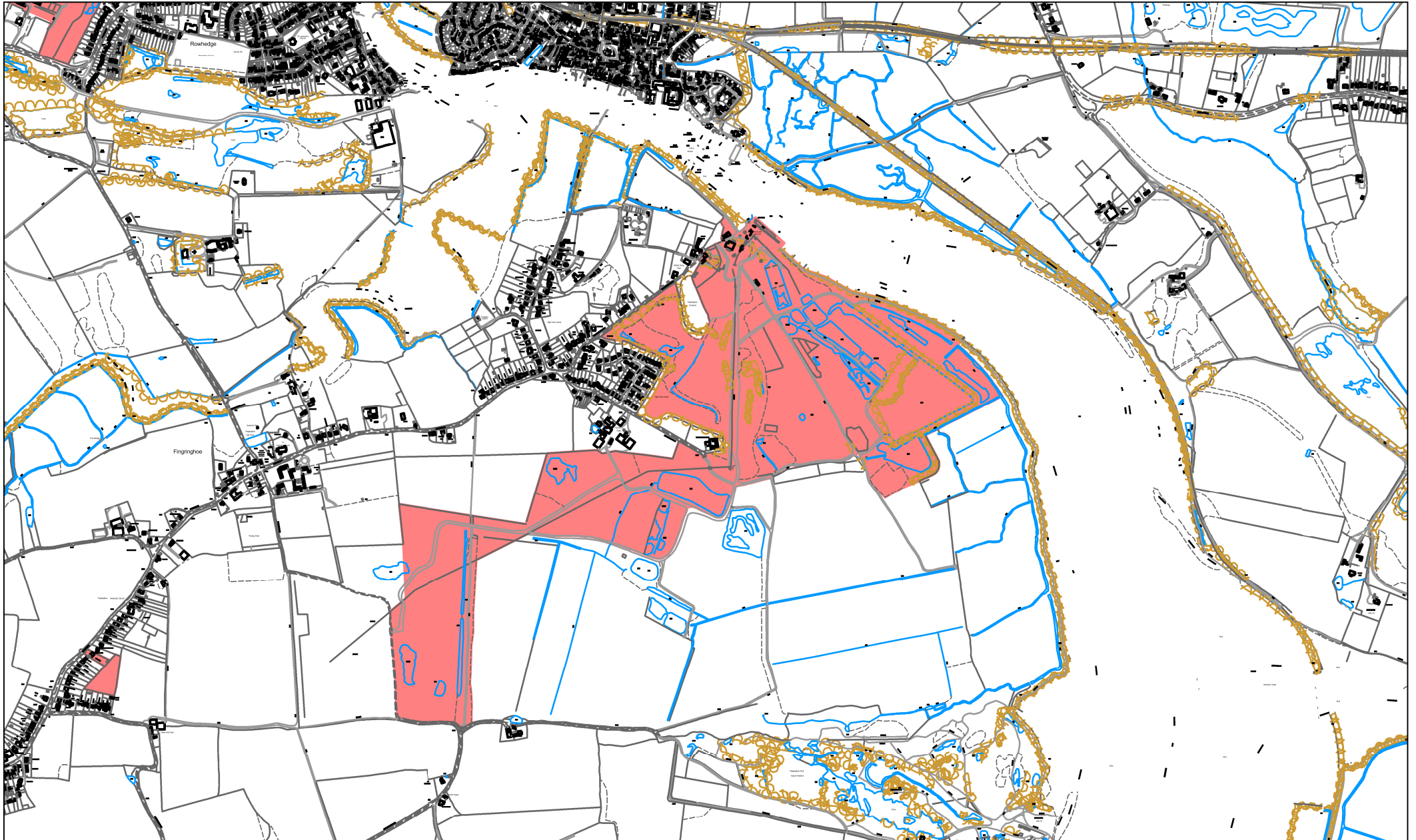
## Eight Ash Green

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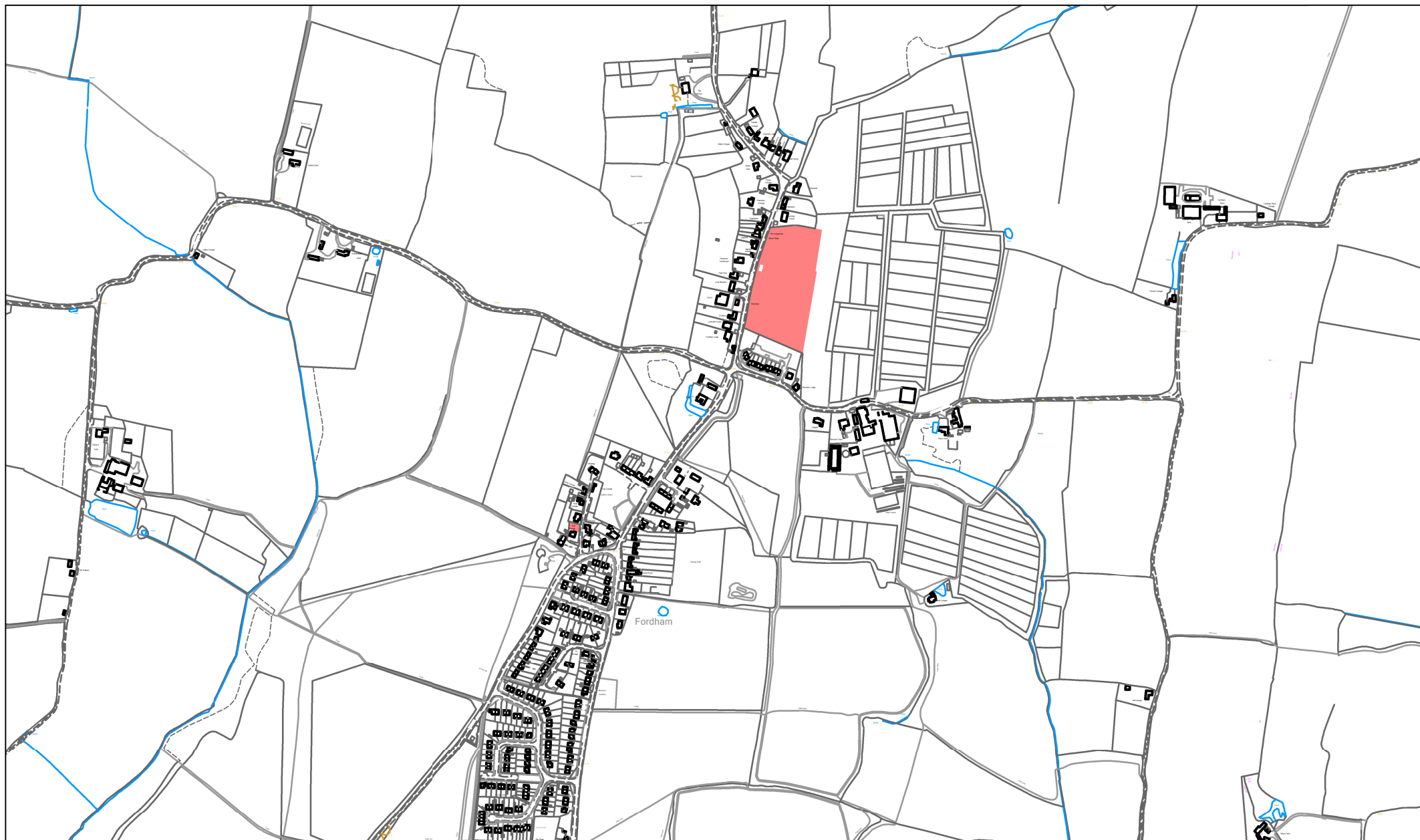
# Call for Sites Fingringhoe

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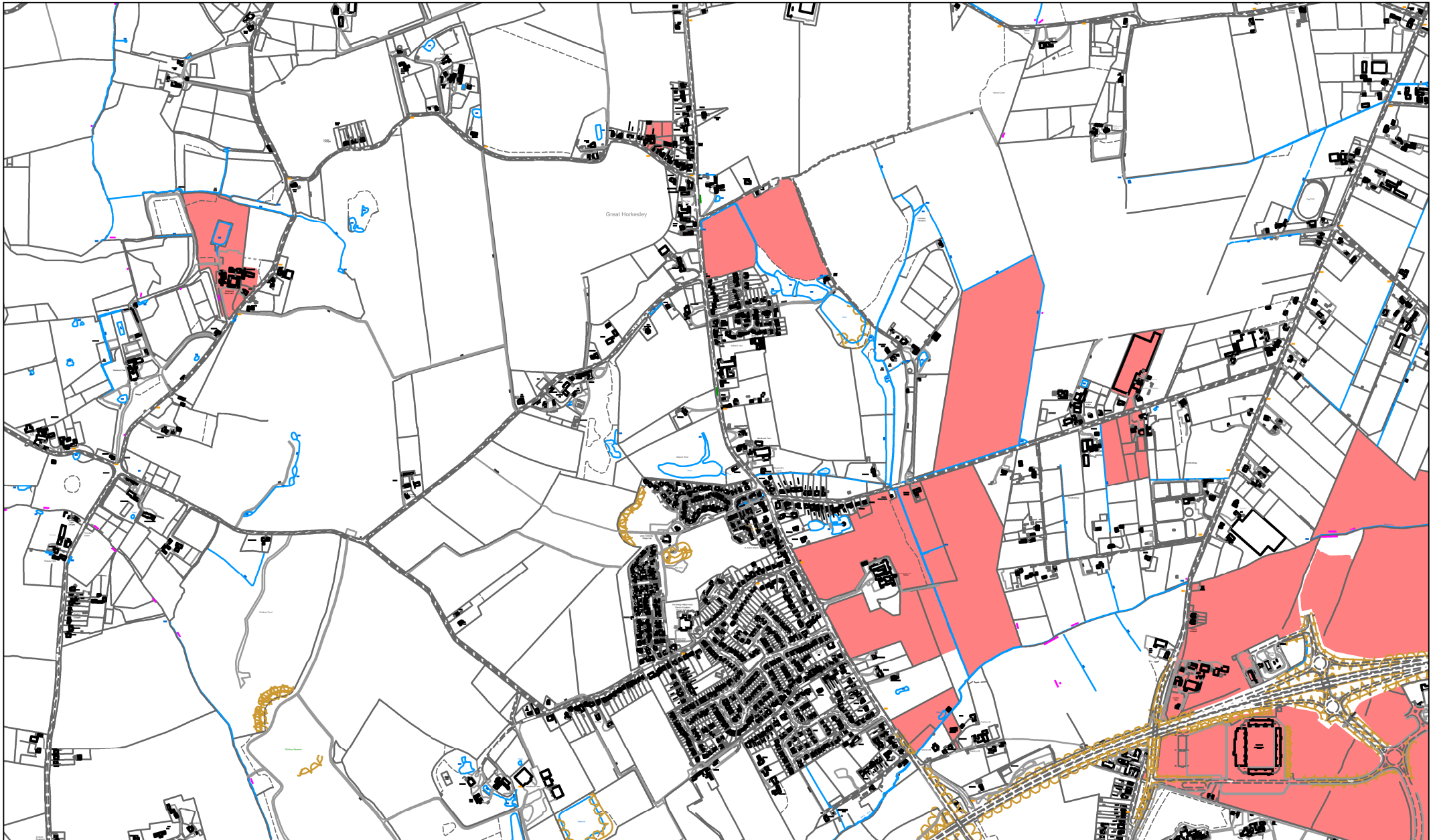
# Call for Sites Fordham

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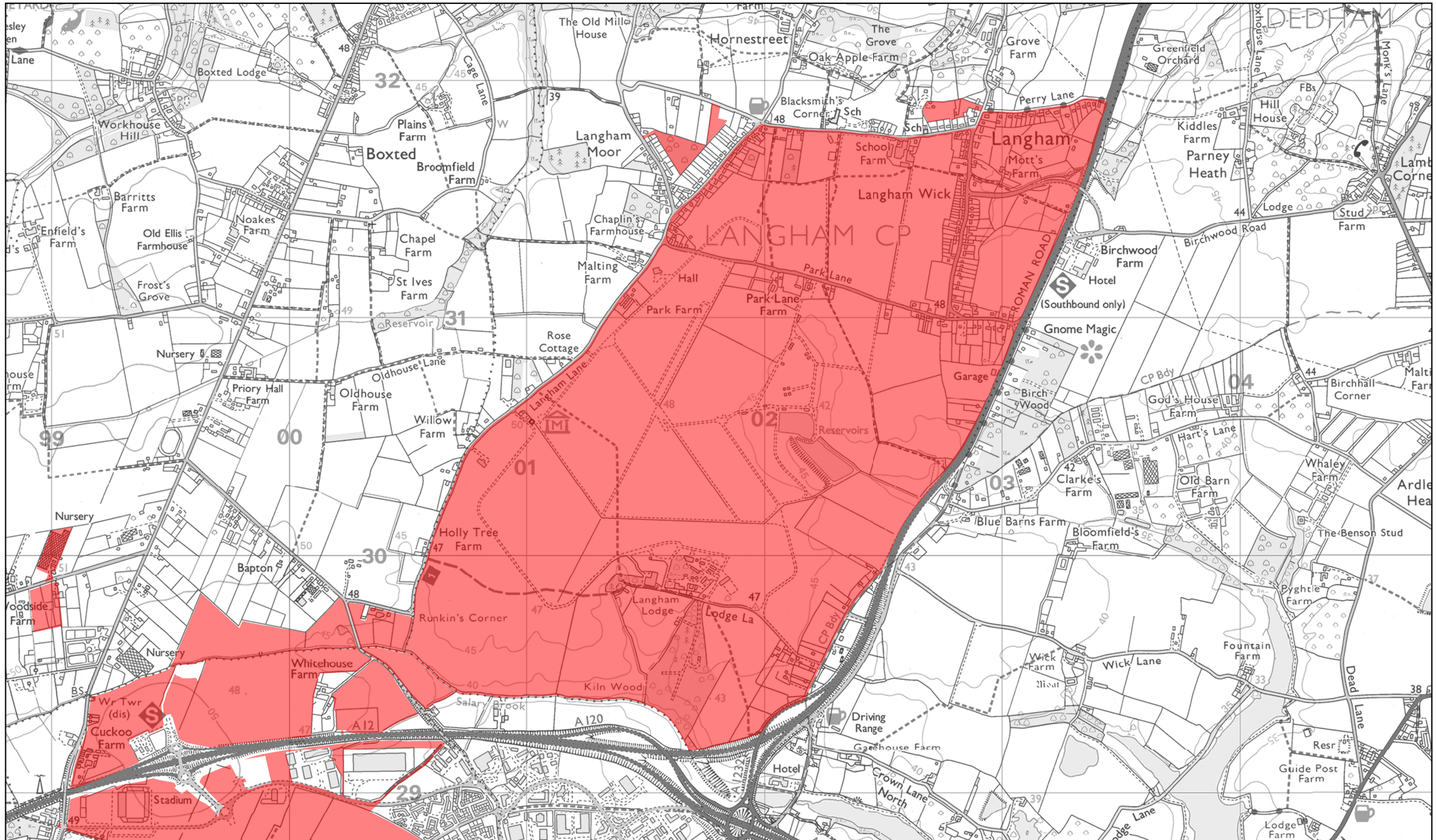
# Call for Sites Great Horkesley

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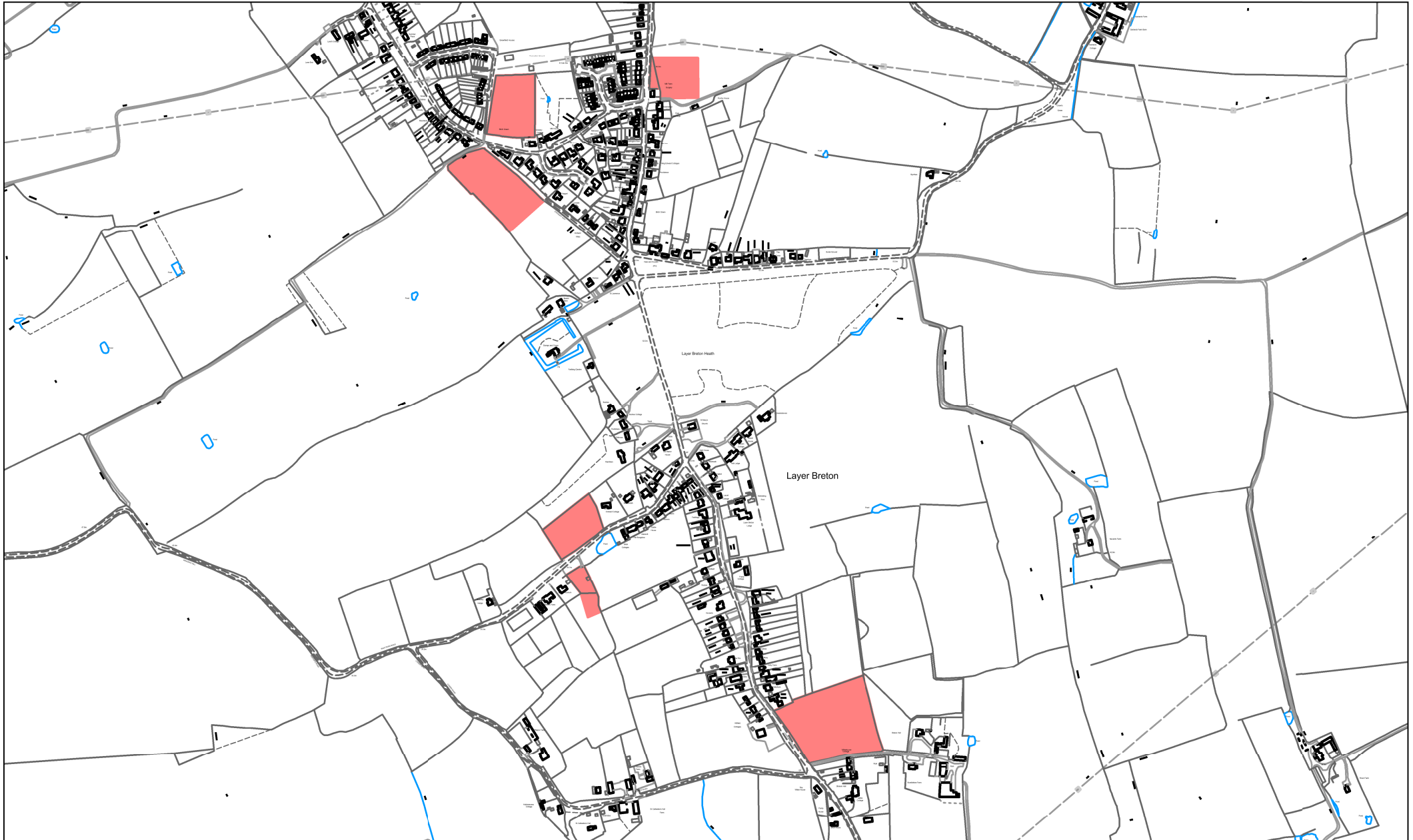
# Call for Sites Langham

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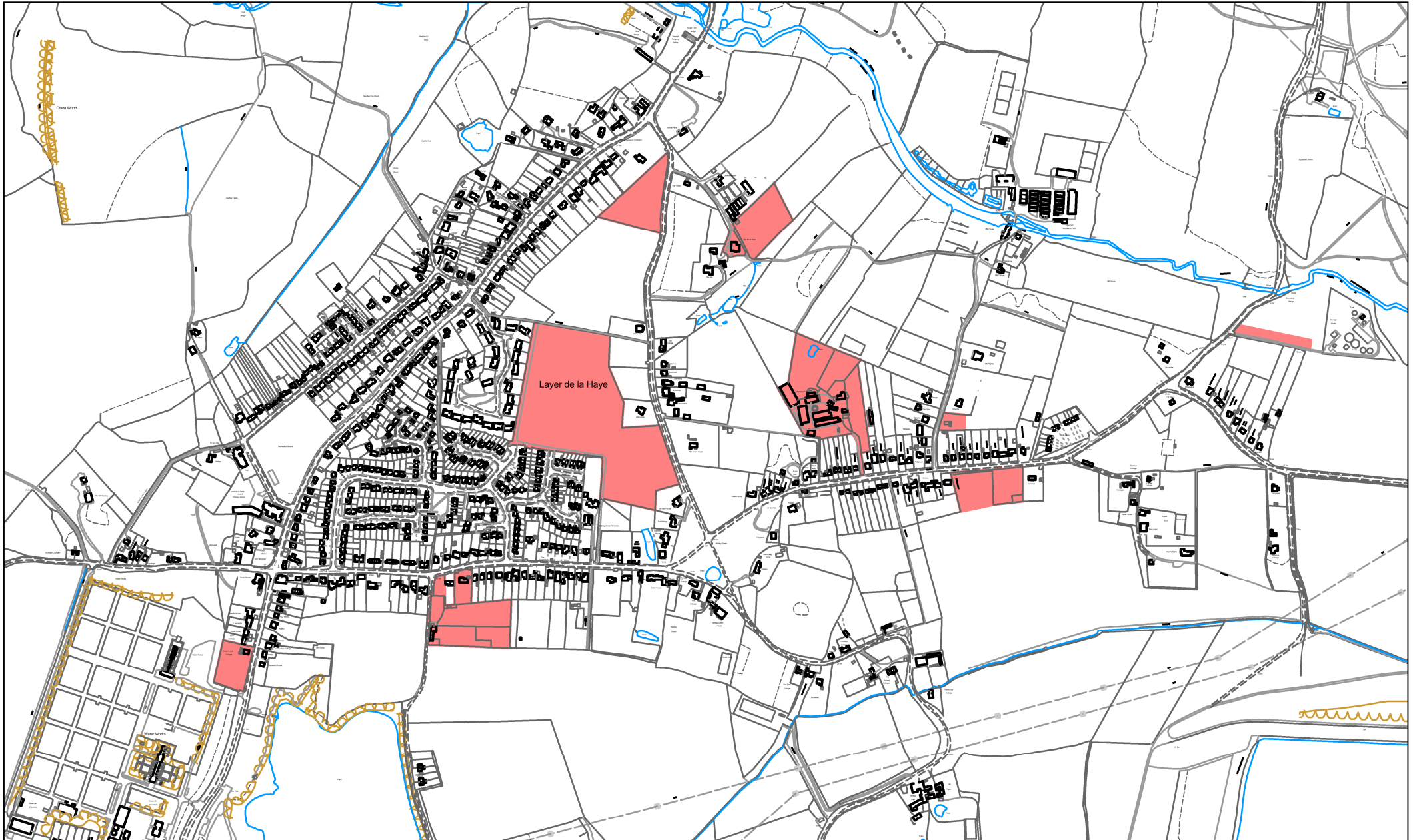
# Call for Sites Layer Breton

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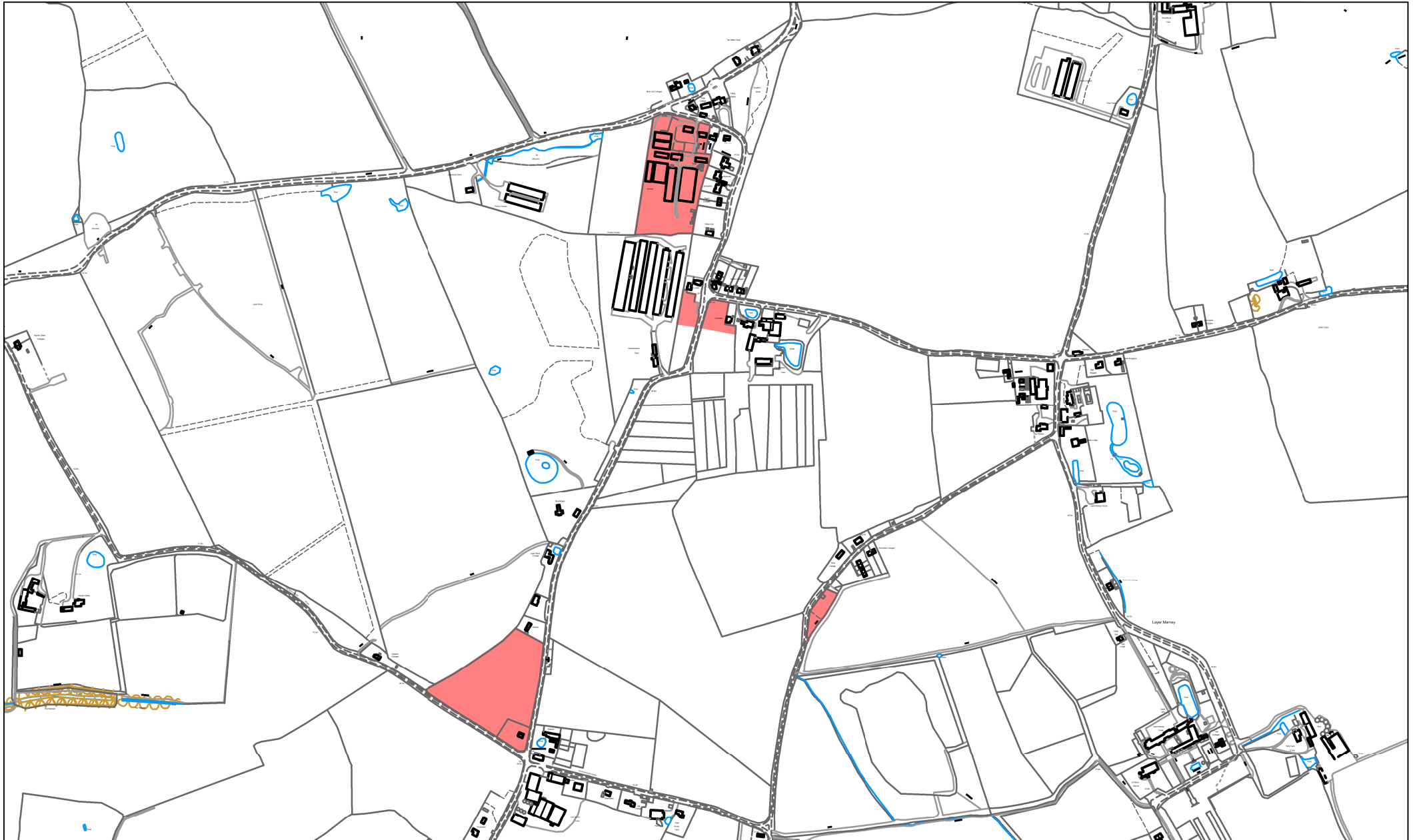
# Call for Sites Layer de la Haye

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# Call for Sites Layer Marney

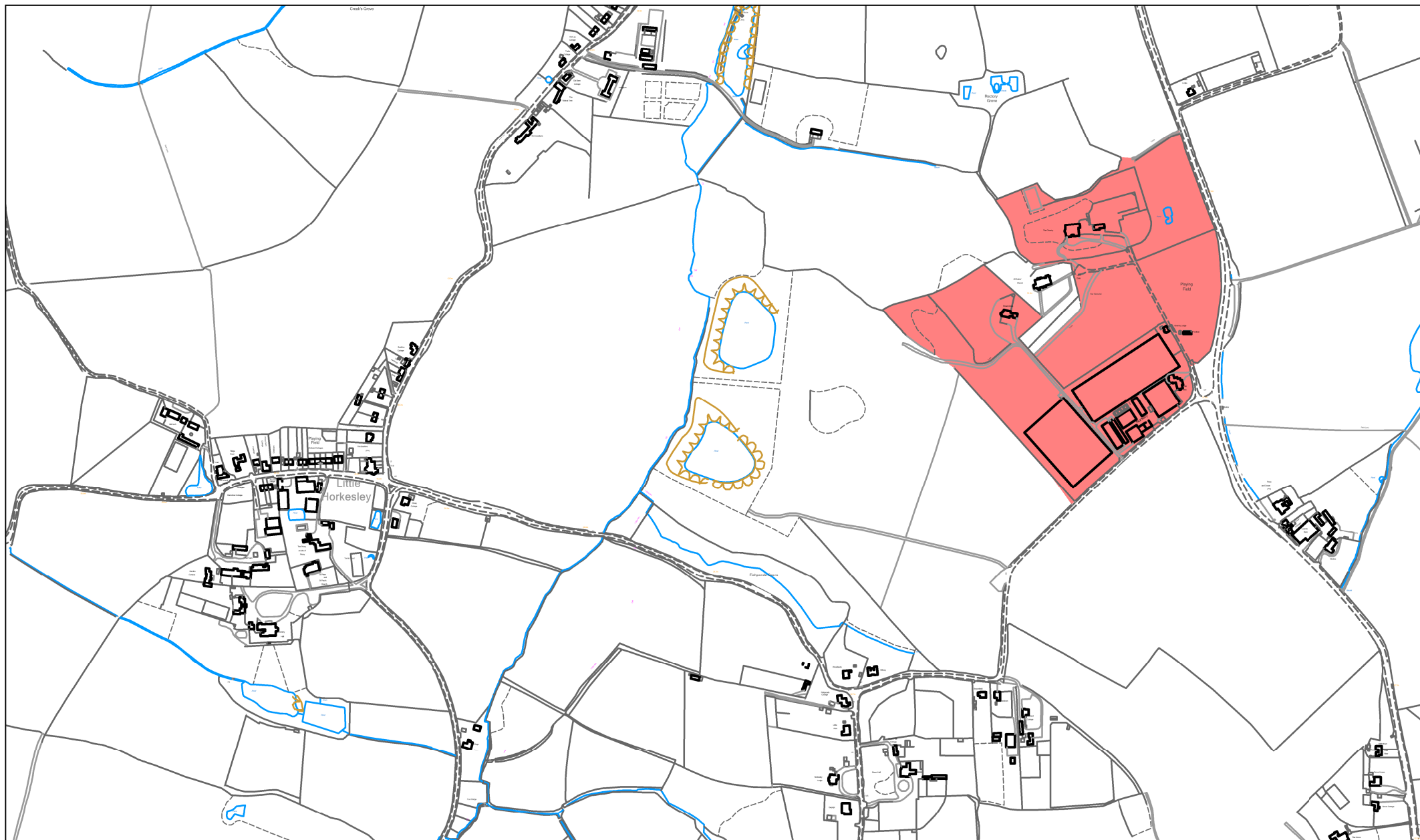
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# Call for Sites

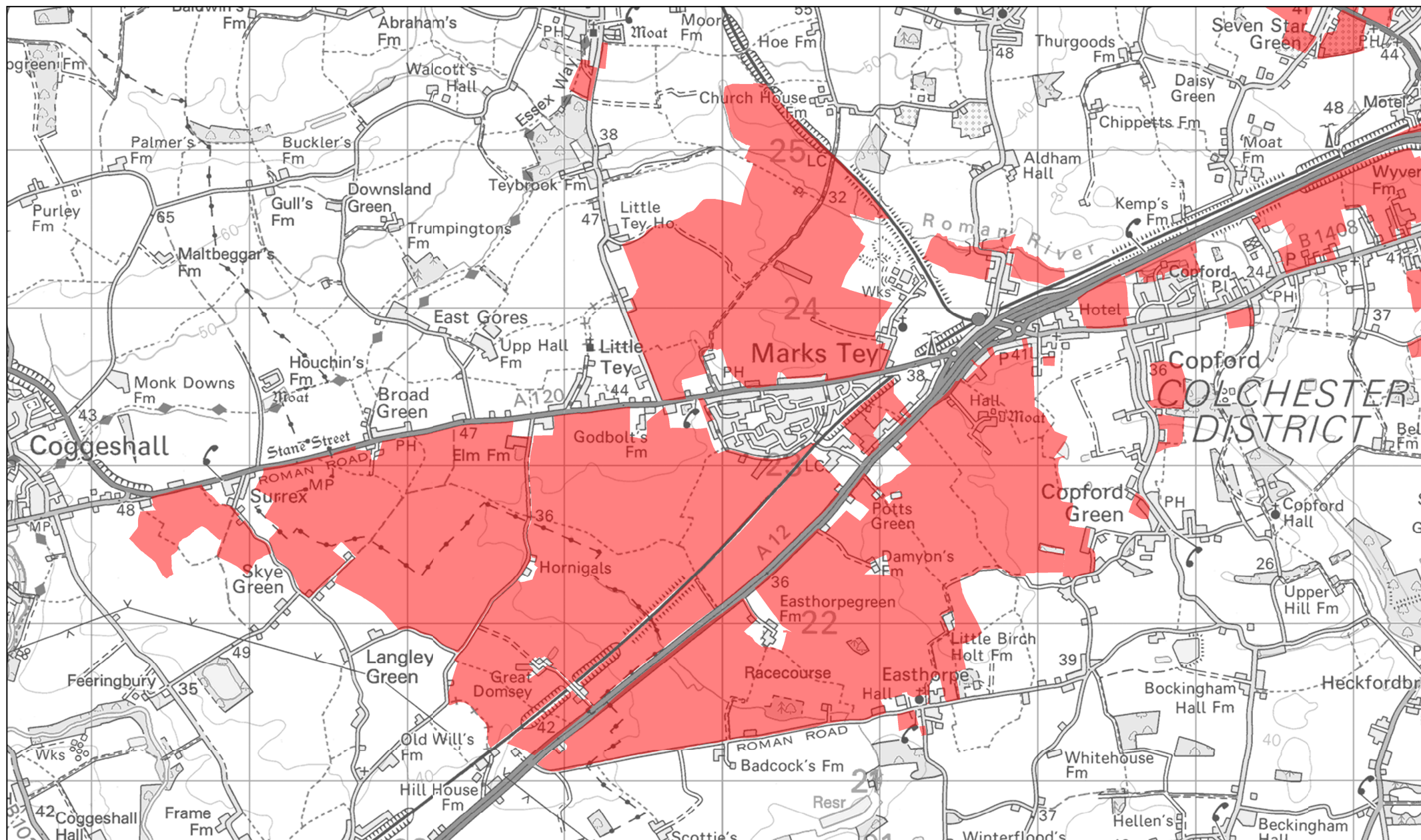
## Little Horkesley

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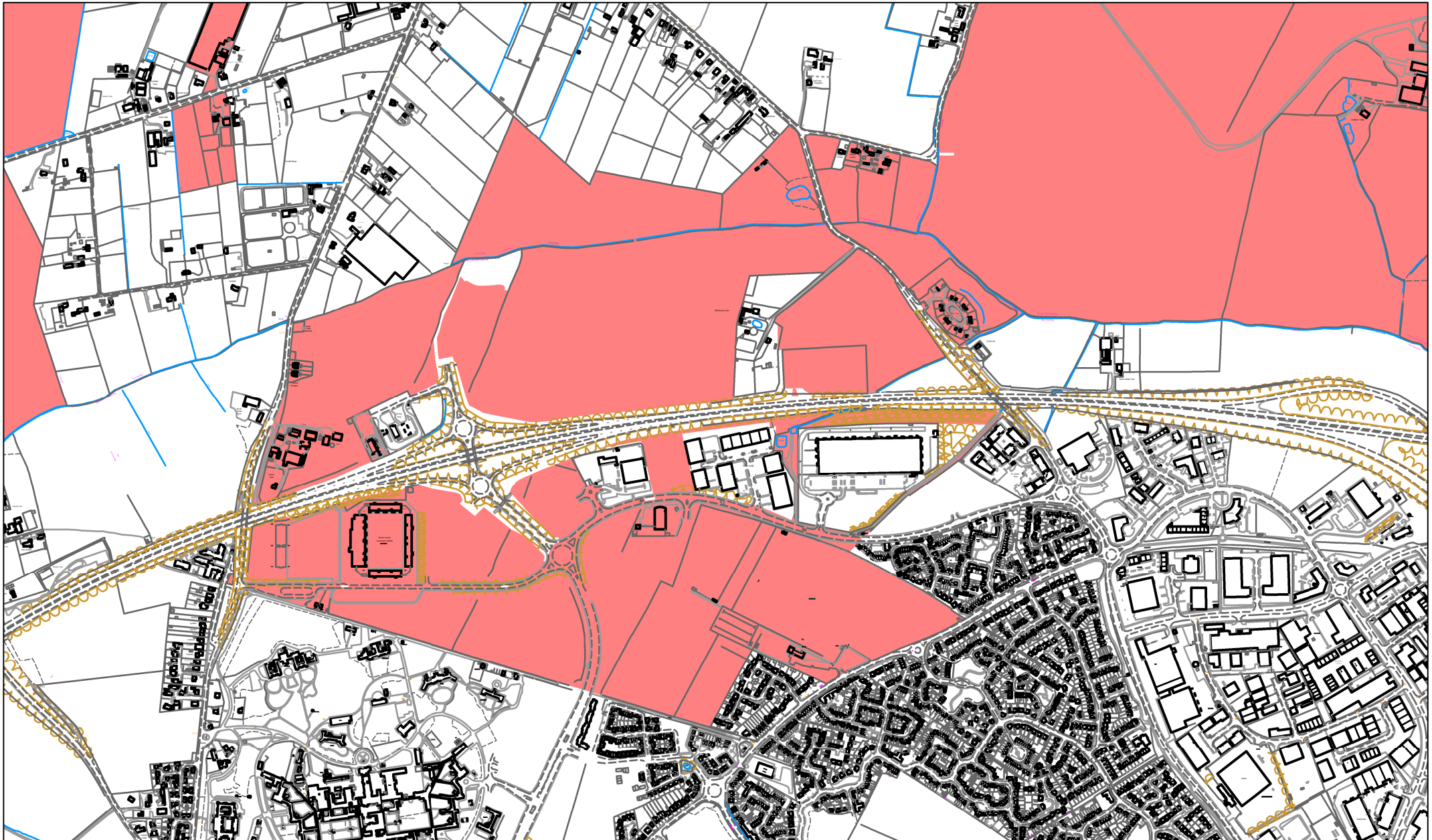
# Call for Sites Marks Tey

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# Call for Sites North Colchester

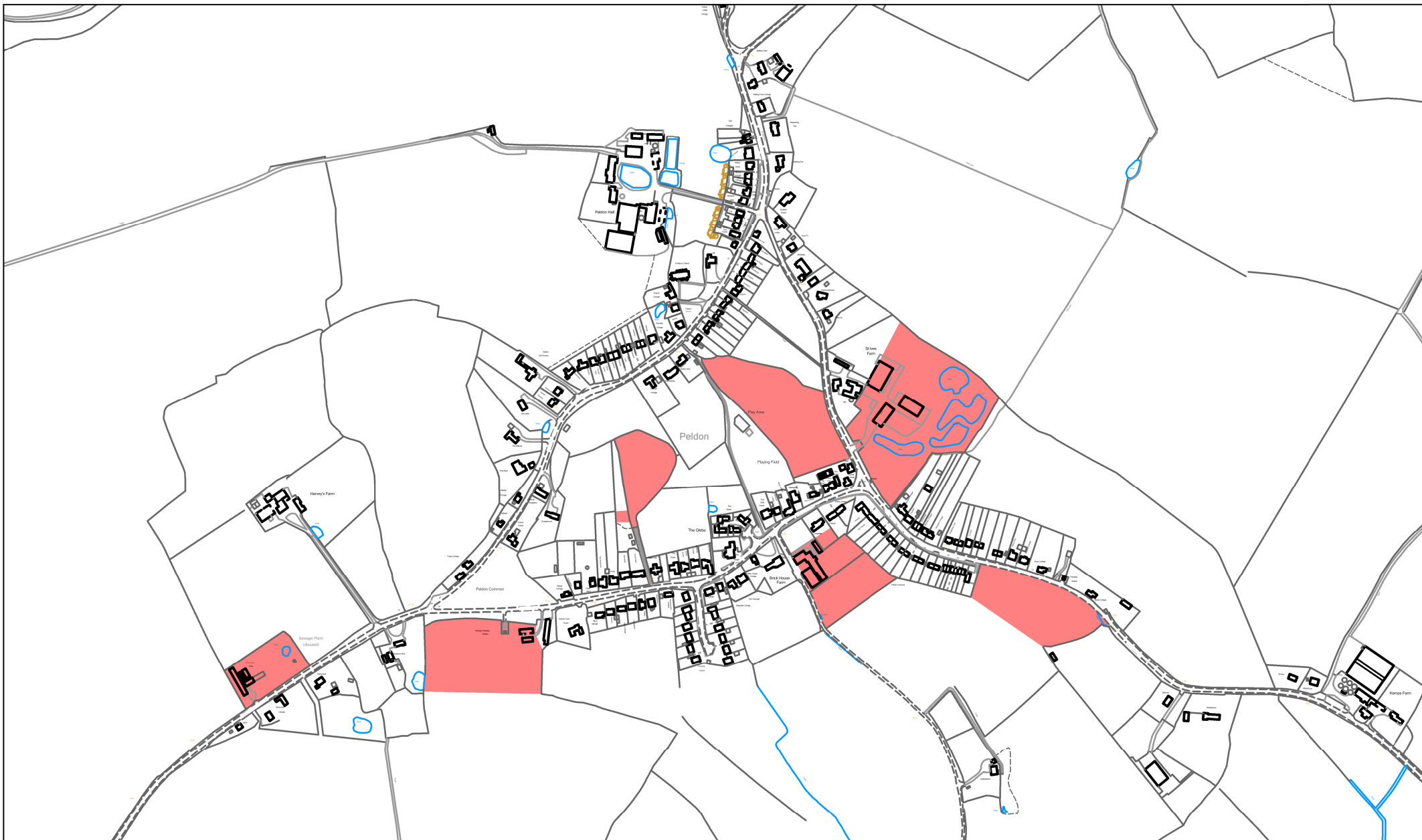
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# Call for Sites

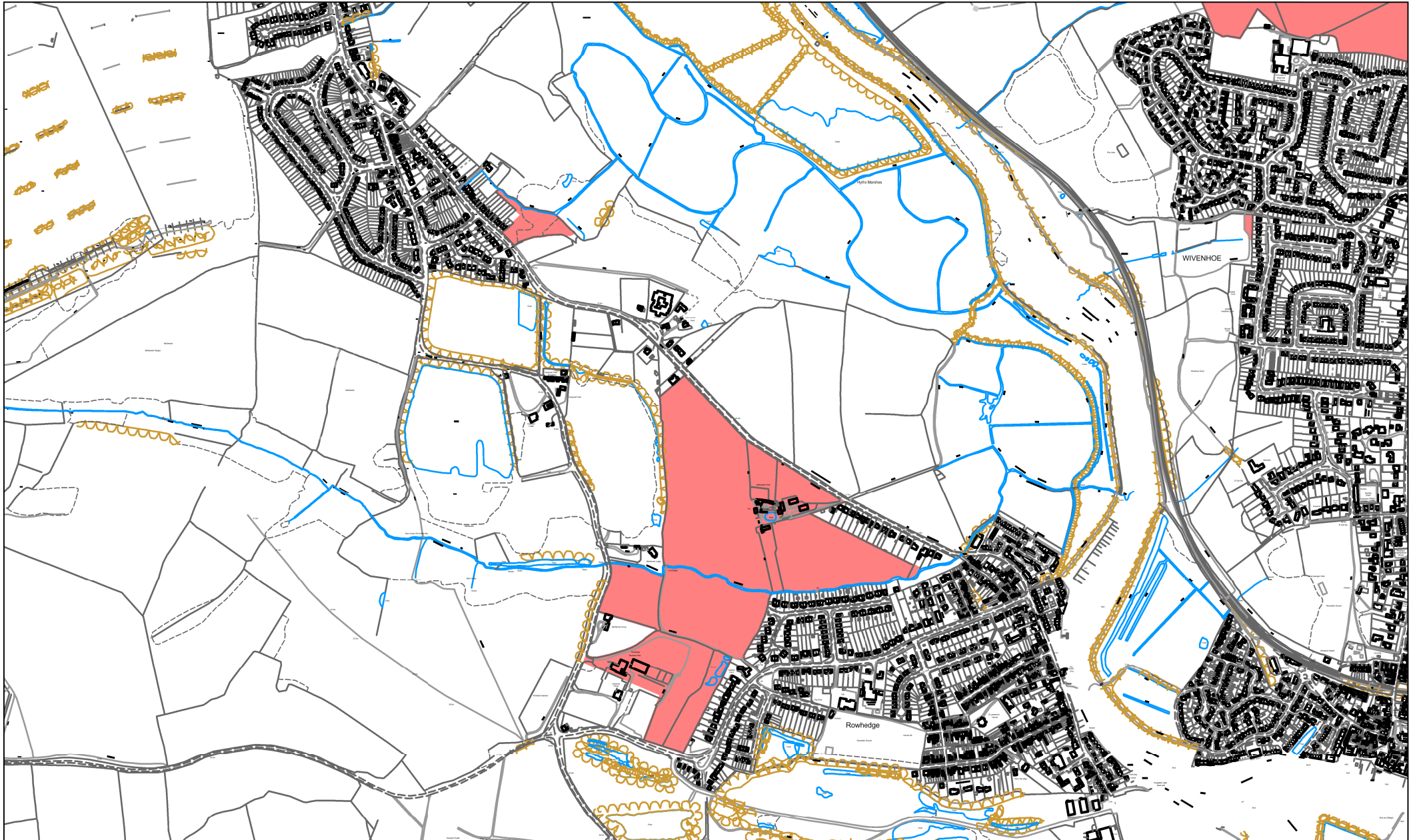
## Peldon

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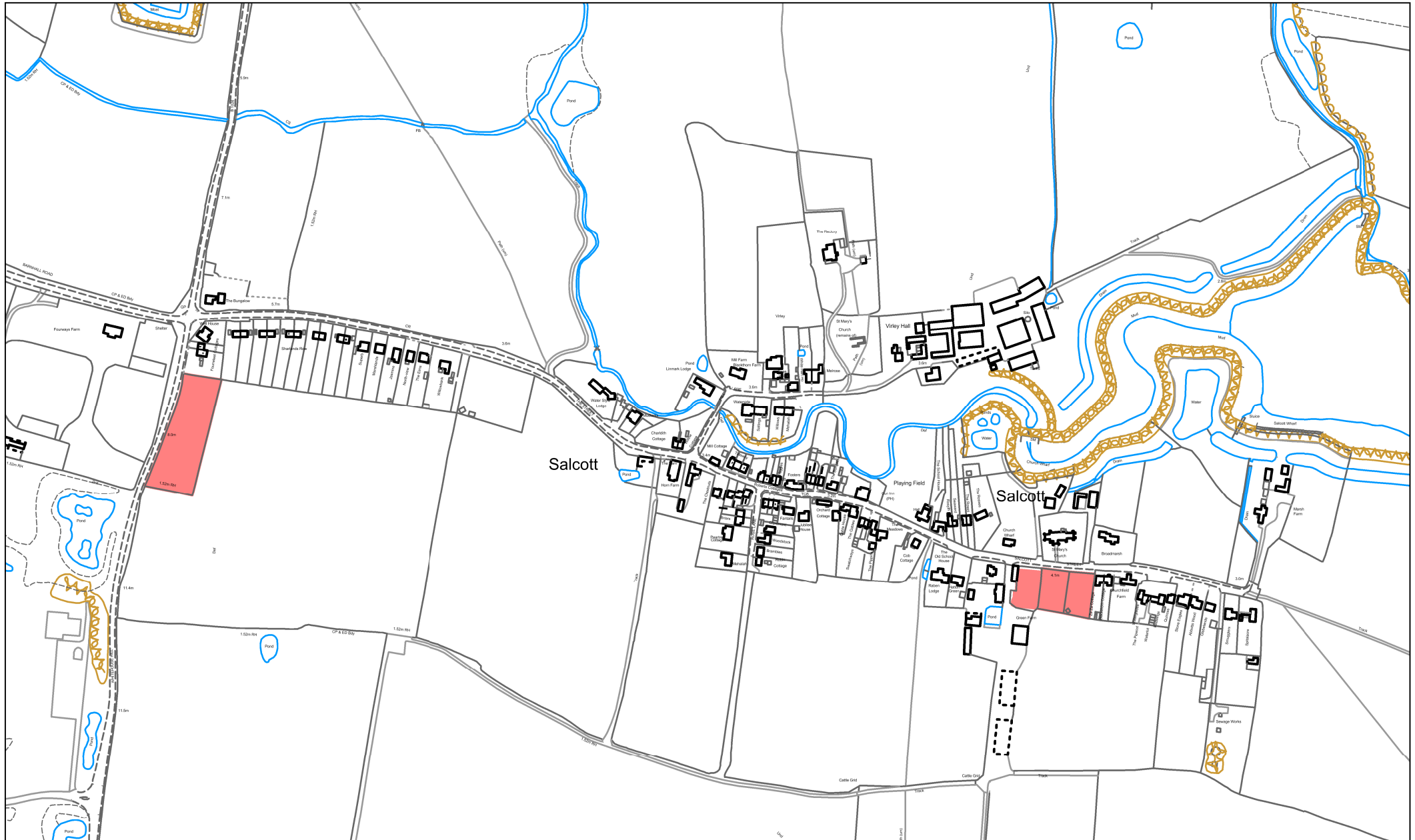
# Call for Sites Rowhedge

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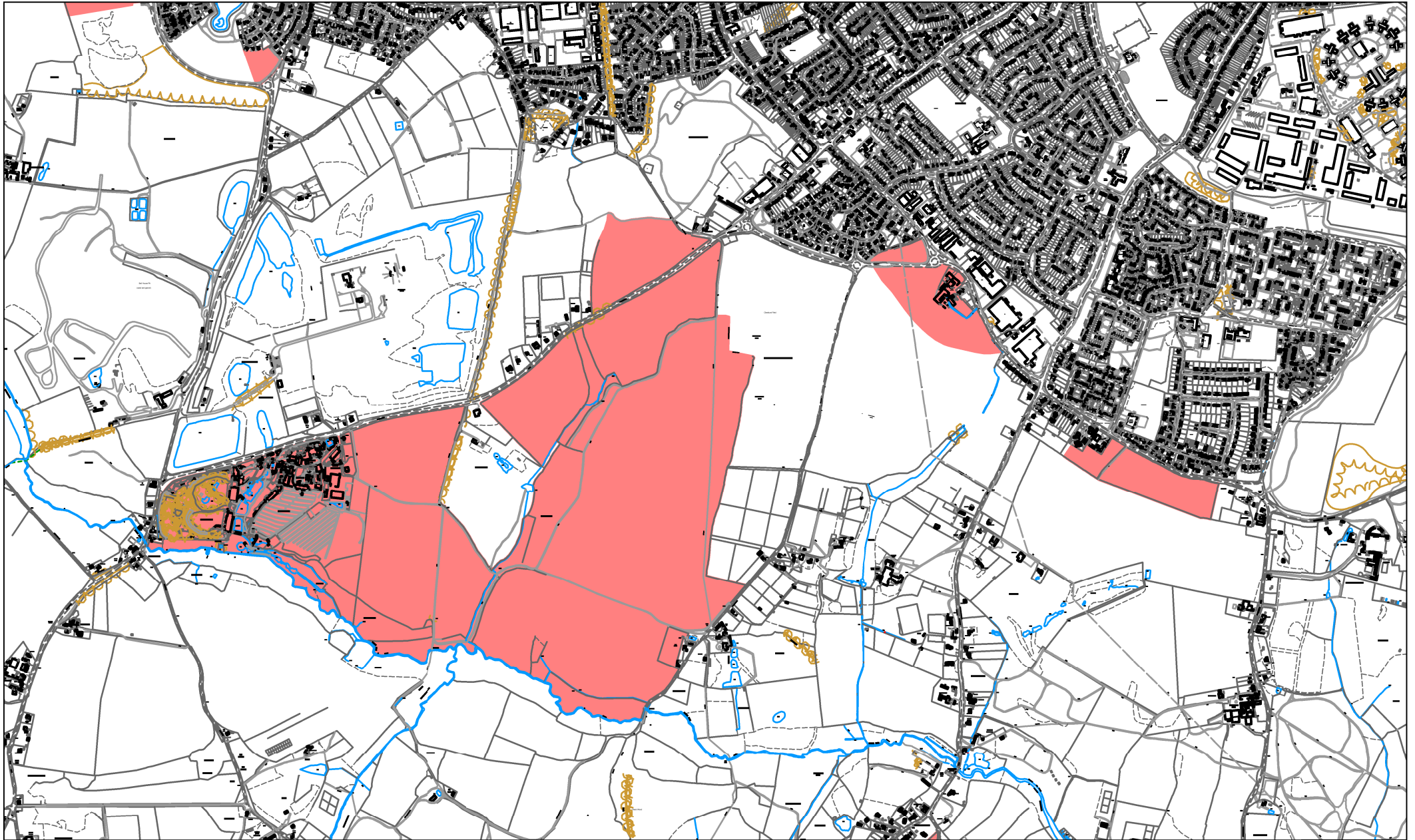
# Call for Sites Salcote

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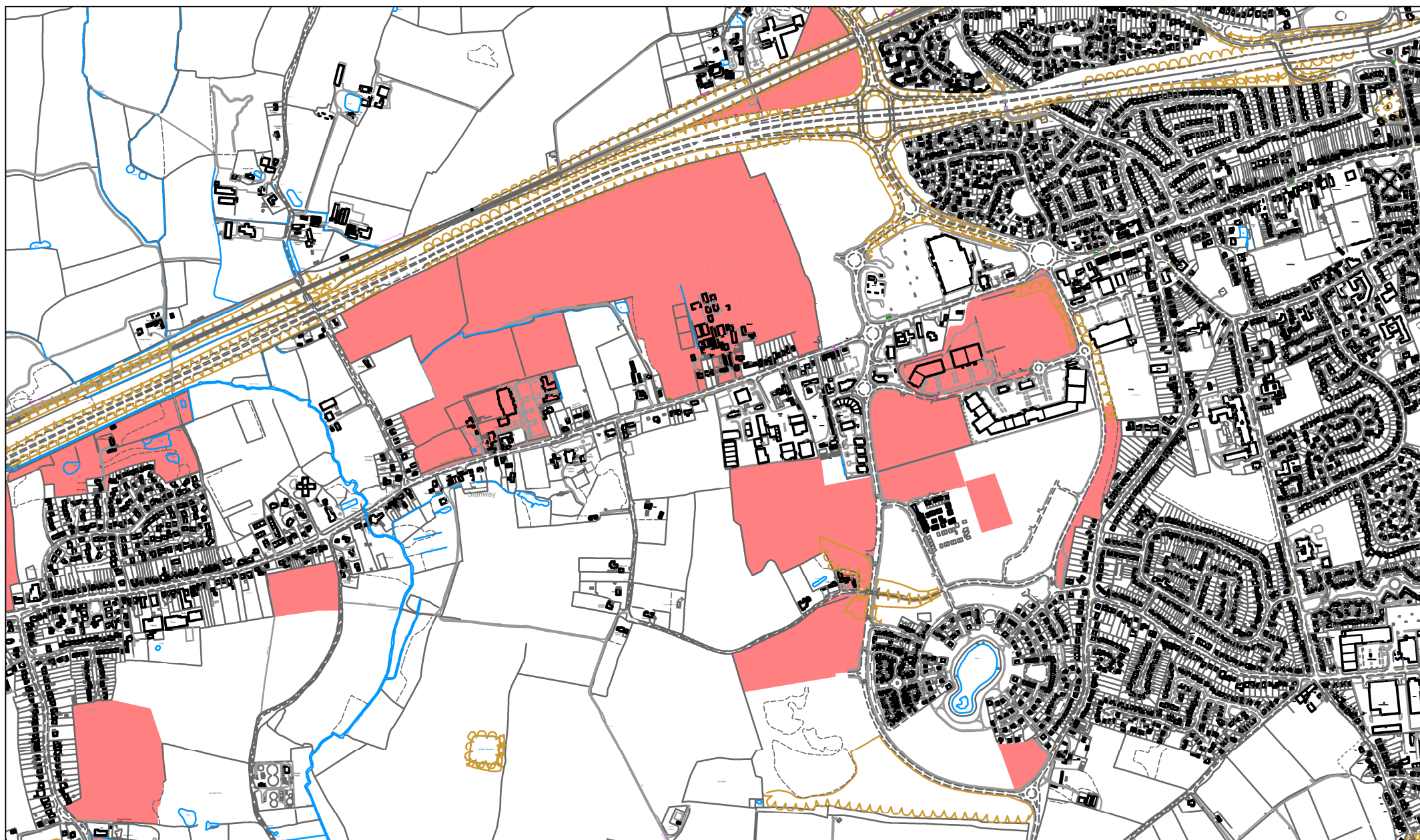
# Call for Sites South West Colchester

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# Call for Sites Stanway

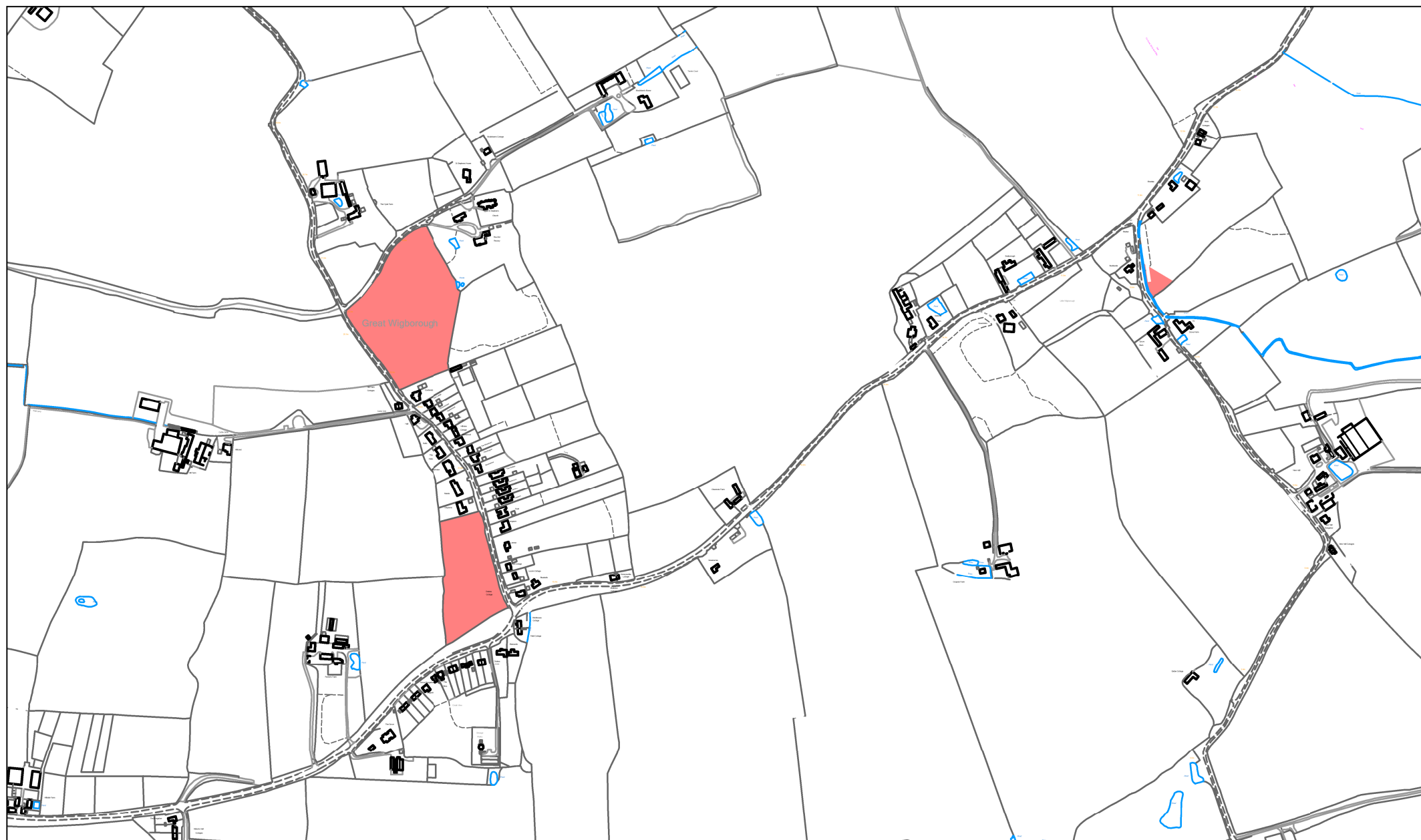
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# Call for Sites

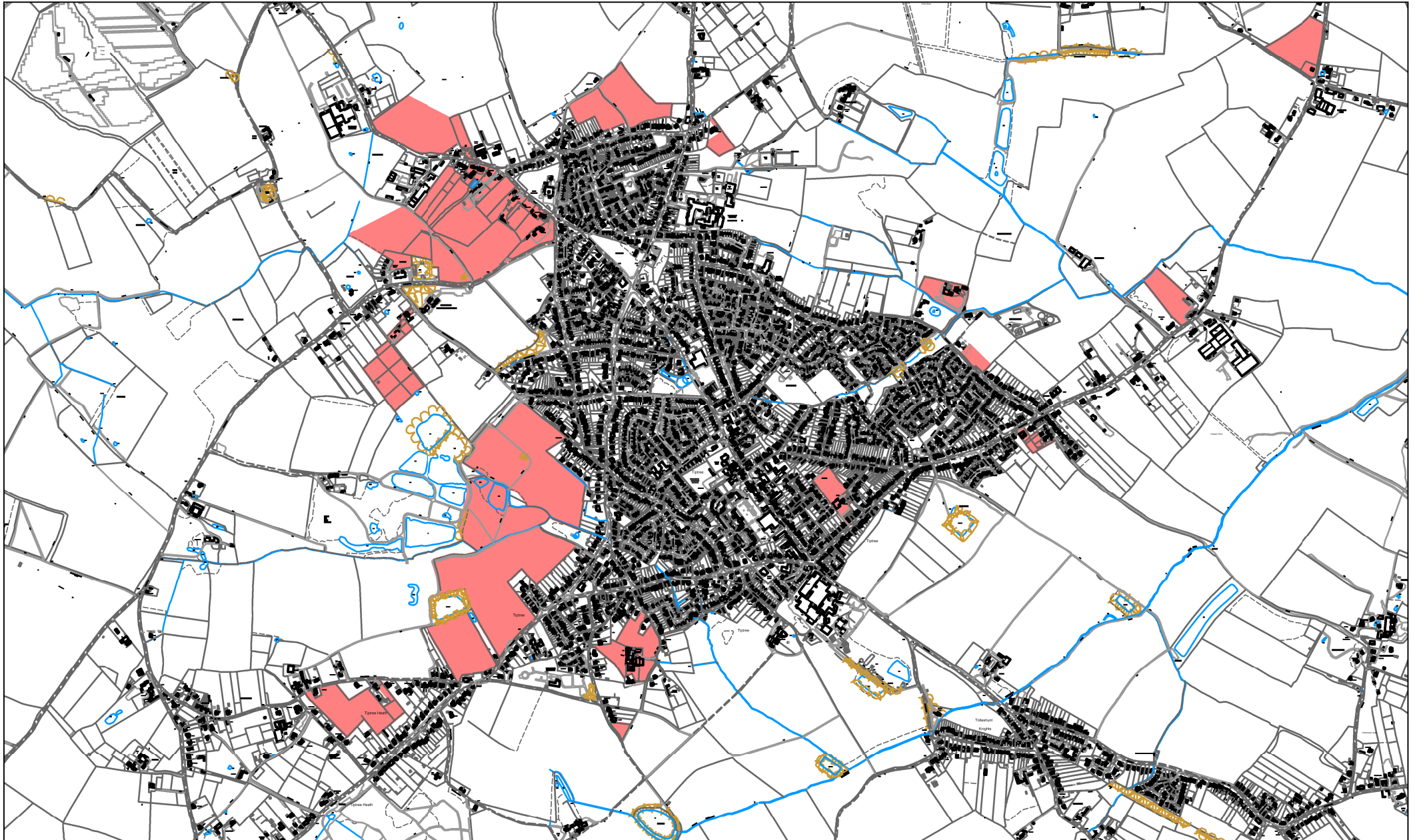
## The Wigboroughs

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# Call for Sites Tiptree

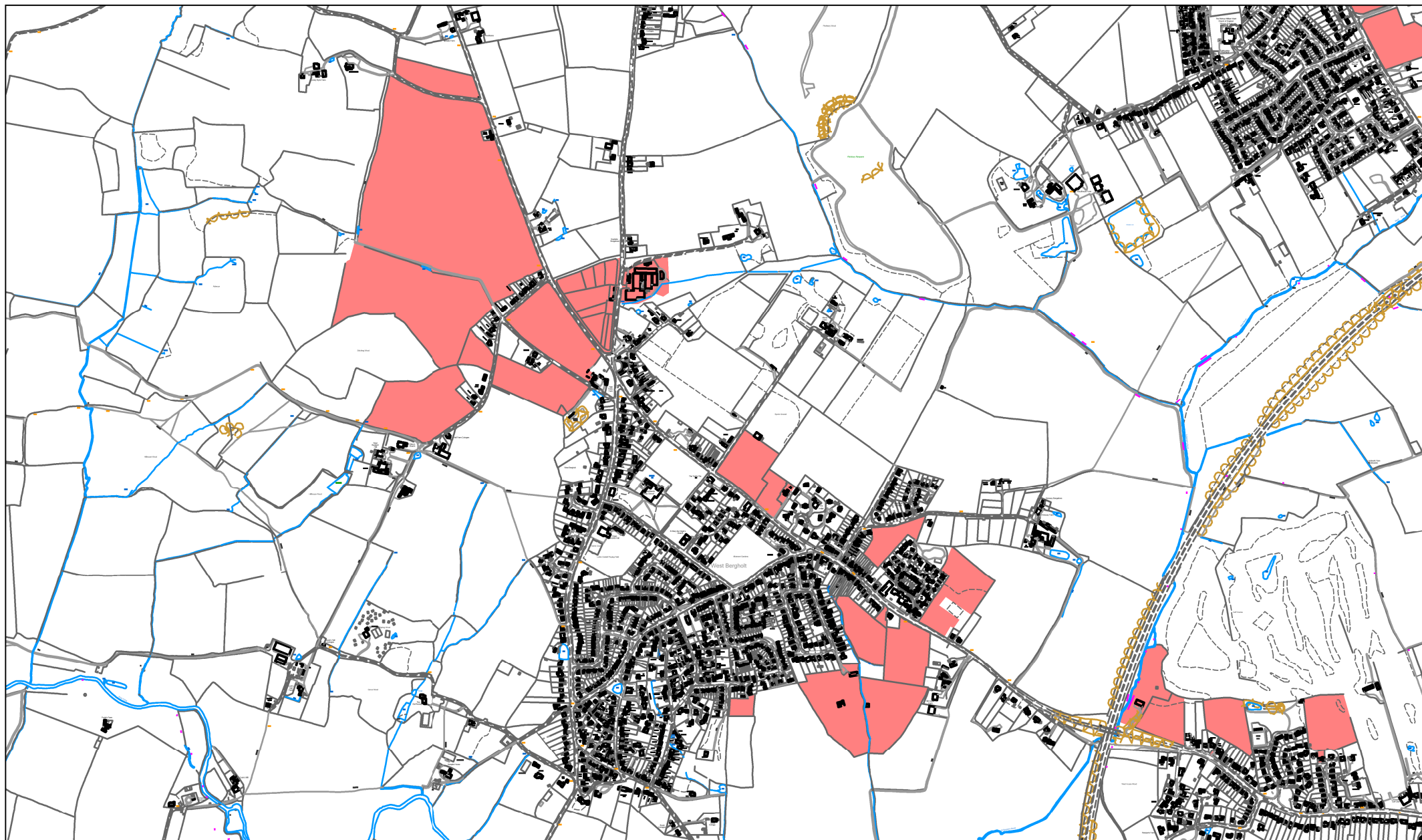
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# Call for Sites

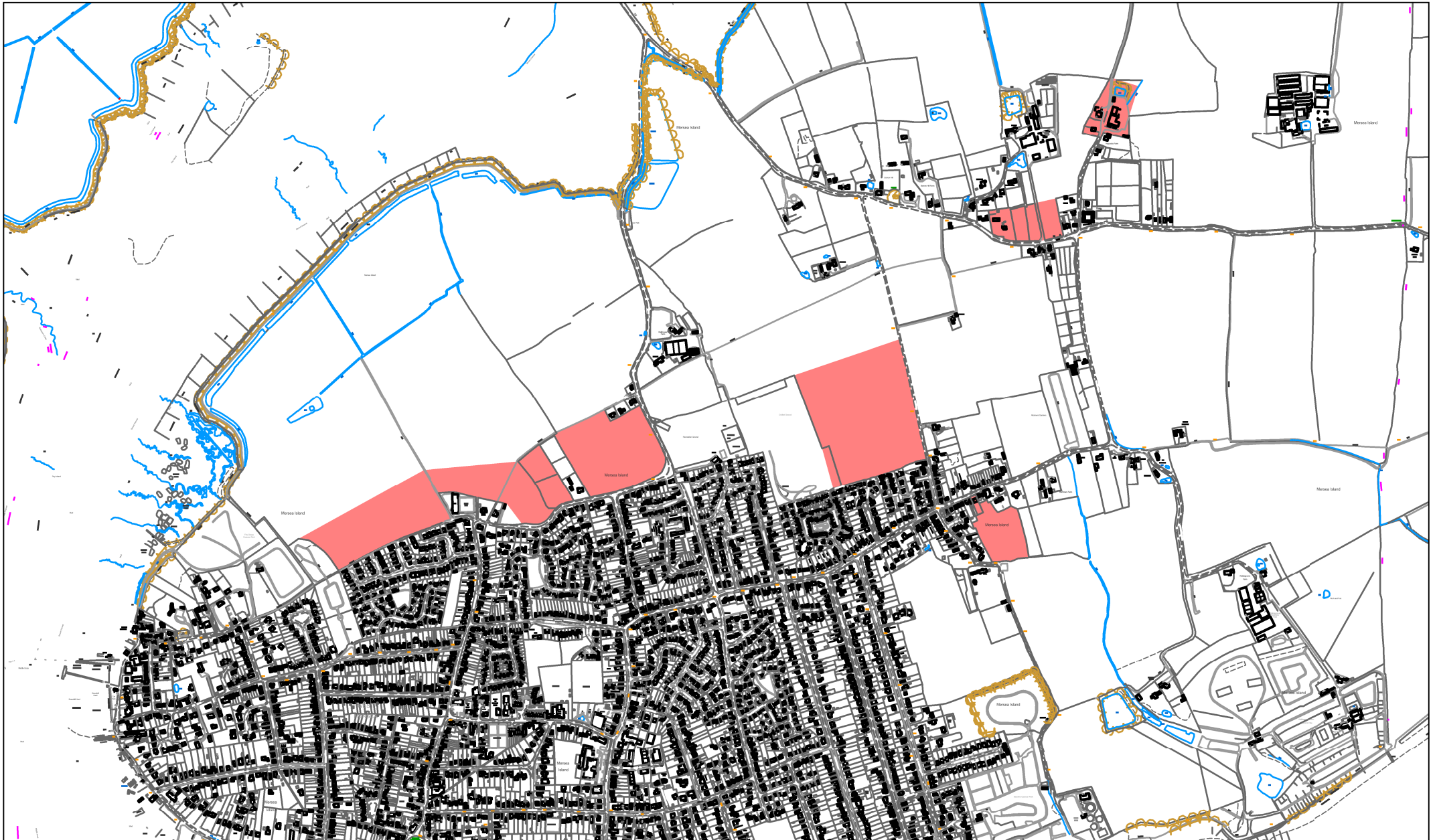
## West Bergholt

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# Call for Sites West Mersea

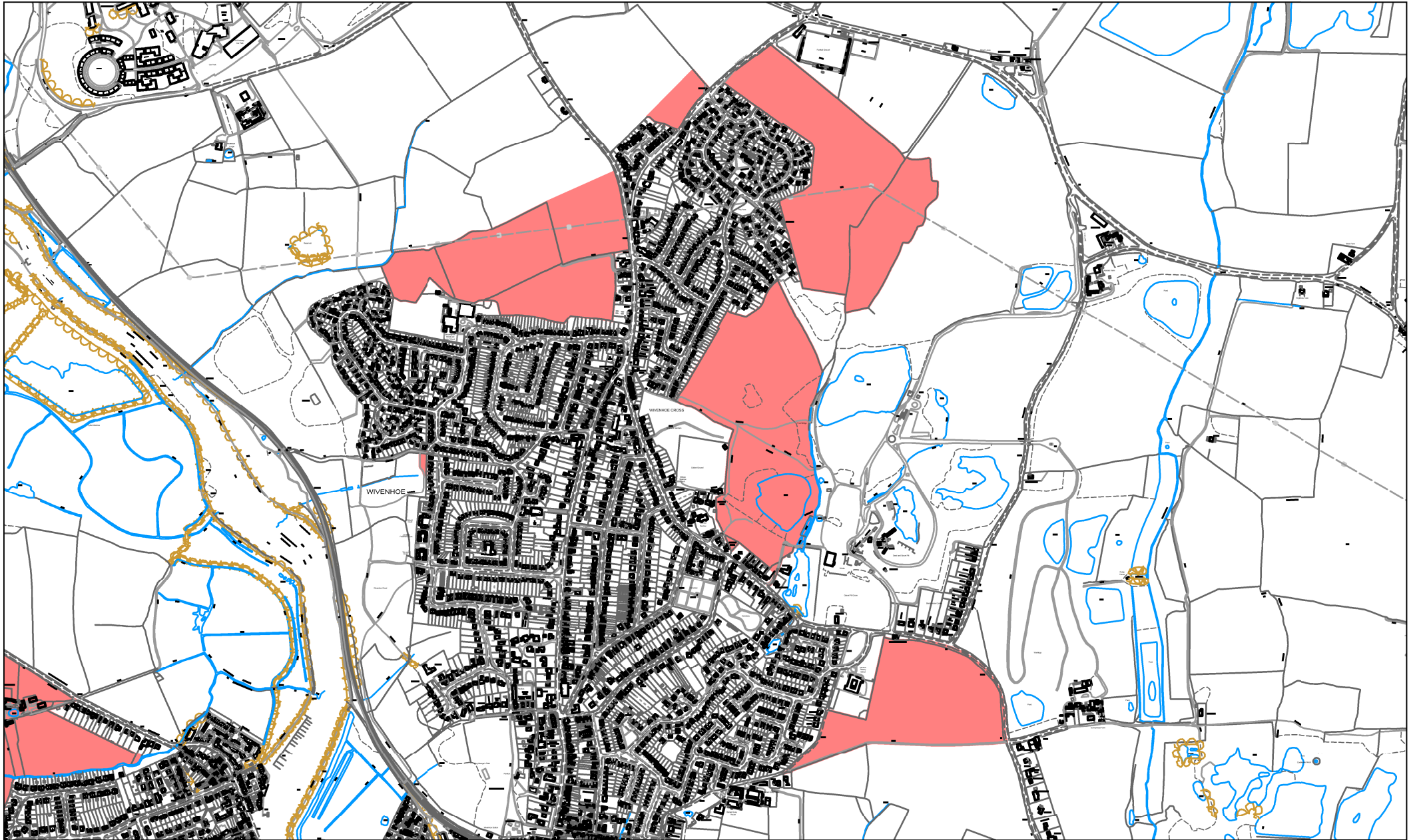
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# *Call for Sites*

## Wivenhoe

Please Note: These sites have been submitted to the Council for consideration only. No assessment by officers has been carried out as to the suitability of these sites and no decision has been made on whether they will be allocated for development in the new Local Plan.





8 June 2015

<b>Report of</b>	<b>Head of Commercial Services</b>	<b>Author</b>	<b>Beverley McClean 01206 282480</b>
<b>Title</b>	<b>Changes to Neighbourhood Plan Regulations</b>		
<b>Wards affected</b>	<b>All wards</b>		

The Local Plan Committee is asked to note changes to timescales in respect of Neighbourhood Planning as amended by the 2015 Neighbourhood Plan Regulations. The Committee is also asked to delegate powers to the Portfolio Holder for Economic Growth and Planning to approve Neighbourhood Plan Area Designation applications.

## 1. Decision(s) Required

- 1.1 The Local Plan Committee is asked to note changes to consultation timescales and timeframes for determining Neighbourhood Plan Area Designation proposals as amended by the 2015 Neighbourhood Plan Regulations. The committee is also asked to delegate powers to the Portfolio Holder for Economic Growth and Planning to approve Neighbourhood Plan Area Designation applications.

## 2. Reasons for Decision

- 2.1 Consultation timescales and timeframes for determining Neighbourhood Plan Area Designation proposals have been amended through the 2015 Neighbourhood Plan Regulations. The committee is being asked to note these changes and make changes to the Scheme of Delegation to ensure that future decisions related to Neighbourhood Planning are taken in accordance with the most current Regulations.

## 3. Alternative Options

- 3.1 The alternative option is to not make changes to current procedures which may mean Neighbourhood Plan Area Designations cannot be dealt with within the prescribed timescales set out in the amended 2015 Neighbourhood Plan Regulations. This could potentially leave the Council vulnerable to legal challenge for failing to comply with the most current Regulations.

## 4. Supporting Information

- 4.1 The concept of Neighbourhood Planning was introduced through the Localism Act in 2011 and embedded in the National Planning Policy Framework in March 2012, when it came into effect. Neighbourhood Plans were introduced to give local communities greater planning influence over how the areas where they live and/or work develop over time. Neighbourhood Plans are subject to examination and referendum, and if both processes are completed successfully, Neighbourhood Plans become part of the statutory Development Plan. There are currently 7 Neighbourhood Plans being progressed across Colchester Borough. These cover the parishes of Boxted, West Bergholt,

Wivenhoe, Stanway, Mile End & Braiswick, Eigh Ash Green and Tiptree. Fordham, Copford with Easthorpe Parish Council is also considering preparing a Neighbourhood Plan for their area.

- 4.2 Neighbourhood Planning Regulations were published in 2012 by Central Government to help guide Local Authorities and qualifying bodies i.e. Parish Councils or in non parished areas, Neighbourhood Forums, through the process of developing Neighbourhood Plans.
- 4.3 The 2012 Neighbourhood Plan Regulations are divided into 9 parts.
- Part 1 sets out requirements for the Secretary of State to review the Neighbourhood Plan Regulations
  - Part 2 provides guidance about the information Parish Councils or Neighbourhood Forums must submit and the information that Local Planning Authorities must publish as part of the statutory consultation process to support Neighbourhood Plan Area Designations proposals.
  - Part 3 covers the process of establishing a Neighbourhood Forum and consultation requirements to endorse a Neighbourhood Forum.
  - Part 4 covers Community Right to Build Organisations.
  - Part 5 sets out consultation requirements prior to and leading up to submitting a Neighbourhood Plan for examination and referendum. It also sets out the procedure for 'making' a Neighbourhood Plan, once it has successfully passed the referendum stage.
  - Part 6 sets out consultation requirements prior to and leading up to the submission of a Neighbourhood Development Order or a Community Right to Build Order, for examination stage.
  - Part 7 covers Community Right to Build Orders.
  - Part 8 deals with the procedures involved in revoking or modifying Neighbourhood Development Plans, Neighbourhood Development Orders or Community Right to Build Orders
  - Part 9 sets out the requirement for Neighbourhood Plans to consider European Legislation, in this case, the Habitats Directive.
- 4.4 In February 2015, amended Neighbourhood Plan Regulations were published. The key amendments were to Part 2 Regulation 6c and to Part 5 Regulation 15 (c & d) of the 2012 Regulations. The key change to Regulation 6 amends how much time consultees have to submit representations to Neighbourhood Plan Area Designation proposals and how much time Local Planning Authorities have to determine these proposals.
- 4.5 Under Part 2 Regulation 6c of the amended Regulations, consultees now only have 4 weeks to respond to Neighbourhood Plan Area Designation proposals being put forward by Parish Councils, as opposed to the 6 weeks allowed under the previous regulations. The 6 week timescale remains unchanged under the 2015 Regulations for Neighbourhood Plan Area Designations proposed by a Neighbourhood Forum or for proposals covering more than 1 parish.
- 4.6 The amended 2015 Neighbourhood Plan Regulations include a new Regulation 6A stipulating the timescales for determining Neighbourhood Plan Area Designations. These are set out below;
- a) Neighbourhood Plan Area Designation proposals submitted by a Parish Council (only applies to Parish Councils) and only covering a single parish, are now required to be determined within 8 weeks from the date of publication.

- b) Area designation applications (irrespective of whether a PC or Neighbourhood Forum submits it), covering 2 or more local planning authority areas, have to be determined within 20 weeks from the date of publication.
- c) In other situations, for example, where, an area designation proposal has been submitted by a Neighbourhood Forum or Business Forum, then the area designation proposal has to be determined within 13 weeks from the date of publication.

4.7 Regulation 15 (d) of the 2012 Regulations was also amended by the 2015 Regulations to require either the submission of an environmental report prepared in accordance with the Environmental Assessment of Plans and Projects 2004. In situations, where it has been determined that Neighbourhood Plan proposals are unlikely to have significant environmental effects, a statement needs to be submitted to show how this decision has been reached. This is necessary to comply with European legislation.

## **5. Proposals**

5.1 Neighbourhood Planning and the approval of various stages of the plan making is currently a function of the Local Plan Committee. However, the new timescales for determining Neighbourhood Plan Area Designations, in some cases, may not fit well with Local Plan Committee timescales. The requirement to determine a designation within 8 weeks will not always be possible. It is therefore proposed that the Committee delegate approval of a Neighbourhood Plan area to the Portfolio Holder for Economic Growth and Planning. This will ensure that Neighbourhood Plan Area Designation applications can be determined in accordance with the timescales specified in the revised 2015 Neighbourhood Planning Regulations. Other functions related to Neighbourhood Planning will remain as functions of the Local Plan Committee.

## **6. Strategic Plan References**

6.1 Compliance with the 2015 Neighbourhood Plan Regulations will help the Council deliver its strategic priorities to generate opportunities for growth and supporting infrastructure, improve sustainability, provide opportunities to increase the number of homes available including those that are affordable for local people and to develop a strong sense of community across the Borough by enabling people and groups to take more ownership and responsibility for their quality of life.

## **7. Consultation**

7.1 None.

## **8.0 Publicity Considerations**

8.1 None

## **9. Financial Implications**

9.1 None

## **10. Equality, Diversity and Human Rights implications**

10.1 An Equality Impact Assessment has also been prepared for the Local Development Framework and is available to view by clicking on this link:-  
<http://www.colchester.gov.uk/article/4962/Strategic-Policy-and-Regeneration>

Alternatively go to the Colchester Borough Council website [www.colchester.gov.uk](http://www.colchester.gov.uk) and follow the pathway from the homepage: Council and Democracy > Policies, Strategies and Performance > Equality and Diversity > Equality Impact Assessments > Strategic Policy and Regeneration and select Local Development Framework from the Strategic Planning and Research section.

10.2 There are no particular Human Rights implications.

## **11. Community Safety Implications**

11.1 None.

## **12. Health and Safety Implications**

12.1 None

## **13. Risk Management Implications**

13.1 Failure to comply with the amended Neighbourhood Plan Regulations particularly in relation to determining Neighbourhood Plan Area Designations proposal could potentially leave the Colchester Borough Council open the legal challenge for failure to comply with the current Neighbourhood Plan Regulations. The proposal in the report is intended to minimise this risk.

8 June 2015

Report of	Head of Commercial Services	Author	Karen Syrett 01206 506477
Title	Maldon Local Plan		
Wards affected	N/A		

The Local Plan Committee is asked to note the Interim Findings on the soundness of the housing policies in the Maldon Local District Plan.

## 1. Decision(s) Required

- 1.1 The Local Plan Committee is asked to note the Interim Findings on the soundness of the housing policies in the Maldon Local District Plan. The Inspector published his report on 8<sup>th</sup> May 2015.

## 2. Reasons for Decision

- 2.1 It is considered useful for the committee to be kept informed about the progress being made on other Local Plans and in particular those where there is a Duty to Co-operate. It is also valuable to develop an understanding of the detail required for a plan to be found sound.

## 3. Alternative Options

- 3.1 There is no alternative option; the report is for information only.

## 4. Supporting Information

- 4.1 The Maldon Local Plan (MLP) was submitted for examination on 25 April 2014, and the housing and legal compliance hearings were held between 20 January and 4 February 2015. When submitted The Council described the Plan as “a single local development plan for the Maldon District”. It deals with most of the District’s development and infrastructure requirements in the one plan, apart from two exceptions. These are rural allocations where a later plan would allocate 420 homes out of the total of 4,430 homes in policy S2, and a later plan for traveller site allocations flowing from policy H6.
- 4.2 The Inspector held an Exploratory Meeting in July 2014 where he expressed concern about the outdated evidence base for traveller pitches and the lack of any allocations for them until later in the plan period. There were other concerns including: the methodology of the Plan’s full objective assessment of housing need; the amount and rate of housing delivery; whether infrastructure could be delivered on time; the viability of the allocated housing sites; whether sufficient detail was given about the housing allocations and associated development management policies; and uncertainty about the proposals for employment based on an out-of-date evidence base, with similar concerns for the retail proposals.

- 4.3 The Examination was then suspended at the Council's request, and it submitted new evidence during August and September 2014 to deal with most of the concerns. Having reviewed the new housing evidence, the Inspector decided in October 2014 to hold the housing and legal compliance hearings. The Council asked him to hold the hearings of the housing policies first because of the need to resolve how housing need in the District was to be met.
- 4.4 Since the exploratory meeting MDC has been working with developers of strategic sites which are allocated in the plan and as a consequence permission has been granted on 2 sites and there are other applications pending. The Council has also granted planning permissions on a number of other sites which are not allocated in the Plan. According to the Inspector therefore Maldon's "housing land supply position is, therefore, rapidly improving."
- 4.5 The starting point for the examination is the assumption that the Council has submitted what it considers to be a sound plan. In accordance with section 20(7C) of the 2004 Act the Council requested that the Inspector should, where possible, recommend any main modifications to rectify matters that make the Plan unsound.
- 4.6 In summary, the Inspector findings are that policy H6 (Provision for Travellers), and thus the Plan, is unsound and that he cannot rectify this through recommending main modifications or by suspending the Examination to give time for the Council to resolve the unsoundness. This conclusion is reinforced by his consideration of the Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010. Given that this is a fundamental obstacle to further progress on the Plan the interim findings deal solely with policy H6. He did not consider that it would be relevant or helpful to make any comments on the other housing and legal compliance matters because they would soon be overtaken by events.
- 4.7 The submitted policy sets out that there are 58 existing pitches and a need to increase this to 64 pitches by 2019 and 70 by 2027. The additional sites will be met through the development management/planning application process rather than through allocating sites. The evidence for the pitch requirement was based primarily on a 2009 Gypsy and Travellers Accommodation Assessment (GTAA) and a critical analysis of a trend based 2013 update by the Council.
- 4.8 Following the exploratory meeting, the Council submitted new GTAA, dated July 2014, undertaken by the Essex Planning Officers Association on behalf of all Essex authorities. Table 83 of the 2014 GTAA identified a need for 32 additional Travellers pitches between 2013 and 2028 as compared to the policy's indication of a need for 12 additional pitches by 2027 (70 required minus 58 existing = 12 additional pitches). At that time the Council said that it would "require more time to consider the conclusions and implications" of the 2014 GTAA. It also suggested modifications to delete the policy's pitch requirements (i.e. the deletion of the first table and associated explanatory text) because these had "been superseded by the GTAA", and a clarification that the Council would "undertake a formal/focussed review of policy H6 in 2016 to identify an appropriate provision for Travellers in accordance with the NPPF and associated guidance." The Council confirmed in October 2014 that the 2014 GTAA represented "the latest and most robust evidence" on pitch requirements. .

- 4.9 Paragraph 4 of the National Planning Policy Framework (the NPPF) says that it should be read in conjunction with the Planning Policy for Traveller Sites (the PPTS) and that plan preparation for travellers “should also have regard to the policies in this Framework (i.e. the NPPF) so far as relevant.” Paragraph 1 of the PPTS says that it should be read in conjunction with the NPPF.
- 4.10 The NPPF says that Local Plans should identify and meet objectively assessed housing needs (paragraphs 14 and 17’s third core principle). It goes on to say at paragraph 158 that a Local Plan should be “based on adequate, up-to-date and relevant evidence.” NPPF paragraph 159 requires local planning authorities (LPAs) to have a clear understanding of housing needs in their area and to address the need for all types of housing. Footnote 34 to this paragraph says that the PPTS sets out how travellers’ accommodation needs should be assessed.
- 4.11 In producing a Local Plan, paragraph 9 of the PPTS says that it should:  
“a) identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of sites against their locally set targets” and  
“b) identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15.”
- 4.12 The Inspector did not consider that the policy is justified because it was not “properly based on proportionate evidence which is trustworthy and accurate. The evidence base of this policy’s traveller provision is not adequate because it does not include robust or up-to-date evidence which establishes the accommodation needs of travellers as required by the NPPF (14, 17 and 158) and the PPTS (6). The Council therefore does not have a clear understanding of housing needs in its area, contrary to paragraph 159 of the NPPF. The consequence of this is that the Plan does not address the need for all types of housing (NPPF 159), and the pitch numbers that it sets out in policy H6 for travellers are incorrect (PPTS 8). The Plan does not identify a supply of specific deliverable traveller sites sufficient to provide five years’ worth of sites, or identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15 (PPTS 9). Policy H6 is not, therefore, consistent with national policy.”
- 4.13 The Council said during the Examination that they proposed to deal with traveller provision by reviewing the allocation and requirement for pitches by producing an additional Traveller Local Plan. The Council said that this additional Local Plan was necessary for two reasons. Firstly, because it would take considerable time to review the latest evidence, to consider its implications, and to undertake further site assessment work and local consultations if new allocations are required. And secondly, flowing from the first reason, the Council therefore did not wish to delay further the adoption of other important strategic policies in the Plan such as housing growth and infrastructure delivery. The Inspector said that the first reason was “a tacit acknowledgement by the Council that it has not complied with national policy in the production of the submitted Plan.”

- 4.14 The Inspector concluded that the Plan was not sound because policy H6:
- is not **positively prepared** in that it does not meet objectively assessed needs or development requirements for housing for travellers;
  - is not **justified** by proportionate evidence as what evidence there is either is out-of-date or cannot be relied upon; and
  - is not **consistent with national policy** because it does not deliver sustainable development in accordance with the NPPF or with the PPTS.

He also concluded that there was no clear justification as required by paragraph 153 of the NPPF for the Plan's proposal to set out traveller provision in an additional Local Plan at a later date.

- 4.15 The Inspector advised that the options now available to Maldon are to either withdraw the Plan or to receive a formal report from the Inspector recommending non-adoption.
- 4.16 Correspondence from MDC states that they are 'shocked and concerned by the nature and content' of the report and that the 'Council has spent a great deal of time, money and good will to produce a Local Development Plan (LDP) to help meet the needs of the local community whilst protecting the local environment and the character of the District.' 'The interim findings do not appear to provide any way forward for the Plan other than withdrawal or non-adoption, which we feel represents a disproportionate approach and is not in the public interest.' To date, the Council has incurred costs of in excess of £145,000 on the Examination process alone (excluding staffing costs) and approximately one million pounds on the production of the LDP since 2011.
- 4.17 In light of the interim findings, the Council is currently pursuing a number of options in relation to the Examination-in-Public. Firstly, the Council is seeking to identify and agree a way forward with the Planning Inspectorate for the progression and completion of the Examination-in-Public. Secondly, the Council is making a request to the Secretary of State to call-in the Plan under Section 21 of the Planning and Compulsory Purchase Act 2004. The Council considers that the interim findings represent a disproportionate response in terms of the interpretation of national guidance, and that the Secretary of State should be provided with the opportunity to reconsider the findings. Thirdly, legal advice is being sought in relation to a potential judicial review.

## 5. Proposals

- 5.1 The Committee is asked to note the Interim Findings from the Maldon LP examination. It is particularly important to note the following:
- The need for up to date robust evidence which should be reflected in the plan, i.e. correct housing targets and allocations.
  - That criticism of a joint study can have implications for other local authorities. Undermining the Essex GTAA could have knock on effects for CBC.
  - One seemingly small element of the Plan can undermine the whole document.
  - The cost of producing a Local Plan and the need to ensure that it is fit for purpose.
  - The importance of the Duty to Co-operate.

## **6. Strategic Plan References**

- 6.1 An up to date Local Plan will help the Council deliver its strategic priorities to generate opportunities for growth and supporting infrastructure, improve sustainability, provide opportunities to increase the number of homes available including those that are affordable for local people and to develop a strong sense of community across the Borough by enabling people and groups to take more ownership and responsibility for their quality of life.

## **7. Consultation**

- 7.1 None.

## **8.0 Publicity Considerations**

- 8.1 None

## **9. Financial Implications**

- 9.1 None

## **10. Equality, Diversity and Human Rights implications**

- 10.1 N/A

## **11. Community Safety Implications**

- 11.1 None.

## **12. Health and Safety Implications**

- 12.1 None

## **13. Risk Management Implications**

- 13.1 N/A

