

# *Tendring* *District Council*



## **TENDRING DISTRICT COUNCIL**

### **Planning Services**

### **Housing Development Consultation**

### **Consultation Report**

**February 2012**



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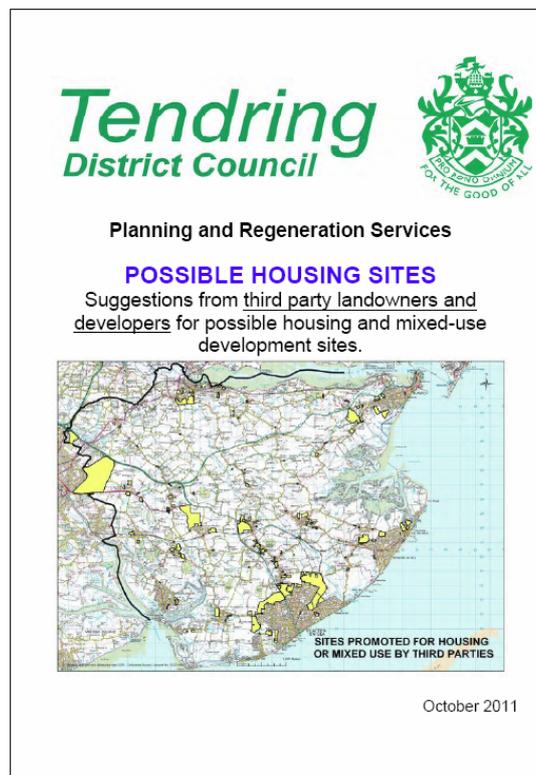
# Part A: Consultation Report

## 1. Introduction

- 1.1 This document provides a comprehensive account of the public consultation undertaken by Tendring District Council in late 2011 to gauge local people's views on future Housing Development in the Tendring District.
- 1.2 The year before, Tendring District Council (TDC), as part of the Local Development Framework (LDF) for the district, published a 'Core Strategy and Development Policies Document' for public consultation between 21<sup>st</sup> October and 6<sup>th</sup> December 2010. The Core Strategy set out a vision for change in the district and a strategy for future growth in jobs, housing and associated infrastructure.
- 1.3 However, during the 2010 consultation, a significant number of local residents and other stakeholders expressed concerns about the Core Strategy with regard to proposed housing developments in the district – in particular the major growth proposed for Clacton. With the publication of a draft National Planning Policy Framework in July 2011, the government's announcement that it would abolish regional plans and other changes to the national planning system being discussed, the Council decided to give people another opportunity to have their say on future housing growth in Tendring before any final decisions on the content of a new plan were made. The final plan could then reflect the latest national planning policy and, as far as possible, the thoughts of local people.
- 1.4 This document provides a detailed account of the consultation exercise undertaken by the Council between 4<sup>th</sup> October and 30<sup>th</sup> November 2011 along with a summary of the points raised by respondents received as part of that exercise. This report will form part of the 'evidence base' in support of the Council's new Local Plan alongside a number of other technical studies and other background documents.

## 2. Housing Development Consultation

- 2.1 The Housing Development Consultation, held between 4<sup>th</sup> October and 28<sup>th</sup> October 2011 and later extended to 30<sup>th</sup> November 2011, was primarily undertaken to establish people's views on housing development in Tendring over the next 15-20 years, including how many homes people felt might be needed to house a growing population; which areas could best accommodate the new homes that might be needed; and what type and size of homes these homes could be.
- 2.2 A tailored response form was devised to raise specific questions about housing development in Tendring, to help TDC better understand the views and concerns people have about housing development. These questions included:
- Q1 How many new homes do you think the Council should plan for in the new plan?
  - Q2 Are you or any members of your family likely to need housing at any time over the next 15-20 years? If so, how many people?
  - Q3 Do you have any other comments about housing numbers?
  - Q4 How do you think development should be spread, roughly, around the district?
  - Q5 Do you have any other comments about the location of new housing development?
  - Q6 Do you have any other comments about particular sites or any alternative sites?
  - Q7 What types of housing do you think are needed and should be built in the district?
  - Q8 Do you have any other comments about types of housing?
- 2.3 Alongside this response form a 'Possible Housing Sites' document was also published, detailing suggestions from third party landowners and developers for possible housing and mixed-use development sites, of which there were 167 sites identified. It was important to point out that at this stage the Council had not approved any of the proposals but that it was highly likely that some (but certainly not all) of these sites would be needed to deliver future housing growth. The purpose of this document was to highlight all those sites put forward by landowners, developers and the general public and to gauge people's opinions on their suitability and viability for future housing development.



### 3. Community Involvement

- 3.1 The Council is required to carry out public consultation on its various planning documents in accordance with its 'Statement of Community Involvement' (SCI) which was adopted in May 2008 having itself been the subject of public consultation prior to adoption.
- 3.2 The Housing Development Consultation, as an additional consultation following the Reg 27 consultation on the Core Strategy in 2010, was an informal consultation. However, the Council, keen to ensure that as many people as possible were given the opportunity to comment, used a variety of consultation methods to engage stakeholders in the process. Indeed, the SCI requires a number of consultation methods to be undertaken by the Council to ensure that the community and stakeholders are given an opportunity to comment on a planning document. The consultation methods required by the SCI are:
- Letters
  - Leaflets
  - Staffed exhibitions
  - Media/ publicity
  - Use of interactive web site
  - Representation forms
  - Individual meetings upon request
  - Briefings/ presentations
- 3.3 Some of these consultation methods are more effective than others when targeting different stakeholders, however, it is hoped that through the use of all of these methods, as many people as possible have had the opportunity to have a say on housing development in the district. Set out below are the various consultation activities specifically undertaken during the consultation regarding Housing Development between 4<sup>th</sup> October and 30<sup>th</sup> November 2011.

#### 4<sup>th</sup> October- 30<sup>th</sup> November 2011 Consultation Period

- 3.4 The original consultation period for the Housing Consultation ran between 4<sup>th</sup> October and 28<sup>th</sup> October 2011, however, due to the high level of interest in this consultation and to ensure as many people were able to comment on housing development within the district as possible, this consultation period was extended to 30<sup>th</sup> November 2011. During this time the following consultation methods were used as part of this informal consultation:

- **Representation Forms and Possible Housing Sites Documents**

During the consultation period representation forms and the Possible Housing Sites documents were made available, at the following locations:

- The exhibitions held around the district;
- Council Offices at Weeley; and
- On the Council's Website ([www.tendringdc.gov.uk](http://www.tendringdc.gov.uk)).

Representation forms were also available on request and numerous copies were sent out daily throughout the consultation period to both residents of Tendring and people from outside the district.

A copy of the representation form is appended to this report (see Appendix A). It was also possible for respondents to submit their comments to the consultation electronically using an interactive web-based e-consultation portal hosted by Newgrove Consultants Limited, accessed via a link from the Council's Website ([www.tendringdc.gov.uk](http://www.tendringdc.gov.uk)).

- **Leaflets**

Leaflets introducing the Housing Development Consultation and how people could get involved were produced as part of this consultation on Housing Development. A copy of the leaflet is appended to this report (see Appendix B). Copies of the leaflet were available at the following locations during the consultation period:

- The exhibitions held around the district;
- Council Offices at Weeley; and
- On the Council's Website ([www.tendringdc.gov.uk](http://www.tendringdc.gov.uk)).

Leaflets were also sent, via Royal Mail, to every household within the district the week beginning 26<sup>th</sup> September 2011, prior to the consultation period beginning, to raise awareness of this important consultation and to encourage people to attend the exhibitions and/or send in a response form. This equates to over 68,000 leaflets sent to all of the households in the district.

- **Staffed Exhibitions**

Four staffed exhibitions were held at public halls, school halls and Council Offices during the consultation period. These exhibitions took place in and around the Clacton-on-Sea area as this is where the majority of the possible development sites were proposed, where the majority of objections to the 2010 Core Strategy came from and where the Council would still expect a large proportion of the future housing growth to be located. These included day-time, evening and Saturday exhibitions to attract as many people as possible to have their say on the Housing Development Consultation. A timetable of these exhibitions is included as an appendix to this report (see Appendix C).

- **Website**

The Council's website ([www.tendringdc.gov.uk](http://www.tendringdc.gov.uk)) was used during this consultation period to explain the purpose of the Housing Development Consultation and how people could become involved in the consultation, with links to the following:

- List of the exhibitions taking place across the district;
- Consultation leaflet;
- The Possible Housing Sites document;
- A downloadable copy of the representation form;
- The Core Strategy and Development Policies document and associated documents; and
- Five videos designed to explain the housing issues facing the Tendring District, including; 'A Plan for Tendring'; 'Housing Numbers'; 'Location of New Housing'; 'Possible Housing Sites'; and 'Types of Housing'.

(All of the above were also available to view at the Council offices in Weeley.)

The website also had a link to an interactive web-based e-consultation portal hosted by Newgrove Consultants Limited, where respondents could view submit comments to the consultation electronically.

- **District Councillor Involvement**

All 60 of Tendring District Council's elected members received information about the exhibitions and how to respond to the consultation, along with 20 response forms. Members were asked to encourage their communities to become involved with the consultation exercise and to distribute the response forms as they saw fit. Individual meetings regarding the Housing Development Consultation were also available upon request.

- **Town and Parish Council Involvement**

All 27 Town and Parish Councils were provided with 30 representation forms and were encouraged to distribute these as they saw fit within their Towns and Parishes to generate local interest in the Housing Development Consultation. Town and Parish Council's were given the opportunity to host their own exhibitions, using the Council's exhibition material. Town and Parish Council's were also supplied with additional representation forms for these exhibitions as requested. The following Town and Parish Council's held their own exhibitions during this consultation exercise:

- Alresford Parish Council;
- Ardleigh Parish Council;
- Brightlingsea Town Council;
- Frinton and Walton Town Council;
- Harwich Town Council;
- Little Clacton Parish Council;
- Mistley Parish Council; and
- St Osyth Parish Council.

Individual meetings regarding the Housing Development Consultation were also available upon request and Council Officers, including the Development Plan Manager, attended a number of meetings with Town and Parish Councils including well-attended public meetings.

- **Newspapers**

A press release regarding the Housing Development Consultation appeared within local newspapers during the consultation period (this is appended to this report- see Appendix D).

- **Meetings on Request**

One-to-one meetings by request were available for potential developers and also members of the public to discuss in more detail their proposed sites and other housing development related questions. These meetings were arranged following contact from developers or members of the public to enable any queries regarding the Housing Development consultation exercise to be answered in a more in-depth and specific way.

- **Letters/ Email Correspondence**

Besides the leaflets that were delivered by Royal Mail, letters were sent out to Members and Town and Parish Councils to advise them of the consultation exercise and how they could be involved in the consultation. Members of Tendring District Council were written to, to inform them of the Housing Development consultation and were provided with 20 representation forms along with links to all of the consultation material on the Council's website and information regarding the staffed exhibitions that were programmed throughout the consultation period. Town and Parish Councils within the District received 30 representation forms along with this same information. Town and Parish Councils were also invited to host their own exhibitions using the Council's exhibition material and were encouraged to contact the Planning Policy Section to arrange this.

## **Review of Consultation**

- 3.5 The Council is committed to increasing community involvement in planning consultation exercises and, in accordance with the Statement of Community Involvement, will continually strive to improve community engagement during future consultations. The Council will learn from this consultation process which methods of consultation are most valuable in stimulating consultation responses and will review how best to consult stakeholders in the future.
- 3.6 Indeed, it was agreed that following the Core Strategy and Development Policies Document consultation in October 2010 that the number of exhibitions programmed for the next consultation event should be located in only the key areas where the majority of the possible housing development suggestions had been proposed. The number of attendees to each exhibition during the Housing Development consultation was recorded to review which venues and exhibition times were most successful in gaining the highest number of attendees. The exhibition attendance sheets are therefore appended to this report and will be particularly useful records of information when considering how best to plan successful exhibitions for future consultation events (see Appendix E).

# Part B: Responses Received

## 1. Summary of Key Findings

- 1.1 The remainder of this document sets out the responses received in relation to the Housing Development consultation held between 4<sup>th</sup> October and 30<sup>th</sup> November 2011. It is important to note that not all questions were answered by all respondents and so the summaries and conclusions drawn should be viewed with caution. The results of this consultation may not be statistically reliable as the sample sizes in many cases may be too small to make valid conclusions or comparisons.
- 1.2 During the Housing Development Consultation a total of 1397 responses were logged, 243 of which were submitted online through the web-based e-consultation portal hosted by Newgrove Consultants Limited. This represents roughly 2% of the district's households. Of the 1397 responses submitted to the Council during this consultation, five responses were classed as petitions towards particular possible development sites (Site 20: Land in Lime Street, Brightlingsea- 185 signatures; Sites 36 and 37: Land between Sladbury's Lane and Thorpe Road and Land off Burrs Road and Sladbury's Lane, Clacton-on-Sea- 44 signatures; Site 65: Land off First Avenue, Frinton-on-Sea- 18 signatures; Sites 90 and 91: Land north of Elm Road and Land West of the Street, Little Clacton- 58 signatures; and Sites 95 and 96: Land to the rear of Holly Lodge, Betts Green Road and Land east of Betts Green Road, Little Clacton- 16 signatures).

### Respondents by Parish

- 1.3 The majority of respondents came from the un-parished area of Clacton, with over 31% of all the responses to the Housing Development Consultation from that area. The next highest number of responses came from Frinton and Walton (over 13%), followed by responses from those outside of the district (over 8%), Little Oakley (over 7%) and Brightlingsea (over 5%). Each of the other parishes accounted for less than 5% of the responses received to this consultation (see Appendix F for a detailed breakdown).

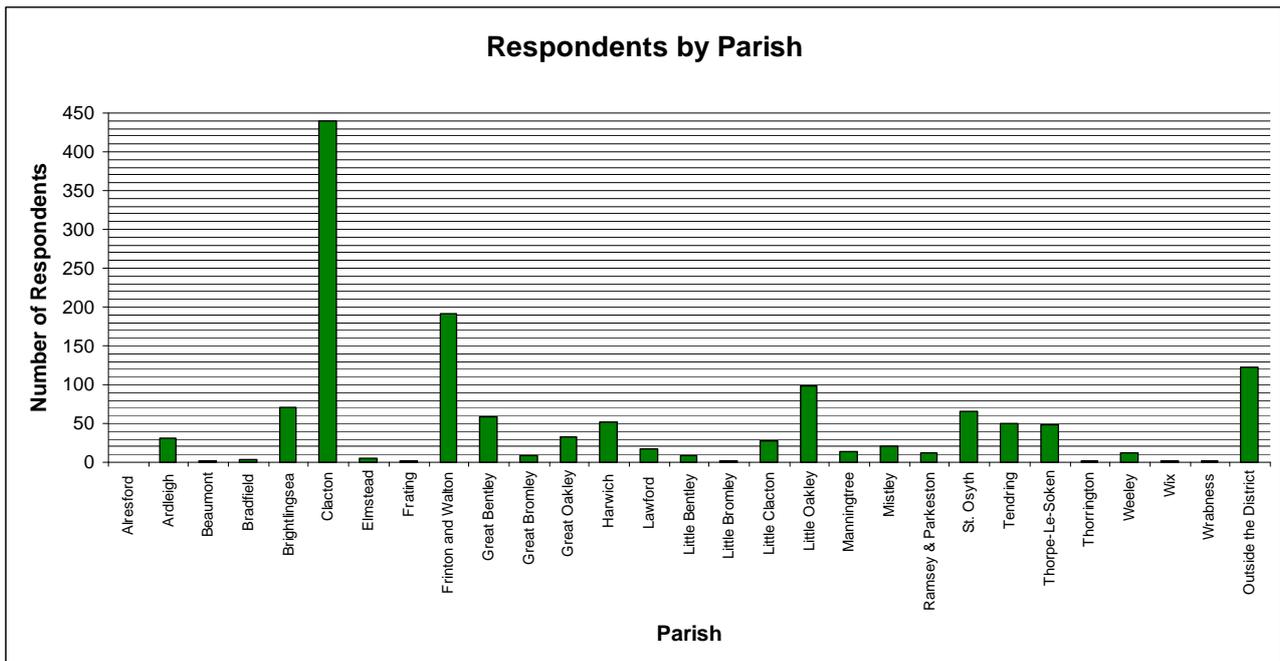


Figure 1: Respondents by Parish

## Respondents by Age

1.4 Around 77% of respondents gave details of their age on the representation form and of the respondents who chose to give their age, 48% were aged 65 or over. This was followed closely by respondents aged 36-64 (47.4%). Very few respondents, who chose to give their age, were 35 years or younger- with just 0.2% of the respondents, who chose to give their age, aged 0-18 (see Appendix F for a detailed breakdown).

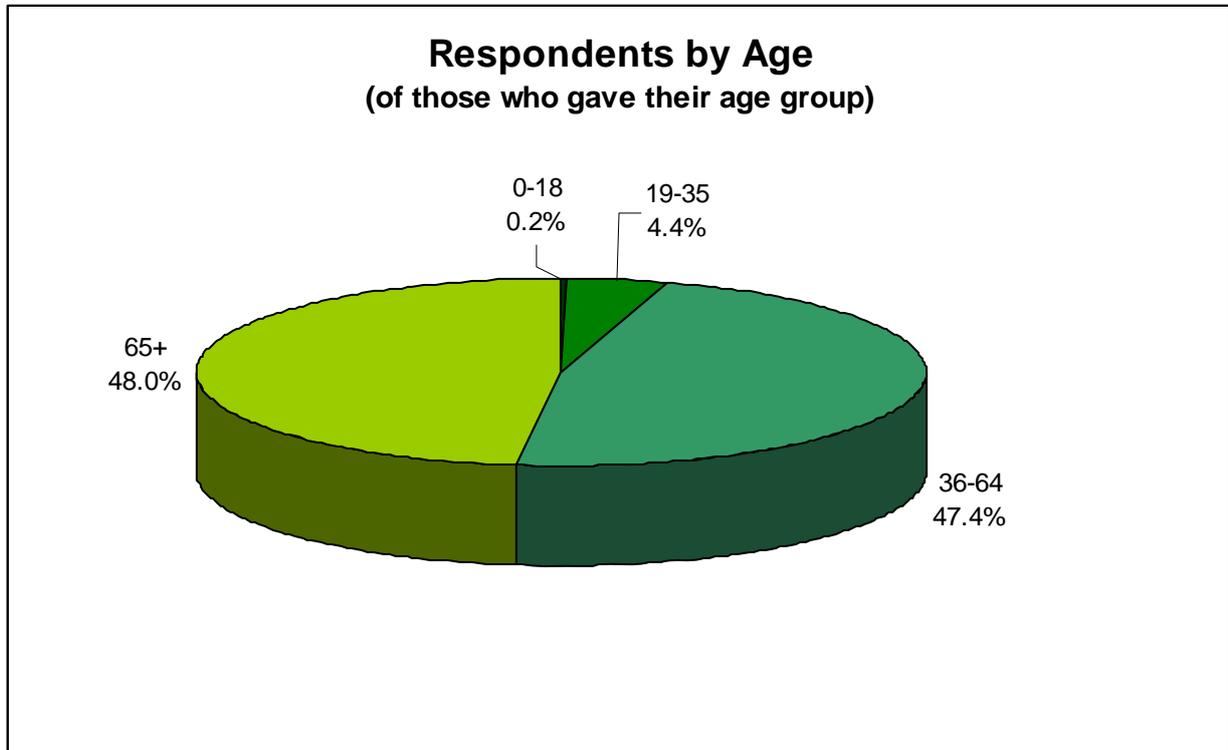


Figure 2: Respondents by Age

## Summary of Key Findings

1.5 The following chapters detail the representations received as part of the Housing Development consultation which ran between 4<sup>th</sup> October and 30<sup>th</sup> November 2011. However listed below is a summary of the key findings for ease of reference:

- The majority of people who responded to the consultation exercise came from the Clacton area.
- Nearly half of all respondents who gave details of their age were 65 years old or over and only a very small proportion of respondents were aged 35 or younger.
- The various suggestions for how many new homes the Council should plan for over a 15 year period averaged out at 4387 homes.
- When asked whether any family members are likely to need housing over the next 15-20 years, the responses received suggest that a total number of 788 people are likely to need housing.

- The top three comments/ themes raised in relation to housing numbers and possible locations for future growth related to a lack of employment opportunities, insufficient infrastructure and highways/ transport issues; all of which respondents felt needed to be in place before housing numbers were considered.
- Respondents from different areas within the district referred to a number of different themes in relation to housing numbers and locations, perhaps suggesting localised issues or priorities, specific to their area.
- Many responses requested that the Council ensures there is a robust and up-to-date evidence base in place to justify the level of housing numbers that should go forward in the new development plan.
- When asked where future housing development in the district should go, the most popular suggestions were Clacton, Harwich, Brightlingsea and Ramsey and Parkeston and the least popular were Wrabness, Beaumont, Great Oakley, Little Bentley, Little Bromley, Tendring and Wix.
- When asked where future housing development in the district should go, taking the average from the responses received suggests Clacton should receive the largest proportion of the growth at around 1400 homes.
- Wrabness and Little Oakley were the least popular locations for development but the responses, when averaged out, still suggest that each area should received around 100 homes.
- Despite Clacton scoring highly as a suitable place to plan housing growth in question 4, a significant number of respondents felt that Clacton should not accommodate further housing development, arguing that the necessary infrastructure is not in place to support significant housing growth in the area.
- Particularly high numbers of representations commented on the following possible housing sites suggested by third parties, mainly in objection:
  - 4/11 – Sites on the edge of Colchester;
  - 20 - Land in Lime Street, Brightlingsea;
  - 28 – The Hartley Meadows proposal west of the A133 in North-West Clacton;
  - 36/37 – Land in the Sladbury’s Lane area between Great Clacton and Holland;
  - 49/50/51 – Small sites in and around Great Holland;
  - 59/65 – Land west of Turpins Farm and land off First Avenue, Frinton;
  - 66 – Land at Crabtree Farm, Great Bentley;
  - 76 – Land north of Harwich Road, Great Oakley;
  - 83/84 – Land off Low Road, Dovercourt;
  - 90/ 91/95/96 – Selected sites in and around Little Clacton;
  - 104 – Land between Ramsey and Little Oakley;
  - 122 – St. Osyth Priory; and
  - 139 – Land at Thorpe Maltings (mainly support).
- Additional comments made in relation to alternative housing development locations in Tendring included: Developing land along the A120 corridor; developing near to the Colchester/ Ipswich borders; developing Jaywick as part of the regeneration agenda for the district; developing a new town within the district and developing close to existing bus and train networks and stations. Many respondents favoured infill development to large scale

housing development and felt that road networks need improvement before employment and, in turn, homes are planned for.

- Medium size family housing was the most popular form of housing suggested by the respondents followed by bungalows; shared ownership and sheltered/ warden assisted housing.
- Traveller's pitches were the least popular housing type in Tendring followed by non-permanent or temporary dwellings; social housing and flats, apartments and maisonettes.
- Where respondents made specific comments regarding different housing types, the opinions toward social housing, flats, traveller's pitches and non-permanent or temporary dwellings were generally negative. However, generally more positive comments were made in relation to shared ownership housing; medium sized family homes and housing types which helped ageing or disabled members of our community (including bungalows, sheltered/ warden assisted housing and extra care housing). In addition, council housing was seen more positively than social housing schemes managed by housing associations.
- In relation to housing type, a high number of respondents agreed that a good mix of housing types should be planned for in Tendring. Affordable homes, the quality of design and amenity space were also considered high priorities when considering which housing types were most appropriate for the district. The demand for different housing types was also considered an important factor when considering the type of housing that the Council should plan for; whilst also bearing in mind sustainable development agendas both in terms of the materials used and energy efficiency; and the need to stimulate and support a strong prosperous economy.

## 2. Housing Numbers

- 2.1 Questions 1 to 3 on the response form for the Housing Development Consultation were concerned with Housing Numbers.

### Question 1

- 2.2 Question 1 asked 'How many new homes do you think the Council should plan for in the new plan?' Of the 1397 responses received, 866 respondents (62%) answered this question. The answers given to this question ranged between suggestions of 0 and 180,000 homes to be planned for over a total of 15 years. The average figure given, over 15 years was 4387 homes. A breakdown of the number of homes that it was suggested that the Council should plan for (from those respondents who answered this question) is shown in the table below:

<b>Number of homes over 15 years the Council should plan for</b>	<b>Percentage</b>
0	15.2%
1-1000	10.5%
1001-2000	9.9%
2001-3000	9.4%
3001-4000	4.5%
4001-5000	24.4%
5001-6000	7.2%
6001-7000	3.8%
7001-8000	5.1%
8001-9000	1.2%
9001-10000	1.8%
10001-11000	0.9%
11001-12000	1.3%
12001-13000	0.2%
13001-14000	0.7%
14001-15000	2.5%
15001-16000	0.1%
16001-17000	0.2%
17001-18000	0.8%
18001+	0.3%

Figure 3: Breakdown of Responses to Question 1

- 2.3 The average figure of 4387 suggested as the number of homes the Council should plan for over a 15 year period, equates to around 290 homes per year, which is roughly comparable to the average rate of housing development since the economic downturn and only slightly lower than the rate of housing development the Council suggested in its Core Strategy consultation document in 2010 (around 315 new homes per annum). It is however; lower than the rate of housing set out by Regional Plans by the previous government (around 425 new homes per annum) and significantly lower than the rate of housing development that the current government will expect the Council to plan for under the emerging planning rules (around 1,200 new homes per annum – if based on the

evidence of demand contained in the Council's Strategic Housing Market Assessment + 20% flexibility suggested in the draft National Planning Policy Framework).

- 2.4 Only 7% of respondents who answered this question felt the Council should plan for over 10000 new homes over the next 15 years. Over double that percentage felt the Council should plan for no new homes at all over the next 15 years. Indeed, most respondents felt a smaller number of homes should be planned for over this timescale as opposed to a larger number, with over 70% of respondents suggesting the Council should plan for between 0 and 5000 homes over the next 15 years.

## **Question 2**

- 2.5 Question 2 asked 'Are you or any members of your family likely to need housing at any time over the next 15-20 years? If so, how many people?' Of the 1397 responses received, 905 respondents (65%) answered this question. The answers given to this question ranged between -1 and 30 members of people's families requiring housing over the next 15-20 years, with a total of 788 people needing housing over the next 15-20 years. A breakdown of the need for homes throughout the different parishes in the Tendring District (from those respondents who answered this question) is shown in Figures 4 and 5.
- 2.6 Figures 4 and 5 show that most areas have demonstrated some level of housing need, it is however difficult to quantify this need, as responses to this question were not gathered from all parishes. It is also important to consider that only 1397 responses were received, across the whole district, therefore there is likely to be a huge difference between the actual housing need within the district and the need established through this consultation exercise. It is however, useful to be aware that some residents of the Tendring District do accept that there will be a need for housing over the next 15-20 years.

<b>Parish</b>	<b>Number of Responses to this question</b>	<b>Likely Need (No. of Homes)</b>
Alresford	-	-
Ardleigh	18	21
Beaumont	1	5
Bradfield	1	2
Brightlingsea	18	33
Clacton	314	260
Elmstead	3	5
Frating	1	2
Frinton and Walton	108	117
Gt Bentley	50	39
Gt Bromley	5	7
Gt Oakley	25	14
Harwich	34	23
Lawford	12	9
Lt Bentley	8	17
Lt Bromley	2	2
Lt Clacton	19	19
Lt Oakley	49	47
Manningtree	9	8
Mistley	12	9
Ramsey & Parkeston	9	5
St. Osyth	46	37
Tendring	35	18
Thorpe-Le-Soken	40	26
Thorrington	-	-
Weeley	11	15
Wix	1	0
Wrabness	-	-
Outside the District	74	48
<b>Totals</b>	<b>905</b>	<b>788</b>

Figure 4: Breakdown of Responses to Question 2

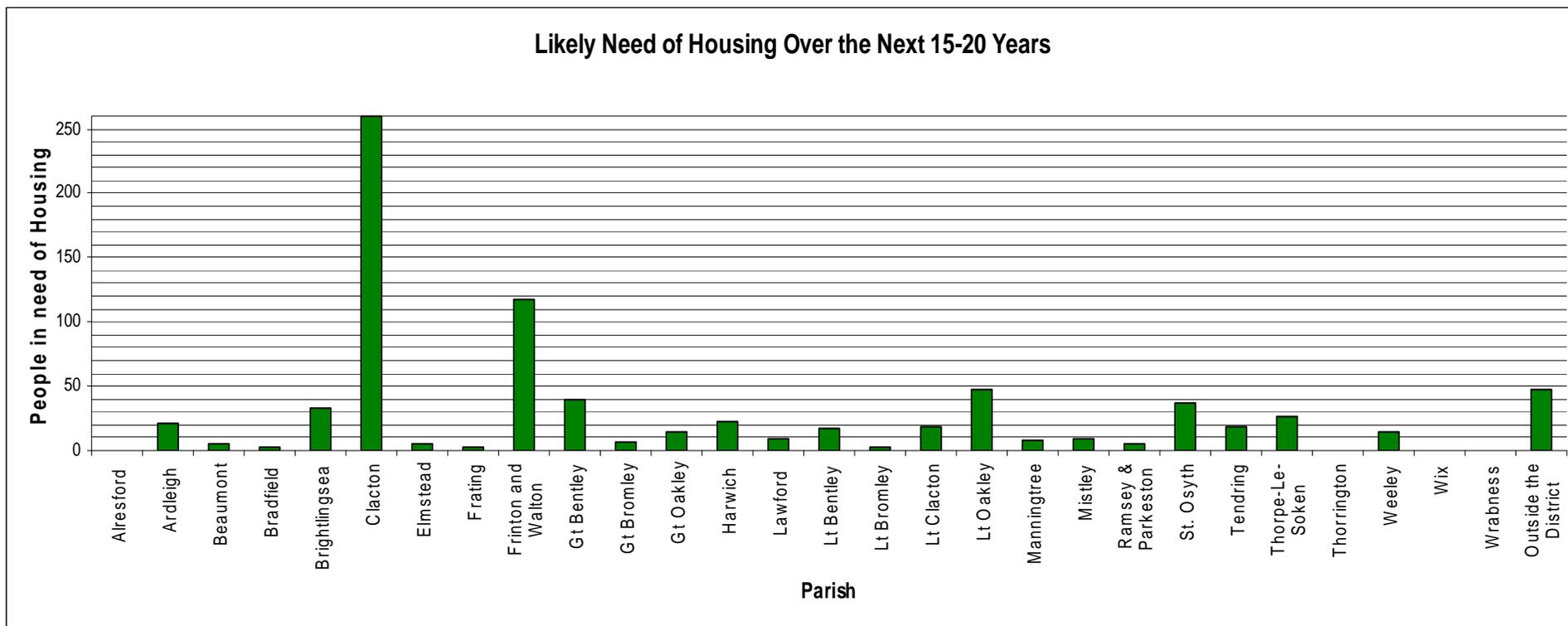


Figure 5: Likely Need of Housing over the Next 15-20 Years

N.B Figures 4 and 5 are based only on the responses to Question 2 on the response form for this consultation (65% of responses received). These values are therefore not representative of all areas of the district nor are they proportionate to the number of representations received from people from the different areas of the district. They should therefore be viewed with caution.

### Question 3

2.7 Question 3 asked 'Do you have any other comments about housing numbers?' A number of common themes emerged in response to this question. These common themes, ranked in order of how often they were referred to, are outlined below:

1. **Employment/ unemployment-** Housing numbers should reflect the level of employment in the area and housing numbers should be reduced if there are no jobs available (referred to 410 times).
2. **Infrastructure-** Housing numbers should reflect the level of basic infrastructure available including, for example; utilities, sewerage and emergency services. Housing numbers should be reduced if there is insufficient infrastructure available to serve the new housing (referred to 318 times).
3. **Highways/ transport-** Housing numbers should reflect the level of transport infrastructure in place. Housing numbers should be reduced if there are insufficient transport networks available (referred to 244 times).
4. **Medical services-** Housing numbers should reflect the level of medical care that can be provided. Housing numbers should be reduced if medical services cannot cope with additional housing (referred to 240 times).
5. **Education services-** Housing numbers should reflect the number of schools and school places available. Housing numbers should be reduced if the education system cannot cope with additional housing (referred to 206 times).
6. **Existing housing stock-** Housing numbers should take into consideration the level of existing housing stock currently available. Many homes that are currently built are struggling to be sold and there are also many empty homes available (referred to 158 times).
7. **Homes should be for local people-** Housing numbers should be at a level sufficient to house local people only. The need for housing from people outside of the district should not be catered for by TDC (referred to 142 times).
8. **No housing is required-** There is no need for more housing in Tendring (referred to 122 times).
9. **Demand should dictate housing numbers-** Housing numbers should be determined by the demand for housing. TDC should refer to its background evidence to determine the level of housing in the district (referred to 97 times).
10. **Open space provision-** Housing numbers should reflect the level of open space available. Housing numbers should be reduced if open space provision is insufficient (referred to 63 times).
11. **Social housing-** Concerns and fears about the level of social housing. Social housing should be kept to a minimum (referred to 32 times).
12. **Develop mainly in urban areas-** Housing numbers should generally be higher in urban areas rather than rural areas (referred to 26 times).
13. **More housing is required-** There is a need for more housing in Tendring (referred to 22 times).

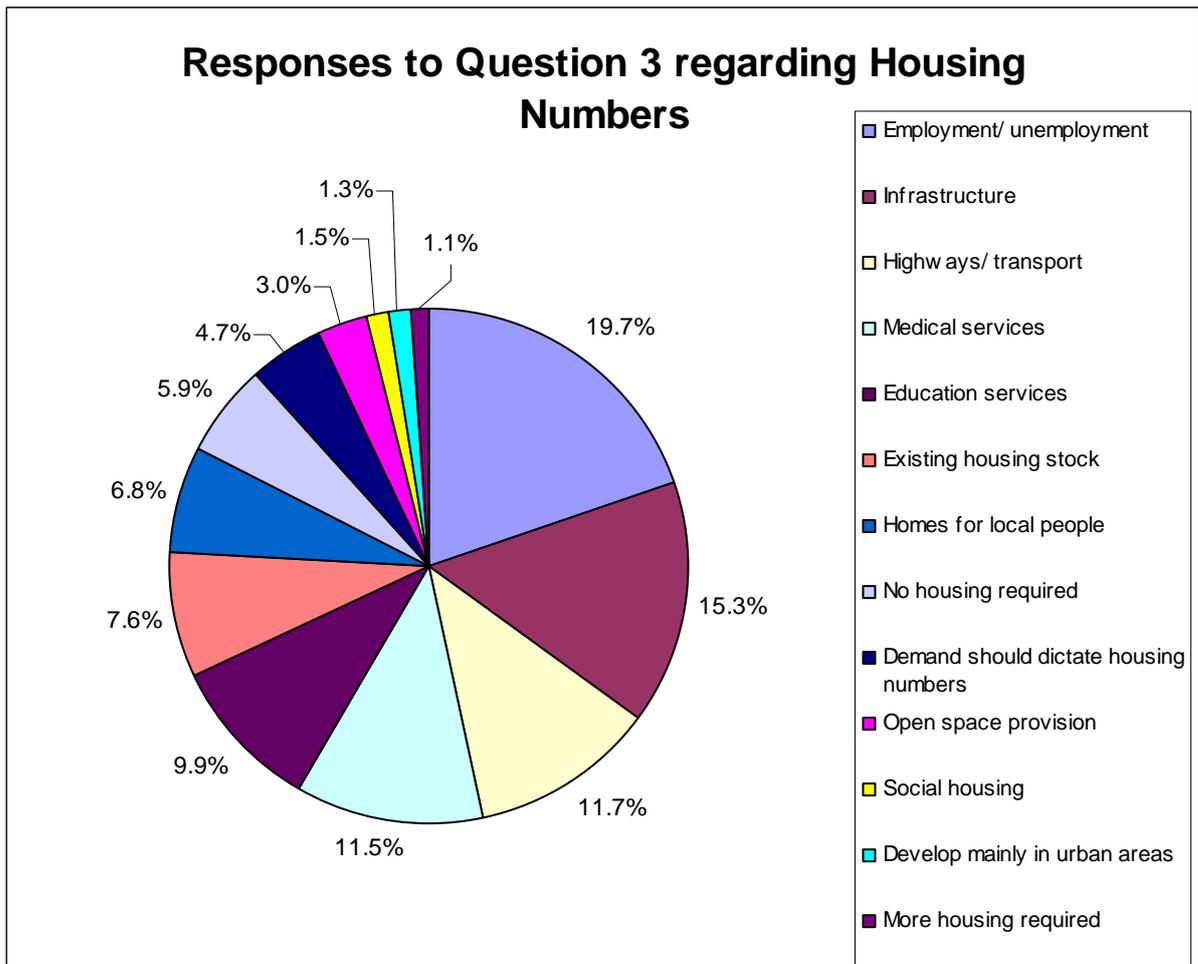


Figure 6: Responses in Relation to Housing Numbers

2.8 When the responses from different areas of the district are broken down, it is possible to begin to establish the most prevalent issues in relation to housing numbers in particular parts of the district. The common themes for each area of district are detailed below:

Parish	Common themes in relation to housing numbers (and how often they were referred to)
Alresford	No representations received.
Ardleigh	-Demand should dictate housing numbers (9). -Highways/ transport (8). -Employment/ unemployment (8). -Existing housing stock (7). -Infrastructure (6). -Open space provision (6). -Education services (4). -No housing is required (4). -Homes should be for local people (3). -Medical services (1). -Develop mainly in urban areas (1).
Beaumont	-Infrastructure (1). -Medical services (1). -Highways/ transport (1). -Employment/ unemployment (1).

	<ul style="list-style-type: none"> <li>-Existing housing stock (1).</li> <li>-Demand should dictate housing numbers (1).</li> </ul>
Bradfield	No comments made.
Brightlingsea	<ul style="list-style-type: none"> <li>-Infrastructure (5).</li> <li>-More housing is required (4).</li> <li>-No housing is required (3).</li> <li>-Existing housing stock (3).</li> <li>-Demand should dictate housing numbers (3).</li> <li>-Medical services (2).</li> <li>-Education services (2).</li> <li>-Highways/ transport (2).</li> <li>-Homes should be for local people (1).</li> </ul>
Clacton	<ul style="list-style-type: none"> <li>-Employment/unemployment (203).</li> <li>-Medical services (132).</li> <li>-Infrastructure (131).</li> <li>-Highways/ transport (101).</li> <li>-Education services (98).</li> <li>-Housing should be for local people (68).</li> <li>-Existing housing stock (58).</li> <li>-No housing is required (43).</li> <li>-Demand should dictate housing numbers (21).</li> <li>-Open space provision (19).</li> <li>-Social housing (17).</li> <li>-Develop mainly in urban areas (4).</li> <li>-More housing is required (2).</li> </ul>
Elmstead	<ul style="list-style-type: none"> <li>-Infrastructure (1).</li> <li>-Medical services (1).</li> <li>-Education services (1).</li> <li>-Demand should dictate housing numbers (1).</li> </ul>
Frating	<ul style="list-style-type: none"> <li>-Infrastructure (1).</li> <li>-Medical services (1).</li> <li>-Education services (1).</li> <li>-Open space provision (1).</li> <li>-Highways/ transport (1).</li> <li>-Housing should be for local people (1).</li> <li>-No housing is required (1).</li> <li>-Demand should dictate housing numbers (1).</li> </ul>
Frinton and Walton	<ul style="list-style-type: none"> <li>-Infrastructure (49).</li> <li>-Employment/ unemployment (47).</li> <li>-Medical services (41).</li> <li>-Education services (34).</li> <li>-Highways/ transport (33).</li> <li>-Existing housing stock (27).</li> <li>-No housing is required (14).</li> <li>-Housing should be for local people (13).</li> <li>-Demand should dictate housing numbers (9).</li> <li>-Open space provision (6).</li> <li>-Develop mainly in urban areas (4).</li> <li>-Social housing (3).</li> <li>-More housing is required (3).</li> </ul>
Great Bentley	<ul style="list-style-type: none"> <li>-Employment/ unemployment (18).</li> <li>-Highways/ transport (15).</li> <li>-Infrastructure (13).</li> <li>-Medical services (7).</li> </ul>

	<ul style="list-style-type: none"> <li>-Education services (7).</li> <li>-Homes should be for local people (6).</li> <li>-Demand should dictate housing numbers (5).</li> <li>-No housing is required (4).</li> <li>-Existing housing stock (3).</li> <li>-Develop mainly in urban areas (2).</li> <li>-Social housing (1).</li> </ul>
Great Bromley	<ul style="list-style-type: none"> <li>-Highways/ transport (1).</li> <li>-Demand should dictate housing numbers (1).</li> <li>-More housing is required (1).</li> </ul>
Great Oakley	<ul style="list-style-type: none"> <li>-Employment/ unemployment (11).</li> <li>-No housing is required (7).</li> <li>-Existing housing stock (7).</li> <li>-Infrastructure (3).</li> <li>-Highways/ transport (3).</li> <li>-Demand should dictate housing numbers (3).</li> <li>-Education services (2).</li> <li>-Open space provision (1).</li> <li>-Homes should be for local people (1).</li> <li>-Develop mainly in urban areas (1).</li> </ul>
Harwich	<ul style="list-style-type: none"> <li>-Employment/ unemployment (19).</li> <li>-Infrastructure (16).</li> <li>-Medical services (12).</li> <li>-Educational Services (10).</li> <li>-Highways/ transport (8).</li> <li>-Homes should be for local people (8).</li> <li>-No housing is required (7).</li> <li>-Existing housing stock (7).</li> <li>-Open space provision (4).</li> <li>-Demand should dictate housing numbers (3).</li> <li>-More housing is required (1).</li> </ul>
Lawford	<ul style="list-style-type: none"> <li>-Infrastructure (5).</li> <li>-Highways/ transport (4).</li> <li>-Employment/ unemployment (4).</li> <li>-Medical services (3).</li> <li>-Education services (3).</li> <li>-No housing is required (3).</li> <li>-Demand should dictate housing numbers (2).</li> <li>-Open space provision (1).</li> <li>-Existing housing stock (1).</li> </ul>
Little Bentley	<ul style="list-style-type: none"> <li>-Employment/ unemployment (2).</li> <li>-More housing is required (2).</li> <li>-Infrastructure (1).</li> <li>-Homes should be for local people (1).</li> <li>-Demand should dictate housing numbers (1).</li> <li>-Develop mainly in urban areas (1).</li> </ul>
Little Bromley	<ul style="list-style-type: none"> <li>-Develop mainly in urban areas (2).</li> <li>-Highways/ transport (1).</li> <li>-Employment/ unemployment (1).</li> </ul>
Little Clacton	<ul style="list-style-type: none"> <li>-Employment/ unemployment (16).</li> <li>-Infrastructure (7).</li> <li>-Demand should dictate housing numbers (6).</li> <li>-Education services (5).</li> <li>-Highways/ transport (5).</li> </ul>

	<ul style="list-style-type: none"> <li>-Homes should be for local people (5).</li> <li>-Medical Services (4).</li> <li>-Existing housing stock (4).</li> <li>-Social Housing (3).</li> </ul>
Little Oakley	<ul style="list-style-type: none"> <li>-Employment/ unemployment (19).</li> <li>-Infrastructure (18).</li> <li>-Highways/ transport (14).</li> <li>-Education services (10).</li> <li>-Medical services (9).</li> <li>-Existing housing stock (9).</li> <li>-Homes should be for local people (8).</li> <li>-No housing is required (4).</li> <li>-Demand should dictate housing numbers (3).</li> <li>-Open space provision (3).</li> <li>-Social housing (2).</li> <li>-Develop mainly in urban areas (2).</li> </ul>
Manningtree	<ul style="list-style-type: none"> <li>-Infrastructure (3).</li> <li>-Employment/ unemployment (3).</li> <li>-Education services (2).</li> <li>-Homes should be for local people (2).</li> <li>-No housing is required (2).</li> <li>-Existing housing stock (2).</li> <li>-Medical services (1).</li> <li>-Open space provision (1).</li> <li>-Highways/ transport (1).</li> <li>-Social housing (1).</li> <li>-More housing is required (1).</li> </ul>
Mistley	<ul style="list-style-type: none"> <li>-Infrastructure (9).</li> <li>-Medical services (9).</li> <li>-Employment/ unemployment (9).</li> <li>-Educational services (7).</li> <li>-Highways/ transport (7).</li> <li>-Homes should be for local people (2).</li> <li>-No housing is required (2).</li> <li>-Open space provision (1).</li> <li>-Existing housing stock (1).</li> <li>-Demand should dictate housing numbers (1).</li> <li>-Develop mainly in urban areas (1).</li> </ul>
Ramsey & Parkeston	<ul style="list-style-type: none"> <li>-Infrastructure (2).</li> <li>-Medical services (2).</li> <li>-Educational services (1).</li> <li>-Open space provision (1).</li> <li>-No housing is required (1).</li> </ul>
St. Osyth	<ul style="list-style-type: none"> <li>-Employment/ unemployment (25).</li> <li>-Infrastructure (10).</li> <li>-Demand should dictate housing numbers (10).</li> <li>-Highways/ transport (5).</li> <li>-Homes should be for local people (5).</li> <li>-No housing is required (5).</li> <li>-Medical services (4).</li> <li>-Educational services (3).</li> <li>-Existing housing stock (3).</li> <li>-Social housing (2),</li> <li>-Develop mainly in urban areas (1).</li> </ul>

	<ul style="list-style-type: none"> <li>-More housing is required (1).</li> <li>-Open space provision (1).</li> </ul>
Tendring	<ul style="list-style-type: none"> <li>-No housing is required (11).</li> <li>-Existing housing stock (10).</li> <li>-Infrastructure (9).</li> <li>-Education services (7).</li> <li>-Employment/ unemployment (7).</li> <li>-Highways/ transport (6).</li> <li>-Develop mainly in urban areas (4).</li> <li>-Demand should dictate housing numbers (3).</li> <li>-Homes should be for local people (3).</li> <li>-Medical services (2).</li> <li>-Open space provision (1).</li> <li>-More housing is required (1).</li> </ul>
Thorpe-Le-Soken	<ul style="list-style-type: none"> <li>-Infrastructure (13).</li> <li>-Employment/ unemployment (8).</li> <li>-Homes should be for local people (6).</li> <li>-Highways/ transport (5).</li> <li>-No housing is required (4).</li> <li>-Medical services (3).</li> <li>-Education services (3).</li> <li>-Existing housing stock (3).</li> <li>-Develop mainly in urban areas (3).</li> <li>-Demand should dictate housing numbers (2).</li> </ul>
Thorrington	No comments made.
Weeley	<ul style="list-style-type: none"> <li>-Employment/ unemployment (4).</li> <li>-Existing housing stock (3).</li> <li>-Infrastructure (2).</li> <li>-Medical services (2).</li> <li>-Education services (2).</li> <li>-Open space provision (2).</li> <li>-Homes should be for local people (2).</li> <li>-Highways/ transport (1).</li> <li>-No housing is required (1).</li> <li>-Social housing (1).</li> </ul>
Wix	<ul style="list-style-type: none"> <li>-Infrastructure (1).</li> <li>-Education services (1).</li> <li>-Employment/ unemployment (1).</li> <li>-Homes should be for local people (1).</li> </ul>
Wrabness	No comments made.
Outside the District	<ul style="list-style-type: none"> <li>-Highways/ transport (22).</li> <li>-Open space provision (15).</li> <li>-Infrastructure (12).</li> <li>-Demand should dictate housing numbers (12).</li> <li>-Existing housing stock (9).</li> <li>-More housing is required (6).</li> <li>-Homes should be for local people (6).</li> <li>-No housing is required (6).</li> <li>-Employment/ unemployment (4).</li> <li>-Medical services (3).</li> <li>-Education services (3).</li> <li>-Social housing (2).</li> </ul>

Figure 7: Common Themes in Relation to Housing Numbers by Parish

2.9 Figure 7 shows how in different areas of the district different issues are important to the residents who live there, in relation to housing numbers; perhaps reflecting local issues and concerns, for example localised traffic issues or sewerage problems. This will be useful information to draw upon when deciding the number of homes that should be planned for in a particular parish or area. However, as Figure 6 demonstrates, there are clear similarities across the whole district as to the issues residents have in relation to housing numbers in Tendring. Of the 13 key themes, most are concerned with the level of different types of infrastructure available and the current lack of employment opportunities. Most of the respondents believe access to sufficient services and jobs will only get worse if more homes are built and additional people live in the district. Indeed, many of the respondents felt that these services and opportunities should be in place first, before more homes are built.

2.10 In addition to the above themes, some other comments in relation to housing numbers were received as part of this consultation exercise, whilst some of these issues overlap with issues of housing location and have therefore been considered within the next chapter of this report, the following comments on housing numbers should be noted:

- “The Council’s SHMA has established that when the market is strong there is a demand for, potentially, over 1000 dwellings per annum (of all tenures). This is more than three times the amount of new housing that the Council has previously suggested that it will plan for (315 dwellings per annum - Proposed Submission draft Core Strategy, October 2010) and more than double the current minimum provision target of the Regional Spatial Strategy (425 dwellings per annum – East of England Plan, May 2008). TDC should listen to the evidence collected on need and demand and should ensure that their Local Plan meets the requirements for market and affordable housing in the market area (x2).”
- “Sites should be kept to below 50 units to reduce the risk of incomplete housing projects in the current economic climate.”
- “The Draft NPPF and Planning for Growth agenda both stress the importance of maintaining a flexible and responsive housing land supply for the future, including a rolling 5 year requirement, plus 20%. It is therefore considered that any move to further reduce the housing target for Tendring would be unacceptable, and if anything should be revised upwards.”
- “The SHMA will form the principal source of housing need evidence when the National Planning Policy Framework [NPPF] is published in April 2012. The Council’s revised Local Plan programme now means the Core Strategy examination will most likely be held within the context of the NPPF and not the Regional Spatial Strategy [RSS]. We believe it would be advisable for the Council to undertake an early replacement SHMA. Work undertaken in 2007 / 2008 for the initial version was made under entirely different planning circumstances whereby housing growth was determined by regional allocations. TDC should establish its own targets on Affordable Housing under the provisions of the forthcoming Localism Act.
- “In the draft Core Strategy the Council’s logic behind downwardly revising annual housing trajectories from the Draft East of England Plan’s figure of 430 to 315 was that fewer houses would be needed during a prolonged period of low economic growth and a stagnant housing market in Tendring. This position has now been amended by statements made in the Council’s video presentations explaining that whilst housing was becoming less affordable inward migration would continue to rise regardless and because of that the population would grow and more new houses would still be needed. Evidence contained in the Strategic Housing Market Assessment shows a far higher annual housing figure of 1082

will be required to meet demand, identifying 538 of these houses as 'affordable housing' required to address the backlog caused by historically low rates of delivery. The increasing un-affordability of market housing would also cause a future increase in demand for social housing. The new Draft National Planning Policy Framework asks Councils to look at housing and employment strategy at the same time and so urge the Council to bring forward its own strategy for growth to create prosperous communities as part of an emerging Core Strategy."

- "Neighbourhood plans should be encouraged to consider the potential of growth in villages. It should be noted that the NPPF is likely to sweep away a specific exceptions policy and so the District Council should reflect an appropriately criteria-based approach to sites which come forward on the edge of settlements for affordable housing. It is important that an appropriately flexible approach is taken towards the derivation of policy on housing. Viability is the key to delivery and if you have few sites which can deliver on your requirements, then developers of those sites will use viability as a justification for reviewing affordable housing requirements in particular. This will compromise one of the core objectives of the Council."
- "It is noticeable that the rate of development over the last 10 years – 400dpa – was below the requirement in the RSS (425 dpa). Since this time, the imperative to deliver housing has risen further, particularly in Tendring where affordable housing needs have reached critical levels. In order to ensure that the housing requirements set in the Local Plan are delivered, as a minimum requirement, it will be necessary to review all local designations to ensure that they are appropriate."
- "Previously approved planning applications, not yet implemented should be taking into account to establish housing numbers and need, so too should enforcements not made on refused planning applications."
- "The proposed 29% increase in homes mandated by the Government over the next 15 years is nearly three times what was proposed by the previous Government and that itself was vehemently opposed. The 29% increase for Tendring by 2026 is twice as much as the expected UK population increase of 14.5% by 2031. It will be close to the equivalent of building a town the size of Frinton and Walton AND a town the size of Harwich and Dovercourt AND a town the size of Brightlingsea."
- "There is no evidenced need for new builds as there are 330,000 un-built homes with planning permission nationally, 280,000 in land banks of the 11 largest developers and 750,000 which have remained empty long-term. In addition, new housing is not the saviour of the economy."

2.11 The above comments all question the level of housing need and housing numbers Tendring should plan for. It is clear from the comments above that many respondents feel that the number of new homes Tendring should plan for requires very careful consideration, with most comments requesting that the Council ensures there is a robust and up-to-date evidence base in place to justify the level of housing numbers that should go forward in the new development plan. Indeed, despite changes in legislation and planning regulations, it remains that the Council must ensure that housing numbers are appropriately justified by important background evidence.

### 3. Location of New Housing and Possible Housing Sites

3.1 Questions 4 and 5 on the response form for the Housing Development Consultation were concerned with the Location of New Housing and Question 6 was concerned with Possible Housing Sites.

#### Question 4

3.2 Question 4 asked ‘How do you think development should be spread, roughly, around the district?’ 625 respondents answered this question (around 45% of the respondents). However, respondents chose to answer this question in different ways; some choosing to indicate exact numbers of homes for different locations; some choosing to indicate a percentage growth for each location; and others indicating either a ‘yes’ or a ‘no’ to development in a certain location. Analysis of this data is therefore difficult and conclusions from this data should therefore be drawn with caution. The best way to compare this data is to look at the data in two ways, firstly whether in principle development is supported in a given location and then the proportion of growth suggested in these locations (where this has been indicated).

3.3 Figures 8 and 9 show respondent’s views on the location of new housing throughout the district. Figure 8 shows how many respondents indicated a level of growth would be acceptable within the different areas of the district; totalling all those responses that replied to question 4 with a ‘yes’ to development in a particular location; indicated a percentage growth for a particular location; or those who gave a figure for the level of growth they deemed appropriate for a particular location (including Clacton as un-parished). Figure 9 calculates the average level of growth suggested for each area, from those responses where the proportion of growth had been indicated. Where the table is shaded green, this indicates the most common or highest value suggested and where the table is shaded grey, this indicates the least common or lowest value suggested. The key below should also be referred to when viewing Figures 8 and 9.

#### Key:

Alr	Alresford	Ard	Ardleigh
Bea	Beaumont	Bra	Bradfield
Bri	Brightlingsea	Cla	Clacton
Elm	Elmstead	Fra	Frating
F&W	Frinton and Walton	Gt Be	Great Bentley
Gt Br	Great Bromley	Har	Harwich
Law	Lawford	Lt Be	Little Bentley
Lt Br	Little Bromley	Lt C	Little Clacton
Lt O	Little Oakley	Man	Manningtree
Mis	Mistley	R&P	Ramsey and Parkeston
St O	St Osyth	Ten	Tendring
T-I-S	Thorpe-le-Soken	Tho	Thorrington
Wee	Weeley	Wix	Wix
Wra	Wrabness	Out	Outside Tendring

Highest number

Lowest number

		Parishes where housing growth could take place																												
		Alr	Ard	Bea	Bra	Bri	Cla	Elm	Fra	F&W	Gt Be	Gt Br	Gt O	Har	Law	Lt Be	Lt Br	Lt C	Lt O	Man	Mis	R&P	St O	Ten	T-I-S	Tho	Wee	Wix	Wra	
Responses From:	Alr																													
	Ard	6	9	5	7	8	12	5	7	7	6	5	5	12	8	5	5	6	6	6	6	5	7	6	6	6	5	7	6	6
	Bea	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Bra				1																									
	Bri	4	2	1	2	6	6	4	3	2	5	2	1	5	1	3	2	3	2	2	2	3	1	1	1	2	1	2	2	
	Cla	71	89	50	53	74	106	97	74	78	65	58	51	130	81	44	50	58	48	106	71	98	62	62	65	55	72	56	62	
	Elm	3	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Fra																													
	F&W	27	36	17	17	25	45	31	25	30	24	20	16	50	23	17	17	23	18	26	22	31	17	21	21	18	29	18	20	
	Gt Be	21	29	18	19	28	39	24	18	30	25	15	17	39	21	16	16	20	16	31	18	26	18	16	22	16	20	17	14	
	Gt Br	5	5	4	5	5	4	4	4	5	4	4	4	5	4	4	4	4	4	5	4	5	5	4	4	4	4	4	4	
	Gt O	9	9	7	7	9	13	9	9	10	8	8	12	11	9	8	8	9	7	9	10	10	9	8	8	8	9	6	6	
	Har	9	10	7	9	10	14	9	8	10	6	5	5	12	10	6	6	10	8	9	8	9	9	6	11	6	8	6	7	
	Law	5	5	2	3	4	9	6	3	7	2	3	2	9	8	2	2	3	2	3	5	5	3	2	2	3	5	2	2	
	Lt Be	4	4	3	3	4	5	5	3	4	3	3	3	5	4	5	3	3	3	3	3	3	5	3	3	3	3	3	2	2
	Lt Br	1	1	1	1	2	2	1	1	2	1	1	1	2	1	1	1	1	1	1	1	1	2	1	1	1	1	2	1	1
	Lt C	5	5	2	6	4	8	5	7	6	5	5	4	8	4	4	3	6	3	6	4	8	4	3	5	5	7	4	3	
	Lt O	15	21	13	13	21	31	24	19	20	15	17	15	18	21	13	12	22	16	16	16	15	13	13	14	13	14	13	12	
	Man	2	3	2	2	5	4	2	2	2	3	2	2	3	3	2	2	2	2	2	2	3	3	2	2	2	2	2	2	2
	Mis	3	4	2	2	4	5	4	3	4	3	3	3	5	6	2	2	3	2	6	10	4	2	2	2	2	2	2	2	
	R&P	3	4	2	2	3	6	4	3	3	1	1	1	3	2	1	2	2	2	2	2	2	2	1	1	2	2	1	1	
	St O	19	18	13	14	16	22	17	17	14	20	16	16	21	18	16	17	14	19	19	19	17	20	15	17	16	17	17	14	
	Ten	8	8	5	5	10	23	12	8	17	7	5	6	20	9	5	4	6	5	14	11	11	9	7	8	6	8	6	6	
	T-I-S	11	13	9	10	13	21	17	15	13	12	11	11	21	11	9	9	11	11	12	11	10	15	7	13	7	11	14	7	
	Tho																													
	Wee	2	4	2	2	2	4	4	2	3	4	3	3	3	3	2	2	2	1	4	2	2	3	1	2	2	4	1	1	
	Wix																													
	Wra																													1
Out	13	12	12	14	17	28	13	10	21	10	11	11	23	15	9	9	16	11	19	14	16	15	16	15	11	19	16	12		

Figure 8: Number of Times each Location was suggested for Growth in Question 4

- 3.4 Figure 8 shows that Clacton was ranked as the location where most of the new homes for the district should be located. Clacton was ranked as the best location for more new homes by responses from 15 areas *within* the district and also by responses from outside of the district. 10 areas rated Harwich as the most suitable area within the district for new housing over the next 15 years, placing Harwich as the second most suitable location for housing. 4 areas ranked both Brightlingsea and Ramsey and Parkeston as the most suitable locations for the most growth in the district over the next 15 years, placing these two areas in joint third place for locations which should accommodate additional housing growth in Tendring over this time period.
- 3.5 Wrabness was ranked the lowest in 13 areas within Tendring as the location for more housing development over the next 15 years. Wrabness was preceded by the rural areas of Beaumont, Great Oakley, Little Bentley, Little Bromley, Tendring and Wix, all ranking the lowest in 10 areas within the district as the most suitable locations for housing.
- 3.6 Therefore, according to respondents who answered question 4, the best locations for more homes to be planned in Tendring over the next 15 years are Clacton, Harwich, Brightlingsea and Ramsey and Parkeston and the locations that should receive the lowest levels of housing growth should be Wrabness, Beaumont, Great Oakley, Little Bentley, Little Bromley, Tendring and Wix. This indicates that the more urban areas of the district should perhaps accommodate more housing growth than the rural villages.
- 3.7 In terms of the number of homes each area should accommodate, as shown in Figure 9, below, the majority of responses given to question 4, agreed that the majority of homes should be in Clacton, with Clacton scoring the average highest number of homes suggested by responses in 19 areas from *within* the district (and also scoring the average highest number of new homes suggested in responses from outside of the district). The total average number of homes suggested for Clacton was 1423 homes over the next 15 years.
- 3.8 Both Little Oakley and Wrabness scored the lowest average number of suggested new homes in the district in six areas, with the total average number of homes suggested over the next 15 years for these locations equalling 113 and 97 respectively.
- 3.9 Therefore, according to those respondents who answered question 4 by indicating numbers of homes for locations in the district; the location where the most homes should be planned for in the Tendring District, over the next 15 years should be Clacton, where an average around 1400 homes should be planned; and the locations where the least new homes should be planned for should be in Wrabness and Little Oakley, both of which should have an average of around 100 homes planned for over the next 15 years.

		Parishes																												
		Alr	Ard	Bea	Bra	Bri	Cla	Elm	Fra	F&W	Gt Be	Gt Br	Gt O	Har	Law	Lt Be	Lt Br	Lt C	Lt O	Man	Mis	R&P	St O	Ten	T-I-S	Tho	Wee	Wix	Wra	
Responses From:	Alr																													
	Ard	116	92	135	127	477	2088	121	267	727	96	108	145	877	153	105	101	216	128	86	125	311	151	93	106	108	277	128	135	
	Bea	10	10	5	10	20	65	10	5	40	10	5	10	50	10	5	5	10	5	20	10	10	15	10	15	10	10	5	5	
	Bra				75																									
	Bri	175	152	150	77	215	383	133	98	125	235	150	75	406	75	108	112	133	225	150	150	148	150	75	75	150	150	412	412	
	Cla	232	402	116	178	206	1623	504	298	521	436	196	145	571	403	133	159	276	163	770	699	374	267	432	280	368	329	312	233	
	Elm	120	140	130	140	400	700	126	125	400	125	125	125	400	140	125	125	400	125	400	200	140	235	125	125	140	140	125	125	
	Fra																													
	F&W	205	431	56	68	256	1148	346	348	305	262	165	85	589	389	184	125	138	109	226	211	460	139	102	128	124	354	245	75	
	Gt Be	74	228	62	62	282	1690	188	46	667	95	68	84	1042	188	47	39	102	41	329	110	336	86	79	117	63	105	72	68	
	Gt Br	126	125	61	96	744	2600	103	80	462	115	77	76	706	195	48	47	246	53	240	160	404	160	71	201	90	140	96	68	
	Gt O	105	215	52	80	235	1561	154	148	466	130	61	43	485	176	39	44	185	155	90	78	163	248	141	108	112	148	72	34	
	Har	256	313	86	160	244	1942	337	100	350	91	82	151	869	596	86	76	267	502	663	382	805	171	120	246	161	196	94	99	
	Law	60	120	75	100	175	1694	158	66	550	75	66	175	588	210	100	175	166	75	73	215	190	166	100	200	56	162	175	50	
	Lt Be	86	475	116	130	373	1543	480	58	581	266	113	58	1073	467	39	57	181	63	116	90	452	116	71	88	63	131	20	12	
	Lt Br																													
	Lt C	171	514	77	130	190	701	114	234	411	238	111	95	446	239	95	77	94	102	381	127	938	163	110	113	106	144	71	94	
	Lt O	95	603	70	80	159	1265	288	144	444	121	136	75	421	153	157	86	200	67	298	85	106	92	107	95	95	139	83	77	
	Man	125	175	125	125	250	1550	375	250	325	175	125	125	1150	150	175	125	250	125	150	125	425	125	200	125	125	125	125	150	
	Mis	200	120	150	150	363	1130	347	406	387	106	106	125	568	297	150	140	525	150	29	100	402	100	150	200	100	150	150	150	
	R&P	1108	1050	1512	1512	1058	2620	1018	275	300	25	25	25	200	350	25	87	175	17	225	262	30	237	25	25	87	87	25	25	
	St O	174	550	84	1078	139	1421	270	208	241	217	110	135	446	288	161	76	721	128	288	123	331	242	145	131	100	246	574	60	
	Ten	191	111	28	81	337	1567	164	249	739	169	78	73	583	117	32	35	325	61	209	200	515	169	46	145	131	156	34	78	
	T-I-S	72	159	26	40	449	2030	239	40	470	116	28	25	1331	51	26	30	92	27	93	52	146	163	27	105	32	47	147	32	
	Tho																													
	Wee	200	91	75	50	250	533	141	100	266	166	75	58	258	75	75	50	100	50	216	150	100	200	50	125	75	83	50	50	
	Wix																													
	Wra																													15
	Out	236	82	115	205	226	1452	357	89	559	165	292	182	886	213	61	73	217	119	223	85	471	297	351	197	64	227	335	182	

Figure 9: Average Growth suggested for each Location in Question 4

## Question 5

3.10 Question 5 asked 'Do you have any other comments about the location of new housing development?' A number of common themes emerged in response to this question. These common themes, ranked in order of how often they were referred to, are outlined below:

1. **Infrastructure-** The location of housing should reflect the level of basic infrastructure available including, for example; utilities, sewerage and emergency services. Housing should not be located where there is insufficient infrastructure available to serve the new housing (referred to 466 times).
2. **Highways/ transport-** The location of housing should reflect the level of transport infrastructure in place. Housing should not be located where there is insufficient transport networks available (referred to 431 times).
3. **Employment/ unemployment-** The location of housing should reflect the level of employment in the area, housing should not be located in areas where there are no jobs (referred to 407 times).
4. **Medical services-** The location of housing should reflect the level of medical care that can be provided. Housing should not be located where medical services cannot cope with additional housing (referred to 352 times).
5. **Education services-** The location of housing should reflect the number of schools and school places available. Housing should not be located where the education system cannot cope with additional housing (referred to 303 times).
6. **Brownfield sites-** Housing should be located on brownfield sites as opposed to greenfield sites wherever possible (referred to 299 times).
7. **Close to main roads-** Housing should be located close to the main strategic roads within the district, close to the A120, A133 and towards the A12 (referred to 269 times).
8. **Be aware of flooding-** Housing should be located away from areas prone to flooding (referred to 127 times).
9. **Develop mainly in urban areas-** Housing should generally be located in urban areas rather than rural areas (referred to 120 times).
10. **Spread evenly-** Housing should be spread evenly around the district, with all areas accommodating a level of housing proportionate to their existing size (referred to 108 times).
11. **Open space provision-** Housing location should reflect the level of open space available. Housing should not be located where open space provision is insufficient (referred to 107 times).
12. **Gaps between towns and villages-** Gaps between towns and villages should be maintained to ensure the character of these settlements is not lost and to contain urban sprawl (referred to 98 times).
13. **Homes for local people-** Housing should be located to house local people only. The need for housing from people outside of the district should not be catered for by TDC (referred to 65 times).
14. **Existing housing stock-** Housing location should take into consideration the level of existing housing stock currently available. Many homes that are currently built are struggling to be sold and there are also many empty homes available (referred to 58 times).
15. **No housing is required-** There is no need for more housing in Tendring (referred to 50 times).
16. **Demand should dictate housing location-** Housing location should be determined by the demand for housing. TDC should refer to its background evidence to determine the location of housing in the district (referred to 36 times).
17. **Develop mainly in rural areas-** Housing should generally be located in rural areas rather than urban areas (referred to 34 times).
18. **Social housing-** Concerns and fears about the level of social housing. Social housing should be kept to a minimum (referred to 33 times).

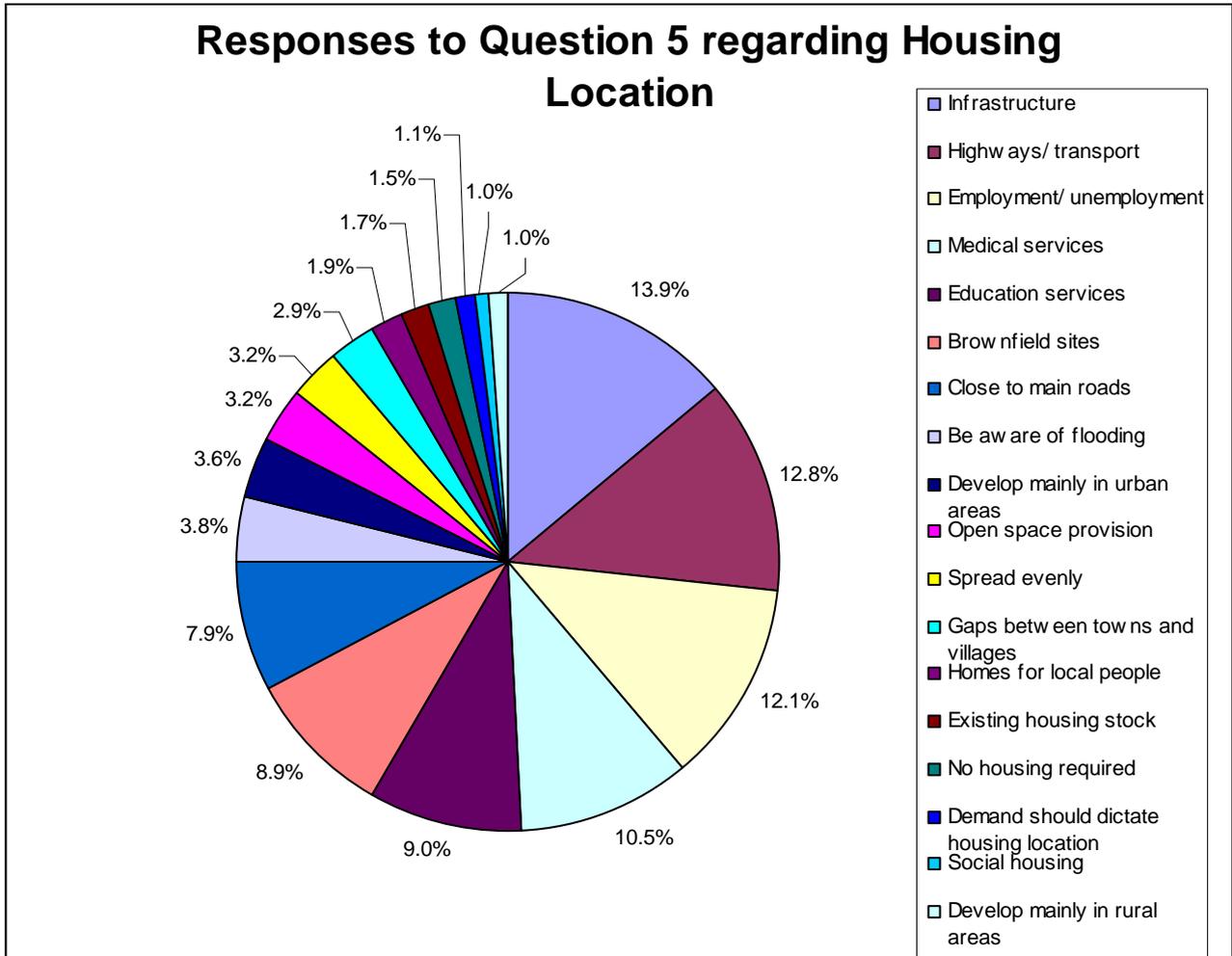


Figure 10: Responses in Relation to Housing Location

3.11 When the responses from different areas of the district are broken down, it is possible to begin to establish the most prevalent issues in relation to housing location in particular parts of the district. The common themes for each area of district are detailed below:

Parish	Common themes in relation to housing location (and how often they were referred to)
Alresford	No representations received.
Ardleigh	<ul style="list-style-type: none"> <li>-Brownfield sites (11).</li> <li>-Education services (6).</li> <li>-Employment/ unemployment (6).</li> <li>-Spread evenly (6).</li> <li>-Open space provision (5).</li> <li>-Highways/ transport (5).</li> <li>-Develop mainly in urban areas (5).</li> <li>-Infrastructure (4).</li> <li>-Medical services (4).</li> <li>-Demand should dictate housing location (2).</li> <li>-Gaps between towns and villages (2).</li> <li>-Develop mainly in rural areas (1).</li> <li>-Be aware of flooding (1).</li> <li>-Existing housing stock (1).</li> </ul>

	-Build close to main roads (1).
Beaumont	-Brownfield sites (1).
Bradfield	-Highways/ transport (1).
Brightlingsea	-Infrastructure (54). -Highways/ transport (53). -Education services (46). -Medical services (44). -Open space provision (4). -Existing housing stock (4). -No housing is required (3). -Brownfield sites (3). -Build close to main roads (3). -Employment/ unemployment (2). -Demand should dictate housing location (1).
Clacton	-Employment/ unemployment (172). -Build close to main roads (172). -Medical services (125). -Infrastructure (115). -Brownfield sites (96). -Highways/ transport (93). -Education services (60). -Spread evenly (43). -Be aware of flooding (34). -Homes for local people (28). -Open space provision (24). -Social housing (22). -Develop mainly in urban areas (18). -Existing housing stock (15). -No housing is required (15). -Gaps between towns and villages (10). -Develop mainly in rural areas (9). -Demand should dictate housing location (8).
Elmstead	-Brownfield sites (4). -Spread evenly (2). -Be aware of flooding (2). -Infrastructure (1). -Medical services (1). -Education services (1). -Open space provision (1). -Highways/ transport (1). -Employment/ unemployment (1). -Homes for local people (1).
Frating	-Gaps between towns and villages (2). -Infrastructure (1). -Develop mainly in urban areas (1).
Frinton and Walton	-Highways/ transport (66). -Infrastructure (64). -Medical services (56). -Employment/ unemployment (56). -Education services (43). -Brownfield sites (31). -Build close to main roads (23). -Gaps between towns and villages (18). -Be aware of flooding (15).

	<ul style="list-style-type: none"> <li>-Existing housing stock (15).</li> <li>-Open space provision (13).</li> <li>-Spread evenly (12).</li> <li>-Development mainly in urban areas (12).</li> <li>-No housing is required (9).</li> <li>-Demand should dictate housing location (8).</li> <li>-Homes for local people (5).</li> <li>-Development mainly in rural areas (5).</li> <li>-Social housing (3).</li> </ul>
Great Bentley	<ul style="list-style-type: none"> <li>-Develop mainly in urban areas (26).</li> <li>-Highways/ transport (25).</li> <li>-Infrastructure (23).</li> <li>-Education services (21).</li> <li>-Employment/ unemployment (20).</li> <li>-Medical services (17).</li> <li>-Brownfield sites (17).</li> <li>-Homes for local people (7).</li> <li>-Gaps between towns and villages (7).</li> <li>-Spread evenly (5).</li> <li>-Build close to main roads (3).</li> <li>-Demand should dictate housing location (1).</li> <li>-Develop mainly in rural areas (1).</li> <li>-Be aware of flooding (1).</li> </ul>
Great Bromley	<ul style="list-style-type: none"> <li>-Brownfield sites (5).</li> <li>-Infrastructure (4).</li> <li>-Highways/ transport (2).</li> <li>-Employment/ unemployment (2).</li> <li>-Develop mainly in urban areas (2).</li> <li>-Gaps between towns and villages (2).</li> <li>-Medical services (1).</li> <li>-Education services (1).</li> <li>-Develop mainly in rural areas (1).</li> </ul>
Great Oakley	<ul style="list-style-type: none"> <li>-Infrastructure (11).</li> <li>-Employment/ unemployment (10).</li> <li>-Highways/ transport (8).</li> <li>-Education services (7).</li> <li>-Brownfield sites (4).</li> <li>-Build close to main roads (4).</li> <li>-Be aware of flooding (4).</li> <li>-Medical services (3).</li> <li>-Spread evenly (3).</li> <li>-Develop mainly in urban areas (3).</li> <li>-Homes for local people (2).</li> <li>-Demand should dictate housing location (2).</li> <li>-Gaps between towns and villages (2).</li> <li>-No housing is required (1).</li> <li>-Social housing (1).</li> <li>-Develop mainly in rural areas (1).</li> <li>-Existing housing stock (1).</li> </ul>
Harwich	<ul style="list-style-type: none"> <li>-Infrastructure (17).</li> <li>-Employment/ unemployment (17).</li> <li>-Highways/ transport (15).</li> <li>-Brownfield sites (12).</li> <li>-Medical services (10).</li> </ul>

	<ul style="list-style-type: none"> <li>-Education services (10).</li> <li>-Be aware of flooding (8).</li> <li>-Open space provision (6).</li> <li>-Spread evenly (4).</li> <li>-Gaps between towns and villages (3).</li> <li>-Homes for local people (2).</li> <li>-Build close to main roads (2).</li> <li>-Develop mainly in urban areas (2).</li> <li>-Develop mainly in rural areas (2).</li> <li>-No housing is required (1).</li> <li>-Existing housing stock (1).</li> </ul>
Lawford	<ul style="list-style-type: none"> <li>-Highways/ transport (7).</li> <li>-Employment/ unemployment (5).</li> <li>-Brownfield sites (4).</li> <li>-Infrastructure (3).</li> <li>-Medical services (2).</li> <li>-Education services (2).</li> <li>-Demand should dictate housing location (2).</li> <li>-Build close to main roads (2).</li> <li>-Open space provision (1).</li> <li>-Existing housing stock (1).</li> <li>-Spread evenly (1).</li> <li>-Gaps between towns and villages (1).</li> </ul>
Little Bentley	<ul style="list-style-type: none"> <li>-Develop mainly in rural areas (4).</li> <li>-Employment/ unemployment (3).</li> <li>-Highways/ transport (2).</li> <li>-Brownfield sites (2).</li> <li>-Spread evenly (2).</li> <li>-Open space provision (1).</li> <li>-Homes for local people (1).</li> <li>-Demand should dictate housing location (1).</li> <li>-Build close to main roads (1).</li> </ul>
Little Bromley	<ul style="list-style-type: none"> <li>-Brownfield sites (2).</li> <li>-Develop mainly in urban areas (2).</li> <li>-Gaps between towns and villages (2).</li> <li>-Highways/ transport (1).</li> </ul>
Little Clacton	<ul style="list-style-type: none"> <li>-Brownfield sites (19).</li> <li>-Highways/ transport (9).</li> <li>-Employment/ unemployment (9).</li> <li>-Build close to main roads (9).</li> <li>-Gaps between towns and villages (8).</li> <li>-Infrastructure (7).</li> <li>-Education services (5).</li> <li>-Medical services (3).</li> <li>-Homes for local people (3).</li> <li>-Develop mainly in urban areas (3).</li> <li>-Existing housing stock (3).</li> <li>-Open space provision (2).</li> <li>-Spread evenly (2).</li> <li>-No housing is required (1).</li> <li>-Demand should dictate housing location (1).</li> <li>-Develop mainly in rural areas (1).</li> <li>-Be aware of flooding (1).</li> </ul>
Little Oakley	<ul style="list-style-type: none"> <li>-Infrastructure (53).</li> </ul>

	<ul style="list-style-type: none"> <li>-Education services (41).</li> <li>-Highways/ transport issues (41).</li> <li>-Medical services (35).</li> <li>-Employment/ unemployment (27).</li> <li>-Brownfield sites (26).</li> <li>-Gaps between towns and villages (25).</li> <li>-Open space provision (11).</li> <li>-Develop mainly in urban areas (7).</li> <li>-Homes for local people (5).</li> <li>-Existing housing stock (4).</li> <li>-Build close to main roads (4).</li> <li>-Be aware of flooding (4).</li> <li>-No housing is required (3).</li> <li>-Social housing (1).</li> <li>-Spread evenly (1).</li> </ul>
Manningtree	<ul style="list-style-type: none"> <li>-Brownfield sites (2).</li> <li>-Infrastructure (1).</li> <li>-Medical services (1).</li> <li>-Education (1).</li> <li>-Open space provision (1).</li> <li>-Highways/ transport (1).</li> <li>-Employment/ unemployment (1).</li> <li>-No housing is required (1).</li> <li>-Existing housing stock (1).</li> <li>-Spread evenly (1).</li> <li>-Develop mainly in urban areas (1).</li> </ul>
Mistley	<ul style="list-style-type: none"> <li>-Employment/ unemployment (8).</li> <li>-Infrastructure (7).</li> <li>-Highways/ transport (6).</li> <li>-Open space provision (4).</li> <li>-Brownfield sites (4).</li> <li>-Gaps between towns and villages (4).</li> <li>-Medical services (3).</li> <li>-Education services (3).</li> <li>-Spread evenly (3).</li> <li>-No housing is required (1).</li> <li>-Build close to main roads (1).</li> <li>-Develop mainly in urban areas (1).</li> <li>-Be aware of flooding (1).</li> </ul>
Ramsey & Parkeston	<ul style="list-style-type: none"> <li>-Infrastructure (4).</li> <li>-Gaps between towns and villages (4).</li> <li>-Medical services (2).</li> <li>-Education services (2).</li> <li>-Highways/ transport (2).</li> <li>-Employment/ unemployment (2).</li> <li>-Spread evenly (2).</li> <li>-Open space provision (1).</li> <li>-No housing is required (1).</li> <li>-Social housing (1).</li> <li>-Build close to main roads (1).</li> <li>-Develop mainly in urban areas (1).</li> </ul>
St. Osyth	<ul style="list-style-type: none"> <li>-Build close to main roads (25).</li> <li>-Employment/ unemployment (22).</li> <li>-Infrastructure (20).</li> </ul>

	<ul style="list-style-type: none"> <li>-Highways/ transport (18).</li> <li>-Medical services (16).</li> <li>-Education services (15).</li> <li>-Brownfield sites (11).</li> <li>-Open space provision (6).</li> <li>-No housing is required (3).</li> <li>-Demand should dictate housing location (3).</li> <li>-Develop mainly in urban areas (3).</li> <li>-Gaps between towns and villages (3).</li> <li>-Spread evenly (2).</li> <li>-Develop mainly in rural areas (1).</li> </ul>
Tendring	<ul style="list-style-type: none"> <li>-Employment/ unemployment (20).</li> <li>-Infrastructure (32).</li> <li>-Highways/ transport (24).</li> <li>-Education services (19).</li> <li>-Develop mainly in urban areas (18).</li> <li>-Be aware of flooding (9).</li> <li>-Medical services (8).</li> <li>-Brownfield sites (8).</li> <li>-No housing is required (6).</li> <li>-Existing housing stock (6).</li> <li>-Homes for local people (4).</li> <li>-Build close to main roads (4).</li> <li>-Open space provision (3).</li> <li>-Demand should dictate housing location (2).</li> <li>-Spread evenly (2).</li> <li>-Social housing (1).</li> </ul>
Thorpe-Le-Soken	<ul style="list-style-type: none"> <li>-Infrastructure (23).</li> <li>-Highways/ transport (17).</li> <li>-Medical services (10).</li> <li>-Education services (9).</li> <li>-Brownfield sites (9).</li> <li>-Build close to main roads (8).</li> <li>-Employment/ unemployment (7).</li> <li>-Spread evenly (6).</li> <li>-Develop mainly in urban areas (5).</li> <li>-Homes for local people (4).</li> <li>-No housing is required (3).</li> <li>-Open space provision (3).</li> <li>-Be aware of flooding (3).</li> <li>-Gaps between towns and villages (1).</li> </ul>
Thorrington	<ul style="list-style-type: none"> <li>-Infrastructure (1).</li> <li>-Medical services (1).</li> <li>-Education services (1).</li> </ul>
Weeley	<ul style="list-style-type: none"> <li>-Brownfield sites (5).</li> <li>-Employment/ unemployment (4).</li> <li>-Develop mainly in urban areas (4).</li> <li>-Medical services (3).</li> <li>-Education services (3).</li> <li>-Highways/ transport (3).</li> <li>-Homes for local people (2).</li> <li>-Infrastructure (1).</li> <li>-Open space provision (1).</li> <li>-Social housing (1).</li> </ul>

	-Existing housing stock (1). -Build close to main roads (1).
Wix	-Infrastructure (1). -Employment/ unemployment (1). -Spread evenly (1). -Develop mainly in urban areas (1). -Gaps between towns and villages (1).
Wrabness	-Spread evenly (1).
Outside the District	-Highways/ transport (31). -Brownfield sites (23). -Open space provision (20). -Infrastructure (19). -Employment/ unemployment (12). -Spread evenly (9). -Develop mainly in rural areas (8). -Medical services (7). -Education services (7). -Existing housing stock (5). -Build close to main roads (5). -Develop mainly in urban areas (5). -Demand should dictate housing location (4). -Social housing (3). -Gaps between towns and villages (3). -No housing is required (2). -Homes for local people (1). -Be aware of flooding (1).

Figure 11: Common Themes in Relation to Housing Location by Parish

3.12 Figure 11 shows how in different areas of the district different issues are important to the residents who live there, in relation to housing location; perhaps reflecting local issues and concerns, for example localised traffic issues or sewerage problems. This will be useful information to draw upon when deciding the location of new housing development in a particular parish or area. However, as Figure 10 demonstrates, there are clear similarities across the whole district as to the issues residents have in relation to housing location in Tendring. Of the 18 key themes, most are concerned with the level of different types of infrastructure available and the current lack of employment opportunities. Most of the respondents believe access to sufficient services and jobs will only get worse if more homes are built in locations where infrastructure and employment are not available. Indeed, many of the respondents felt that these services and opportunities should be in place first, before more homes are built.

3.13 In addition to the above themes, many respondents referred specifically to the suitability of different locations within the district for future housing development. Indeed, the following comments were made on several occasions:

- Clacton is already over developed, with high numbers of unemployed people and poorly equipped infrastructure. Against major development in Clacton (x157).
- The majority of development in Tendring should be in Clacton (x44).
- Elmstead is close to Colchester and Clacton so could accommodate growth, especially with growth at Essex University (x15).
- The Frinton and Walton area is unsuitable for development (x23).
- Great Bentley cannot cope with new homes, due to an increase in traffic, problems with parking, unsuitable roads and lack of infrastructure and facilities (x32).

- Development should be in or near Harwich, where jobs are expected within the district (x58).
- There should be no more housing in Harwich- yes to wind farms, port expansion and dualling of the A120 to create more jobs, but no to housing as the necessary infrastructure is not here. Harwich and Dovercourt need regeneration, not housing. (x12).
- Little Oakley cannot cope with additional housing. It is unacceptable due to the environmental impact and lack of employment and infrastructure in the area. This would totally ruin the rural nature of Little Oakley (x47).
- Against large development in Little Oakley as these developments would turn the village into a suburb of Harwich and Dovercourt. We do not want to lose our green field which are currently used for agricultural uses. We are supportive of infill developments however large scale development is unsustainable in this village as our infrastructure cannot cope. Sewage drains, schools and our health care service cannot cope with the existing population. Development should be contained within existing settlement boundaries of the village and be appropriate in terms of scale, mass and materials used (x17).
- Manningtree would be a sensible location for housing as it is close to Ipswich, Harwich (with planned new port) and good rail links to London (x24).
- Development should be located in Ramsey and Parkeston, where jobs are expected at the planned new port (x8).
- St Osyth should have infill development only. St Osyth is unable to support any large scale developments without significant investment in road, school and health care infrastructure. The roads around the village are heavily used and the main crossroads are particular poorly laid out with severely restricted visibility. There are many parts of the village where footpaths are less than 1m wide or even non existent. Large scale development would change the character of the area to its detriment (x16).
- The Tendring village is not suitable for new houses, there is no mains drainage, gas, broadband, no pavements or street lighting, dangerous roads for example the B1035, no facilities for young people, not enough doctors, schools or shops or poor public transport (x22).
- Tendring village should only have housing development in the form of infilling (x12).
- There are problems with drainage and sewerage, traffic congestion caused by school access and seasonal visitors, lack of public transport and amenities within Thorpe-le-Soken. Thorpe cannot cope with additional development as there is a lack of school places, public health services and no suitable village hall (x12).
- Any development in the district will have an adverse affect in Thorpe due to traffic increase, particularly any development in Frinton and Walton and Clacton, Manningtree and Harwich. Some residents consider a by pass as the only solution (x7).

3.14 The comments above reflect the strength of feeling regarding development in certain locations around the district, in relation to broad areas or parishes. It is clear from the comments above for example that a significant number of respondents felt that Clacton should not accommodate further housing development, arguing that the necessary infrastructure is not in place to support significant housing growth in the area.

## Question 6

3.15 Question 6 asked 'Do you have any other comments about particular sites or any alternative sites?' This question relates to the 167 sites identified within the 'Possible Housing Sites' document, published alongside this Housing Development Consultation, which details suggestions from third party landowners and developers for possible housing and mixed-use development sites. Many responses were received in relation to the 167 sites identified, detailing their support or objection to specific sites. A summary of all of the points raised in relation to all of these sites is appended to this report (see Appendix G).

3.16 Many of the comments made in relation to the 167 possible housing sites were repeated frequently throughout the consultation responses received as part of this consultation exercise. Some of the most common points made to particular sites are listed below:

- Site 4- Plains Farm, Plains Farm Close, Ardleigh- This is excessive in size and out of keeping with current areas. Also, this site does not address housing need in Clacton and Harwich. There is no proven need for large scale developments in Ardleigh; Ardleigh has always been recognised as a village where in-fill development and possibly a development of no more than 6 dwellings would be more than sufficient to meet housing needs.
- Site 11- Land east of Colchester between A133 and A120 Elmstead Market/ Ardleigh- This would only serve to increase the size of Colchester into the Tendring area and would be built on prime agricultural land. This will not benefit Tendring residents and will worsen traffic problems and issues of insufficient infrastructure. This will cause great damage to the environment and would cause even more congestion around Colchester, which is already gridlocked.
- Site 11- Land east of Colchester between A133 and A120 Elmstead Market/ Ardleigh- This is the most obvious site for development, as it has a greater land mass and is where the majority of jobs will be, close to the Colchester/ A12 corridor.
- Site 20- Land in Lime Street, Brightlingsea- The roads here are narrow and cannot cope with the increased traffic the new development would bring. The drains and sewers are old and overstretched, and could not support any significant development. Schools and doctors are already overstretched and oversubscribed and cannot support significant development. The area is within the Coastal Protection Belt and should be protected. The site is often waterlogged and is prone to flooding, with part of the site designated as at a high risk of flooding. Increased runoff from the new properties would increase the chance of flooding. Development here would also destroy a habitat where endangered/ protected species have been found. The development would disturb existing residents, resulting in a loss of privacy and amenity. Access to the proposed site is the unmade private street of Lime Street and it is unclear who owns each section of this road, meaning this site is not available for development
- Site 28- Land at Hartley Meadows, West of A133, Clacton-on-Sea- Do not want this site to go ahead; there is a lack of medical services, school places, and jobs and there is already enough new development in the area. The new relief road would create a racetrack for younger motorists. This proposes far too many homes for one area to absorb, infrastructure and jobs are not there and the land is currently still viable for farming.
- Site 36/37- Land between Sladbury's Lane and Thorpe Road and Land off Burrs Road and Sladbury's Lane, Clacton-on-Sea- This proposal is wrong and unrealistic, jobs and infrastructure are not available and are big concerns for these proposed developments. There are no facilities to accommodate more people in this area, doctors surgeries are full, no school places, no banks, no hospital, no police and only a few shops. This site is located on a 'lane' and the development would create too much traffic, the area already takes too much traffic and is difficult to access. This is flood plain and currently prevents flooding in Sladbury's Lane, if new housing is built on this land Sladbury's Lane would flood more often.
- Sites 49, 50 and 51- Land at Manor Farm, land east Pork Lane and land at 'The Paddocks', Kirby Road, Great Holland- All these sites lie outside the settlement boundaries of Great Holland, as agreed by the District Local Plan and the Parish Plan and the Village Design Statement 2010, which states settlement boundaries should be defended. Development should also be resisted in Local Green Gap and Coastal Protection Belt. We are opposed to any proposal for planning permission contrary to the current TDC policy and to our parish plan and village design statement and therefore object to these sites.
- Site 59- Land west of Turpins Lane, Frinton-on-Sea/ Kirby Cross- Object to this site on the following grounds: access to the site and highways; increased traffic surrounding the site; loss of privacy to existing homes; destruction of ecological habitat; potential loss of trees (including

oaks) and hedgerows; noise and disruption caused by the scheme; inability to provide health and education needs; a lack of jobs and the site has no infrastructure.

- Site 65- Land off First Avenue, Frinton-on-Sea- Object to development at this site. This site is criss-crossed by existing rights of way, which would, if they are preserved, reduce the possible development of 15 homes to less than 9. The site is used by 50 pedestrians and numerous cars daily. This tiny site would therefore offer less than 1% of the identified needs of housing and would be seriously opposed by the local community. Jobs are not available for existing residents as it is and the existing housing stock is also not selling. It is therefore not practical or viable to allocate such a small site for housing when much larger sites, closer to jobs and London have been identified elsewhere in the district.
- Site 66- Land at Crabtree Farm, Great Bentley- This site is utterly disproportionate to most of the other towns and villages. This development would destroy the quality of life in one of the most picturesque and well kept villages in Essex. There is not the infrastructure to support this development and access to the A133 is very difficult due to the current volume of traffic.
- Site 76- Land north of Harwich Road, Great Oakley- Oppose this site as this is agricultural land and will spoil current open views. There is a blind bend near to the site which could cause accidents.
- Sites 83 and 84- Land south of Low Road and land west of Low Road, Dovercourt- These developments are very large and there is not sufficient infrastructure and employment available. This land is very close to the protected coastal area and any development of this magnitude would impact on the protected wildlife and natural beauty of the landscape towards the sea.
- Site 90- Land north of Elm Road, Little Clacton- Object as this area is currently designated within the Local Plan 2007 as Local Green Gap (Policy EN2) and should be kept open and free of development. Access to the site, if obtained via Elm Road as an existing highway, would be very restricted and the road structure would not benefit from the additional traffic flow. The road also connects various bridleways and is used by local horse riders. The area is classified as flood risk and is home to a number of species including newts, bats and barn owls, in addition to a large number of mature and established trees. The rural outlook of the existing properties would be ruined and development would be too close to these properties, which would be detrimental to the rural character of the area. This development would significantly impair residential amenity with additional the noise disturbance and affect on existing resident's privacy.
- Site 91- Land west of the Street, Little Clacton- Object as this area of land is currently a large greenfield site which enhances the rural setting of the area and should therefore be protected. If development were to go ahead this would be unacceptable in terms of both scale and nature and would overdevelop this area. The Street would not be able to cope with the additional traffic flow this development would generate and the additional noise and pollution this development would cause would have a negative impact on the wildlife of the area. Infrastructure would need to be improved to cater for the additional need for example of schools and doctors.
- Sites 95 and 96- Land to the rear Holly Lodge, Betts Green Road and Land east of Betts Green Road, Little Clacton- Object to development due to the semi-rural location of Betts Green Road, which would negatively affecting residents in both Betts Green Road and Harwich Road. Increased traffic could not be accommodated down this single track, unmade private road which residents currently maintain and do not wish to change. Access to the sites would be difficult along the unmade road and the ownership of the strip of land between Hawthorns and Holly Lodge would need to be established.
- Site 104- Land between Ramsey and Little Oakley- This is a massive proposed development, completely out of keeping with the rural nature of Little Oakley and Ramsey Villages. The site has several footpaths crossing it including the Essex Way, which are used daily by visitors and residents. A large number of horses are stabled and graze to the north western side of the site. The area is used for recreational activity. The north western area has some steep slopes in some places. The infrastructure of the villages of Little Oakley and Ramsey would

be swamped by this development for example, drainage, GPs, roads and schools. There is also very little employment in the area.

- Site 122- St. Osyth Priory, Colchester Road, St. Osyth- Oppose this site, as we should preserve existing sites of rural beauty, historical attractions and SSSI's- protect the St. Osyth Priory and its environs, including the deer park and its many trees.
- Site 139- Land at Thorpe Maltings and Former King Edward VII Public House, Thorpe-le-Soken- Must develop this old derelict eyesore; this would be an excellent site.

3.17 Suggestions for alternative possible housing sites were also made and these are listed within Appendix G of this report. In addition to specific alternative possible housing sites the suitability of broad locations or types of locations were also mentioned. Some of the most common points made in relation to the suitability of broad locations for housing development were:

- Land is available along the A120 corridor, with interest in a business park- this would offer good employment and a community of affordable, mixed housing types here would have good access to transport links (x230).
- Development should take the form of infill in towns and villages, within settlement boundaries in the main, in proportion to the existing settlement, not large housing estates (x102).
- Development should be near to Colchester/ Ipswich- close to employment (x91).
- Development should be along existing bus and train networks including near railway stations (x73).
- Develop Jaywick- as it is a prime area for regeneration (x58).
- Place all new proposed dwellings in one place, in a new village along the A120, this would not interfere with existing residents or create havoc on the small roads that make up this area (x23).
- Think about new town/s in the district (x22).
- Roads need to be improved; otherwise no employment will come to the district (x15).
- Geographically the area is fringed by the sea, this limits development opportunities. Build away from the coastal areas, these places lack infrastructure and adequate highway links (x12).

3.18 The comments above reflect the strength of feeling regarding other possible areas where housing development may be supported or opposed within the district, which have perhaps not been considered within the 167 possible housing sites promoted by third party landowners or developers. The possibility of housing broadly along the A120 corridor is an area that has generated a large amount of interest, as has the possibility of development on Tendring's boundaries with Colchester and Ipswich. There is also a strong feeling that infill sites are favourable over and above large scale housing developments.

## 4. Types of Housing

4.1 Questions 7 and 8 on the response form for the Housing Development Consultation were concerned with Types of Housing.

### Question 7

4.2 Question 7 asked 'What types of housing do you think are needed and should be built in the district?' 847 respondents answered this question (just over 60% of the respondents). Respondents chose to answer this question in different ways; some choosing to indicate exact numbers of homes for the different housing types; some choosing to indicate a percentage for each housing type; whilst the majority of respondents indicated either a 'yes' or a 'no' to the different housing types. Analysis of the figures or percentages given in response to this question would be particularly difficult, given that the number of respondents who supplied this data is so small. Instead, as most of the respondents indicated either a 'yes' or a 'no' to this question, a more meaningful analysis would be to establish which housing types within Tendring were supported or opposed.

4.3 Overall, the housing type that most respondents thought was needed and should be built within Tendring was medium size family housing, with 14.4% of all respondents who answered 'yes' to different housing types, indicating medium size family homes as the housing type needed most. Bungalows; shared ownership and sheltered/ warden assisted housing were also all considered high priorities for the types of housing needed within the district.

4.4 Of the respondents who answered 'no' to different housing types, travellers pitches were identified most frequently with 13.7% of respondents answering 'no' to requiring travellers pitches in Tendring. Non-permanent or temporary dwellings; social housing and flats, apartments and maisonettes also scored highly as the least needed housing type in Tendring. Figure 12 shows this data in more detail:

Housing Type	Percentage of respondents who answered yes	Percentage of respondents who answered no
Social housing	7.6%	9.2%
Shared ownership housing	12.3%	5.7%
Council housing	8.4%	8.5%
Flats, apartments and maisonettes	5.9%	9.2%
Bungalows	12.8%	5.9%
Medium size family housing	14.4%	4.6%
Aspirational housing	7.9%	7.8%
Self-build	6.7%	8.3%
Sheltered/ warden assisted housing	11.9%	6.6%
Travellers pitches	1.4%	13.7%
Non-permanent or temporary dwellings	1.5%	12.8%
Extra care housing	9.2%	7.7%

Figure 12: Housing Type Need

## Question 8

4.5 Question 8 asked 'Do you have any other comments about types of housing?' Many responses were received in relation to this question and a summary of all of the points raised is appended to this report (see Appendix H). Of the comments made in relation to different housing types, many were repeated frequently throughout the consultation responses received as part of this consultation exercise. Some of the most common points made to specific housing types correlate well to the support and opposition to different housing types as illustrated in Figure 12, these comments made are listed below:

### Social Housing

- We already have huge estates of social housing- these areas are not pleasant to live on or near as they produce many social problems (x37).
- We do not need yet more unemployed people, who contribute nothing to the area and drain our resources (x26).
- Social housing should only be for local people/ people with jobs in the area (x21).
- Social housing is needed to reduce our housing list (x12).
- No more social housing is required (x7).
- Don't build social housing in isolation; they must be mixed with other housing types to work (x7).
- Social housing helps young people onto the housing ladder (x5).

### Shared Ownership

- Shared ownership schemes will encourage first time buyers and people in private rental or council to get onto the property ladder and local people will be able to stay in the area (x44).
- Shared ownership housing encourages owners to take an interest in maintaining their property (x10).
- Villages would find shared ownership housing appropriate in small numbers, as part of affordable housing schemes (x6).
- Shared ownership homes should account for most of the housing in the district (x5).

### Council Housing

- We already have huge estates of council housing- these areas are not pleasant to live on or near as they produce many social problems (x20).
- Council housing should be for local people only (x13).
- Council housing is a plus over social housing as social housing appears to turn areas into squalor with bad tenants (x10).
- Council houses should not be allowed to be sold off; they need to remain Council stock (x10).
- Council housing should account for most of the housing in the district (x9).
- We do not need yet more unemployed people, who contribute nothing to the area and drain our resources (x7).
- Council housing helps young people onto the housing ladder (x6).

### Flats, Apartments and Maisonettes

- There are already enough flats in the district; many are left empty (x18).
- Flats do not generate a sense of community and pride in the area- they are a blot on the landscape and need high maintenance (x11).
- Keep flats low rise as these are required for the young and elderly (x9).
- Flats are suitable in urban areas but not in rural areas (x8).
- Flats should be two storeys maximum- as higher than this can cause trouble between tenants and owners (x7).

- Affordable flats are needed for single people and low income couples (x7).
- Flats are not appropriate for family life, too many flats and houses have been built at too high a density (x6).

#### Bungalows

- We need more bungalows for our ageing population, which would free up larger houses for families (x24).
- Bungalows would encourage more elderly people to live here and make the elderly population even higher- we do not want this (x8).
- Bungalows are sought after by our ageing population who can boost our economy but who do not require work (x5).

#### Medium Size Family Housing

- Building family homes would attract families to Tendring who will boost our economy with their disposable income (x14).
- The majority of new homes should be family homes (x11).
- Family homes should be located near facilities for families, for example; schools and colleges, surgeries, hospitals, railway stations and employment (x10).
- Family homes are proving difficult to sell because the poor employment situation stops families moving here and young people cannot get mortgages. There is therefore little need for them (x6).

#### Aspirational Housing

- Aspirational housing will attract people who will boost our economy with a disposable income (x22).
- Aspirational homes of 4-5 bedrooms take up too much land (x7).
- A scattering of aspirational homes throughout the whole district, to avoid 'estate type' areas overwhelming villages with too many same design developments would be tolerable (x5).

#### Self-build

- On the right land self-builds can bring money and skills into the area. The people this would attract will boost our economy, attracting people who have disposable income. (x6).
- Self-builds can add character and diversity to an area, enriching it (x5).

#### Sheltered/ Warden Assisted Housing

- Sheltered housing will enable elderly people to remain in Tendring and demand will further increase with an ageing population (x42).
- We already have enough sheltered accommodation so more does not need to be built; however the existing sheltered accommodation needs to be protected from closure and needs refurbishment (x5).

#### Travellers Pitches

- No traveller sites should be allowed in Tendring (x45).
- Traveller's pitches should be for travellers that move on, not for long stays (x7).
- Traveller's pitches are only feasible if sites are rented, with deposits paid in advance and refundable if no cleaning up by the Council is required when each letting has left. These need to be kept small and should not be allowed to develop like in Basildon (x7).
- Site traveller's pitches away from people, with a maximum of 3-4 caravans (x6).

#### Non-Permanent or Temporary Dwellings

- We already have vast numbers of non-permanent or temporary dwellings in Point Clear, St Osyth, Jaywick, Weeley, Clacton and Frinton and Walton (x22).
- Non-permanent or temporary dwellings would be detrimental to the area (x5).

#### Extra Care Housing

- Extra care housing is needed to give people care and is important for elderly and disabled alike (x22).
- Build residential homes for the elderly to free up existing housing for the local families that are on the waiting list (x6).

4.6 The comments above reflect a general stance against social housing, flats, apartments and maisonettes, traveller's pitches and non-permanent or temporary dwellings. However, comments were generally much more positive in relation to shared ownership housing, medium sized family homes and housing types which helped ageing or disabled members of our community (for example, bungalows, sheltered/ warden assisted housing and extra care housing). In addition, council housing was seen more positively than social housing schemes.

4.7 In addition to comments made about specific housing types, some general comments regarding housing type were also submitted as representations to the housing development consultation. Some of the points made most frequently in relation to housing type were:

- A good balance/ mix of housing types are required, including affordable homes (x74).
- Need affordable homes- for local people in larger villages and towns which have good amenities and public transport, so people can afford to live where they have been brought up for example (x49).
- Housing needs to blend with housing that is already existing (x42).
- Homes should be built at low densities and with plenty of open space and gardens (x31).
- The quality of the design of houses is important, to enhance the look of an area (x26).
- The guiding principle on housing type should be the demand/ need from the public (x22).
- Build for the elderly, we are a retirement area, this will also stimulate jobs in the care industry (x18).
- Main need for housing is at either end of our lifespan- first time buyers and the elderly and infirm (x16).
- Tendring is a retirement/ tourist area; housing should reflect that, especially in coastal areas (x14).
- There needs to be recognition of the need for energy efficient housing (x13).
- Housing should be used to encourage wealth into the area- for example, starter homes for young professionals (x11).
- Use local materials employ local people to build the homes (x10).

4.8 A high number of respondents agreed that a good mix of housing types should be planned for in Tendring. Affordable homes, the quality of design and amenity space were also considered high priorities when considering which housing types were most appropriate for the district. These and some of the other comments received in relation to question 8 are therefore very important factors to consider when deciding the correct types and proportions of different housing types that should be planned for over the next 15 years within the district.

4.9 An overarching theme, which has been referred to throughout responses to question 8; and indeed the housing consultation as a whole; is the need to ensure housing development is sustainable. In particular it was considered important that housing development, including the different housing types within housing developments, should help to stimulate and support a strong prosperous economy; should be built using sustainable, local materials to be energy efficient; built in sustainable locations close to existing infrastructure; and of a good housing mix, to ensure sustainable socially mixed communities.

# Appendix A: Representation Form



## Public Consultation on Housing Development RESPONSE FORM

### Help us make the right decision

Local residents have expressed concerns about plans for the future of potential housing developments around our District which were published for consultation in October 2010. We have listened to those concerns and that is why we are giving local people another opportunity to have their say on the future housing growth in Tendring.

Rather than sending the draft plan up to London for ministers to approve, we believe that local people – and all 60 councillors you elected to Tendring District Council in May – should have a direct say first. That means your local councillors, working with you, will be directly involved in deciding how many homes we need, where to put them, and what sort of houses will best meet local needs.

Local councils have a legal duty to plan for new housing to meet the needs of the growing population so it is very important that we plan carefully for the right number of homes, in the right locations and of the right type to best meet the needs of future generations. By giving us your views you will help us to get it right for local people.

We are only too aware that the prospect of housing growth in our communities is controversial, but if your Local Council does not take these difficult decisions with the interests of local people at heart, they will ultimately be taken by remote officials who have no connection to the area. Therefore I urge you to take part in this consultation exercise and ensure that your views are taken into account.



## **A New Plan for Tendring**

By law, every local Council has to produce a plan for its area that identifies:

- proposals for new housing development;
- opportunities for commercial development;
- the infrastructure needed to support growth (e.g. roads, schools, utilities etc);
- areas of environmental importance to be protected from development; and
- the requirements that developers and others will need to fulfil if they want to get planning permission for their development proposal.

The Council's current Local Plan was only designed to last until 2011 and therefore the Council must produce a new plan to cover at least the next 15 years. Without an up to date plan, the Council will be powerless to influence the location, type and quality of new development in the district and will not be able to seek financial contributions from developers toward new infrastructure and community facilities.

Over the last couple of years, the Council has been preparing studies to inform the preparation of a new plan and last October the Council published a draft 'Core Strategy' for public consultation which set out some initial thoughts about where, roughly, new development should go. These studies and the draft Core Strategy can be viewed on the Council's website ([www.tendringdc.gov.uk](http://www.tendringdc.gov.uk)).

Many local people were concerned about the housing proposals in the Core Strategy, so the Council is giving people another opportunity to put forward their views on the number, location and type of new homes needed before any final decisions are made.

As well as taking people's views into account, the new plan for the district will have to meet the requirements of national planning policy before it can be approved. The government is currently re-writing national planning policies to make them easier to understand, but also to increase housing development across the country and make it easier for developers to get planning permission.

### **Please send us your comments**

To help you put forward your thoughts on housing development in the Tendring District, we have produced this special response form.

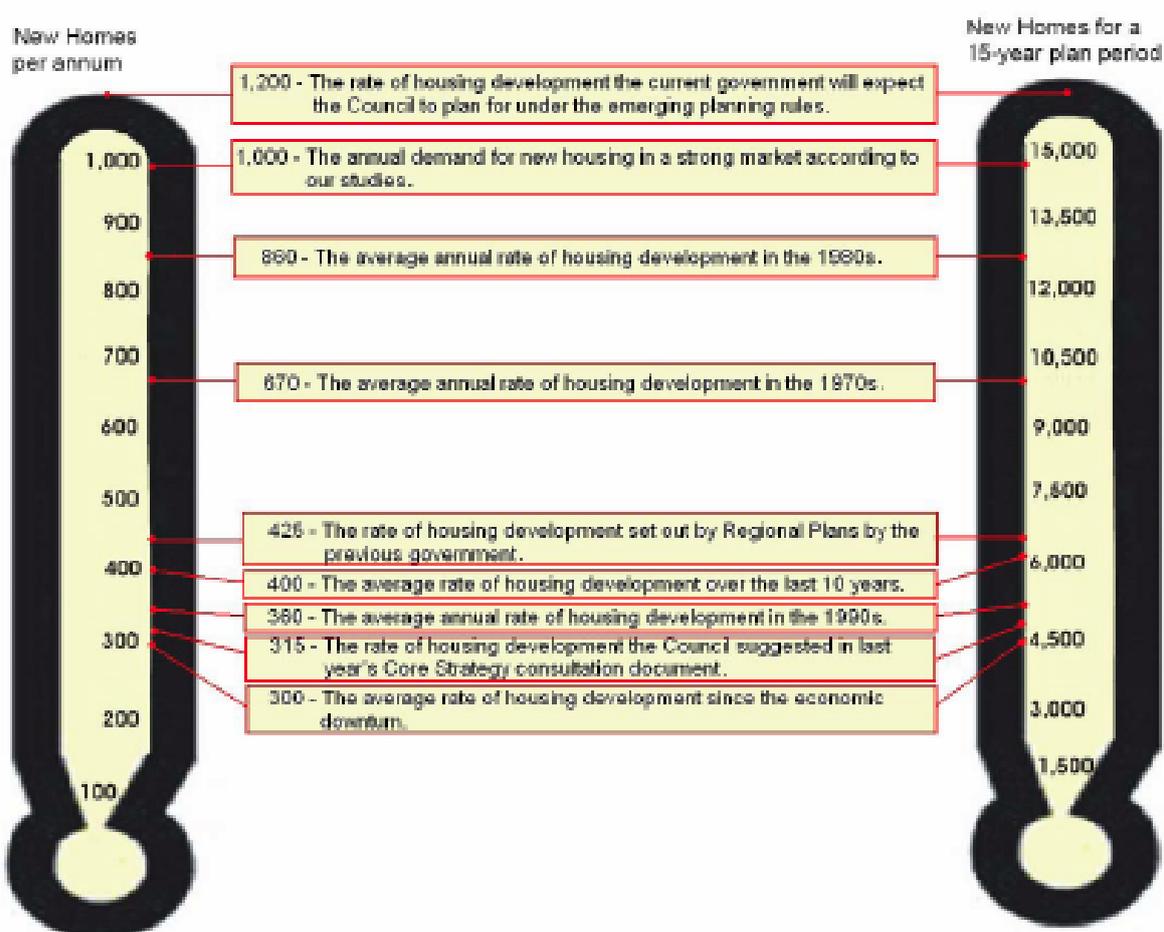
It contains a series of questions that will help us to better understand your views and concerns about housing development in Tendring.

It will only take a few minutes to complete but your input is invaluable and it will help influence how your district develops in the future.

## Housing Numbers

Under national planning rules, the Council has to plan for at least 15 years worth of housing development.

In the draft plan we published for consultation last year, we suggested 6,300 new homes could be built in Tendring over 20 years (an average of 315 homes a year). The figures below show how this compares with the rates of housing development that have taken place in the past, what the demands are likely to be in the future and what the Government might expect under new rules.



**Q1:** Having considered these figures, how many new homes do you think the Council should plan for in the new plan?

Please enter the number here:  homes  per year  
 for the total 15 years  
(please tick one)

**Q2:** Are you or any members of your family likely to need housing at any time over the next 15-20 years? If so, how many people?

Please enter the number here:  people

**Q3:** Do you have any other comments about housing numbers?

Please use this space to give us your views.

Please continue onto a separate sheet, if necessary

## Location of New Housing

Having thought about the number of new homes that might be needed in the future, we will need to consider how this growth should be spread around our district. Last year's draft Core Strategy suggested that 4,100 new homes should be built in and around the Clacton area with smaller proportions of growth elsewhere. Many local people have suggested that this is a bad idea, but what do you think?

Here are some factors that the Council will need to think about carefully when coming to a final decision:

- Where is the demand for new housing going to be in the future?
- Which areas have the best prospects for new jobs?
- What areas of land could be developed with a minimal environmental impact?
- Which areas have the best access to shops, services and public transport?
- Which areas are (or can be) served by roads, schools, healthcare facilities and utilities?
- What areas would benefit most, economically, as a result of new housing development?

Q4: In response to Question 1, you suggested how many new homes you think should be built in Tendring over the next 15 years. How do you think this development should be spread, roughly, around the district?

Please enter numbers into the boxes overleaf which correspond to different Parishes within the Tendring District (see map below, which shows the Parish boundaries).



Airesford	
Ardleigh	
Beaumont	
Bradfield	
Brightlingsea	
Clacton	
Elmstead	
Frating	
Frinton & Walton	
Great Bentley	
Great Bromley	
Great Oakley	
Harwich	
Little Bentley	

Little Bromley	
Little Clacton	
Little Oakley	
Ramsey and Parkeston	
Lawford	
Manningtree	
Mistley	
St. Osyth	
Tendring	
Thorington	
Thorpe-le-Soken	
Weeley	
Wix	
Wrabness	

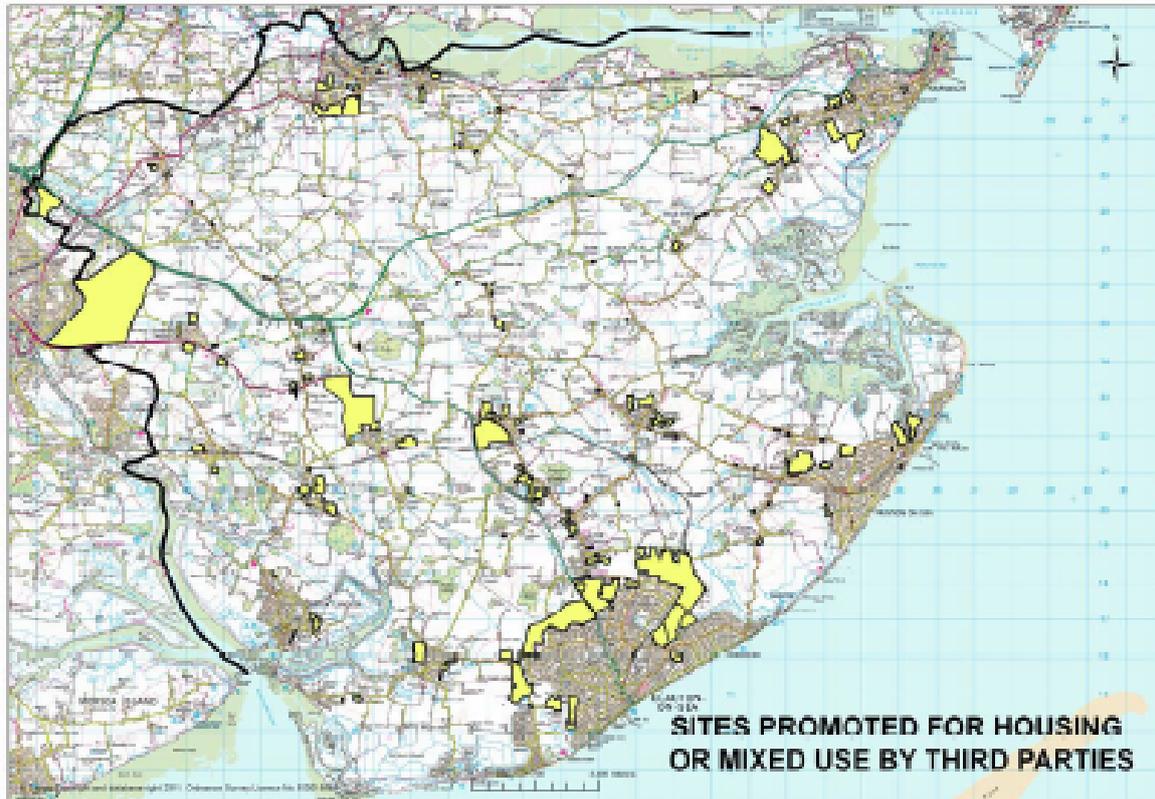
**Q5: Do you have any other comments about the location of new housing development?**

Please use this space to give us your views.

Please continue onto a separate sheet, if necessary

## Possible Housing Sites

When we undertook public consultation last year, we also invited landowners and developers to put forward their suggestions for which sites could be developed for new housing. As you can see from the map below, these sites are spread throughout the district although there are greater concentrations of sites around the larger towns and villages.



More details about these individual sites can be viewed on the Council's website ([www.tendringdc.gov.uk](http://www.tendringdc.gov.uk)). We welcome your views on these proposals and also welcome any other suggestions you might have for alternative sites.

**Q6: Do you have any other comments about particular sites or any alternative suggestions?**

Please use this space to give us your views.

Please continue onto a separate sheet, if necessary

## Types of Housing

Housing can come in many shapes and sizes, types and tenures including larger executive-style 'aspirational homes', flats, bungalows, affordable housing (which can include council housing), medium-sized family housing and even mobile homes. From our consultations last year it was clear that, for some people, the type of homes (and the kind of people that might live in them) was a real concern.

**Q7: What types of housing do you think are needed and should be built in the district?** (Please indicate your thoughts by either placing a tick in the relevant box/boxes or, if you wish, express as percentages what you think would be a good mixture of housing types).

<p><b>Social Housing</b></p> <p>Housing built specifically to be rented-out to lower-income households, owned and managed by a housing association.</p>		<input type="checkbox"/>	<p><b>Shared Ownership Housing</b></p> <p>Housing that is part-rented / part bought by lower-income households that helps them get a foot onto the housing ladder.</p>		<input type="checkbox"/>
<p><b>Council Housing</b></p> <p>Housing that is rented-out and managed by the Council.</p>		<input type="checkbox"/>	<p><b>Flats, Apartments and Maisonettes</b></p> <p>Multiple-storey properties typically suited to single people or couples.</p>		<input type="checkbox"/>
<p><b>Bungalows</b></p> <p>Single-storey properties suited to most people but particularly popular with older people.</p>		<input type="checkbox"/>	<p><b>Medium Size Family Housing</b></p> <p>Typically 2, 3 or 4-bed detached, semi-detached or terraced properties typically suited to families.</p>		<input type="checkbox"/>
<p><b>Aspirational Housing</b></p> <p>Larger, more expensive properties that would appeal to higher-income households.</p>		<input type="checkbox"/>	<p><b>Self-build</b></p> <p>Properties designed and built to suit an individual's design and taste.</p>		<input type="checkbox"/>
<p><b>Sheltered / Warden Assisted Housing</b></p> <p>Specifically designed or adapted for older or disabled people, often with on-site support.</p>		<input type="checkbox"/>	<p><b>Traveller Pitches</b></p> <p>Permanent sites designed or adapted to accommodate travellers.</p>		<input type="checkbox"/>
<p><b>Non-Permanent or Temporary Dwellings</b></p> <p>Includes caravans, mobile homes, converted railway carriages and houseboats.</p>		<input type="checkbox"/>	<p><b>Extra Care Housing</b></p> <p>Specifically designed or adapted with the needs of older or disabled residents in mind that require varying degrees of medical care / support, which is usually on-site.</p>		<input type="checkbox"/>

Q8: Do you have any other comments about types of housing?

Please use this space to give us your views.

Please continue onto a separate sheet, if necessary

## Your Details

To submit your comments to us, please can you provide us with the following details:

Title:

First Name(s):

Surname

Company or Organisation (if applicable)

Address:

Post code

E-mail (if applicable):

Telephone Number (optional):

Please select your age group\* (optional):

0 – 18

19 – 35

36 – 64

65 and over

\*We only ask for this to ensure we get a fair representation of responses from different age-groups in the district.

Thank you for taking the time to answer our questions. All responses will be carefully analysed and a report summarising the findings will be prepared and published in due course.

Please return this form to: Development Plan Manager, Planning and Regeneration Services, Council Offices, Thorpe Road, Weeley, Essex, CO16 9AJ.

Please make sure that you get your comments to us before Friday 28<sup>th</sup> October 2011.

### FAIR PROCESSING NOTICE - DATA PROTECTION ACT 1998

Please note that any comments submitted cannot be treated as private and confidential and may be made available for public inspection. Respondents' details will be held on a database in accordance with the terms of Tendring District Council's registration with the UK Information Commissioner pursuant to the Data Protection Act 1998.

## Appendix B: Leaflet

# HOUSING DEVELOPMENT

*Help us make the right decision*



Local residents have expressed concerns about plans for the future of potential housing developments around our District which were published for consultation in October 2010. We have listened to those concerns and that is why we are giving local people another opportunity to have their say on the future housing growth in Tendring.

Rather than sending the draft plan up to London for ministers to approve, we believe that local people – and all 60 councillors you elected to Tendring District Council in May – should have a direct say first. That means your local councillors, working with you, will be directly involved in deciding how many homes we need, where to put them, and what sort of houses will best meet local needs.

Local councils have a legal duty to plan for new housing to meet the needs of the growing population so it is very important that we plan carefully for the right number of homes, in the right locations and of the right type to best meet the needs of future generations. By giving us your views you will help us to get it right for local people.

We are only too aware that the prospect of housing growth in our communities is controversial, but if your Local Council does not take these difficult decisions with the interests of local people at heart, they will ultimately be taken by remote officials who have no connection to the area. Therefore I urge you to take part in this consultation exercise and ensure that your views are taken into account.

**Neil Stock – Leader of the Council**



**We want your views on:**

- How many new homes will we need to house a growing population?
- Will anyone in your family need a home over the next 15-20 years?
- Which areas could best accommodate the new homes that are needed?
- What type and size of homes do we need?

# PLEASE COME AND SEE US

The Council will be holding 4 Exhibitions where you will be able to:

- Hear about housing issues and the Council's duty to plan for growth;
- Speak to our officers; and
- Put forward your views on housing development in the Tendring District.

EXHIBITION VENUES	TIMES	DATES
<b>Princes Theatre</b> , Town Hall, Station Road, Clacton-on-Sea	2pm - 7pm	4th October 2011
<b>Clacton Coastal Academy</b> , Former Bishop Park Campus, Jaywick Lane, Clacton-on-Sea	10.30am - 3.00pm	8th October 2011
<b>Council Offices</b> , Thorpe Road, Weeley	10am - 6pm	12th October 2011
<b>Holland Public Hall</b> , Frinton Road, Holland-on-Sea	12pm - 4pm	14th October 2011

## Please fill in our response form:

To help you put forward your thoughts on housing development in the Tendring District, we have produced a special response form which will be available at all of the above exhibitions, all Tendring District Council offices and on the Council's website [www.tendringdc.gov.uk](http://www.tendringdc.gov.uk)

You can fill in the response form on-line or request a copy of the form by telephoning us on **01255 686177**.

**Please make sure that you get your comments to us before Friday 28th October 2011.**



**Tendring**  
District Council



## Appendix C: Timetable of Exhibitions

<u>Date</u>	<u>Venue</u>	<u>Time</u>
Tuesday 4th October 2011	Princes Theatre, Town Hall, Station Road, Clacton-on-Sea	2pm- 7pm
Saturday 8th October 2011	Clacton Coastal Academy (former Bishops Park Campus), Jaywick Lane, Clacton-on-Sea	10.30am-3pm
Wednesday 12th October 2011	Council Offices, Thorpe Road, Weeley	10am-6pm
Friday 14th October 2011	Holland Public Hall, Frinton Road, Holland-on-Sea	12pm-4pm

## Appendix D: Press Release

### **FUTURE HOUSING DEVELOPMENT – HELP US MAKE THE RIGHT DECISION!**

Residents across Tendring are being urged to get involved and put their views forward about future housing development in the District.

The first of a series of four exhibitions gets underway next week and it is vital that people make their voices heard if they want to influence the process.

The aim of the exercise is to come up with the right decisions over where and what type of homes are needed in the coming years.

Every household in Tendring is to receive a leaflet on the issue and will be able to make their response on a form at the exhibitions or by going online.

Neil Stock, Leader of Tendring District Council (TDC), said that now is the time to speak up.

“Local residents have expressed concerns about the proposals put forward for potential housing developments which we published for consultation in October 2010,” he said.

“We have listened and taken notice and therefore we are giving people another chance to have they say – and I urge them to make the most of it.

“Everyone will get the leaflet so look out for it and there should be no excuse for anyone to say they were not aware of this round of consultation.”

The Council wants to know people’s views about:

- How many new homes are needed to house a growing population?
- Will anyone in your family need a home over the next 15-20 years?
- Which areas could best accommodate the new developments?
- What type and size of homes are required?

Local authorities have a duty to plan for new housing developments and TDC has decided that rather than sending a draft plan to London for ministerial approval it wants residents and all the Council’s 60 Members to have a say first.

Carlo Guglielmi, Cabinet Member for Planning at TDC, said that the Council is all too aware that these decisions are highly controversial.

“However, we cannot simply ignore them and we are legally bound to make them – if we do not they will be made by Government officials who have nothing to do with Tendring,” he said.

“We do not believe that is the right way forward which is why we are going back to the people again.

“Help us to make the right decision – this is your chance, don’t waste it!”

The first exhibition will be staged in the Princes Theatre, Town Hall, Station Road, Clacton, on **October 4** (2pm-7pm).

That will be followed by Clacton Coastal Academy, Former Bishop Park Campus, Jaywick Lane, Clacton, on **October 8** (10.30am-3pm).

A third exhibition will be held on **October 12** at the Council Offices, Thorpe Road, Weeley (10am-6pm) and the final one is at Holland Public Hall, Frinton Road, Holland-on-Sea on **October 14** (12pm-4pm).

There will be an opportunity to hear about then issues, speak to officers and put forward your own views.

Anyone who cannot get to the exhibitions can pick up a form available from all TDC offices; request one by phoning 01255 686177, or go online at [www.tendringdc.gov.uk](http://www.tendringdc.gov.uk) to fill one in.

**26/9/11**

## Appendix E: Exhibition Attendance

Princes Theatre, Town Hall, Station Road, Clacton-on-Sea- Tuesday 4<sup>th</sup> October 2011

1.30pm- 2.00pm	9
2.00pm-2.30pm	37
2.30pm-3.00pm	30
3.00pm-3.30pm	36
3.30pm-4.00pm	20
4.00pm-4.30pm	15
4.30pm-5.00pm	14
5.00pm-5.30pm	11
5.30pm-6.00pm	11
6.00pm-6.30pm	4
6.30pm-7.00pm	3

**Total= 190**

**Clacton Coastal Academy (former Bishops Park Campus), Jaywick Lane, Clacton-on-Sea- Saturday 8<sup>th</sup> October 2011**

<b>10.30am -11.00am</b>	<b>28</b>
<b>11.00am-11.30am</b>	<b>36</b>
<b>11.30am-12.00pm</b>	<b>26</b>
<b>12.00pm-12.30pm</b>	<b>37</b>
<b>12.30pm-1.00pm</b>	<b>15</b>
<b>1.00pm-1.30pm</b>	<b>20</b>
<b>1.30pm-2.00pm</b>	<b>12</b>
<b>2.00pm-2.30pm</b>	<b>11</b>
<b>2.30pm-3.00pm</b>	<b>0</b>

**Total= 185**

**Council Offices, Thorpe Road, Weeley- Wednesday 12<sup>th</sup> October 2011**

<b>10.00am -10.30am</b>	<b>32</b>
<b>10.30am-11.00am</b>	<b>18</b>
<b>11.00am-11.30am</b>	<b>19</b>
<b>11.30am-12.00pm</b>	<b>20</b>
<b>12.00pm-12.30pm</b>	<b>14</b>
<b>12.30pm-1.00pm</b>	<b>11</b>
<b>1.00pm-1.30pm</b>	<b>20</b>
<b>1.30pm-2.00pm</b>	<b>11</b>
<b>2.00pm-2.30pm</b>	<b>17</b>
<b>2.30pm-3.00pm</b>	<b>14</b>
<b>3.00pm-3.30pm</b>	<b>9</b>
<b>3.30pm-4.00pm</b>	<b>9</b>
<b>4.00pm-4.30pm</b>	<b>12</b>
<b>4.30pm-5.00pm</b>	<b>14</b>
<b>5.00pm-5.30pm</b>	<b>9</b>
<b>5.30pm-6.00pm</b>	<b>3</b>

**Total= 232**

**Holland Public Hall, Frinton Road, Holland-on-Sea- Friday 14<sup>th</sup> October 2011**

<b>12.00pm-12.30pm</b>	<b>90</b>
<b>12.30pm-1.00pm</b>	<b>73</b>
<b>1.00pm-1.30pm</b>	<b>70</b>
<b>1.30pm-2.00pm</b>	<b>71</b>
<b>2.00pm-2.30pm</b>	<b>77</b>
<b>2.30pm-3.00pm</b>	<b>85</b>
<b>3.00pm-3.30pm</b>	<b>63</b>
<b>3.30pm-4.00pm</b>	<b>18</b>

**Total= 547**

**Total for all exhibitions= 1154**

## Appendix F: Respondents by Parish and Age

Respondents by Parish	
Parish	Number of Respondents
Alresford	0
Ardleigh	31
Beaumont	1
Bradfield	3
Brightlingsea	70
Clacton (unparished)	439
Elmstead	6
Frating	2
Frinton and Walton	191
Great Bentley	59
Great Bromley	9
Great Oakley	32
Harwich	51
Lawford	17
Little Bentley	9
Little Bromley	2
Little Clacton	28
Little Oakley	98
Manningtree	14
Mistley	20
Ramsey & Parkeston	12
St. Osyth	66
Tendring	50
Thorpe-Le- Soken	48
Thorrington	1
Weeley	12
Wix	2
Wrabness	2
Outside the District	122
<b>Total</b>	<b>1397</b>

**Respondents by Age (of those who gave this information)**

<b>Age</b>	<b>Number of Respondents</b>
0-18	2
19-35	48
36-64	512
65+	518
<b>Total</b>	<b>1080</b>

## Appendix G: Responses to Possible Housing Sites

Question 6: Do you have any other comments about particular sites or any alternative suggestions?

Alresford	<ul style="list-style-type: none"> <li>• Alresford could take more housing due to its road and rail links to London and Colchester.</li> <li>• Generally as the proposals are situated near to the railway station, it is essential that development allows for car parking at the station.</li> <li>• Alresford station should be used as Rail-head for Brightlingsea.</li> <li>• Site 1- This site is situated adjacent to established village housing. It is therefore well related to existing development and development of this site would remove a non-conforming use of a builder's yard. The site has defensible boundaries and would have no harmful visual impact on the village. The boundaries of this site should be amended to include an additional finger of land alongside the railway lines.</li> <li>• Site 1- Not a suitable location as it is garden development.</li> <li>• Site 2- This site is central and has easy access to public transport. Highest Housing need identified by SHMA in the area and mixed use will revitalise village- employment could be placed along the railway boundary. This site could accommodate 50 affordable and family homes of high housing value producing a good developer contribution.</li> <li>• Site 3- This site has good access to the school. Highest Housing need identified in SHMA will revitalise village. Site could accommodate 40 affordable and family homes of high housing value producing a good developer contribution.</li> </ul>
Ardleigh	<ul style="list-style-type: none"> <li>• Ardleigh has the best facilities for expansion (x2).</li> <li>• Railway station in Ardleigh should be reopened (x2).</li> <li>• Ardleigh is predominately Grade 1 agricultural land and so should be protected for food production; development should look towards brown field sites instead of greenfield.</li> <li>• 3000 new homes from the Greenstead Project should be included in the overall numbers allocated to Ardleigh.</li> <li>• Site 4- Object to this site, as this is excessive and out of character for the area. There is not the need for 600 new homes in Ardleigh. This site is outside the village envelope and access, from Ipswich Road, is already congested and would involve demolition of existing dwellings. This development would not benefit Tendring and the Local Plan states no development in the parish should be more than 6 dwellings. This develops agricultural land, which should be protected. Colchester Borough Council have also already raised objections to development here (x3).</li> <li>• Site 4- Object to these proposals for the following reasons: Access to and from site would cause Highway problems, only one road from the development on to Plains Farm Close and on to Ipswich Road. Access to the site from Plains Farm Close is too narrow and will involve the demolition of existing dwellings. The Local Plan states no development in the parish to be bigger than 6 dwellings. The development would remove the important green lung between the Colchester and Tendring. Colchester Borough Council has already raised objections to this development. Concern that adjacent land could be acquired to extend the site to meet up with the Betts development. A hotel is not required in this area. This proposal would be an over development of agricultural</li> </ul>

	<p>land. The infrastructure, particularly the water supply and sewerage system, would be unable to cater for this development. The area is outside the Village Envelope. The proposal would bring no benefit to the Tendring area (x3).</p> <ul style="list-style-type: none"> <li>• Site 4- This site is effectively a growth proposal for Colchester and would cause problems on Colchester's congested road network (x3).</li> <li>• Site 4- Ipswich Road is very often grid locked with limited access to the rest of Tendring. This site is also a site of Ancient Woodland that has a status of SSSI and is much loved by the people who live in the vicinity (x3).</li> <li>• Site 4- This site has access to quality employment and meets the recommendations of the Employment Study. It is suitable as it is a mixed use development where the highest housing need is identified by SHMA. It could accommodate affordable and family homes of high housing value producing a good developer contribution.</li> <li>• Site 5- Object to this proposal as it is felt that this proposal is totally inappropriate for the location. It is outside the Village Envelope with unsuitable access to the highway. The proposal is contrary to the principles of the Village Design Statement (x7).</li> <li>• Site 5- This is in a sensible location as it is backland infill and is suitable as there is a high housing need identified by the SHMA. It is situated within existing development and could provide quality homes or self-build units.</li> <li>• Site 6- Object to this proposals for the following reasons: Access to and from site would be via an exit opposite the primary school, causing further problems to traffic using the busy A137. It would enclose the Millennium Green, removing the open view over the landscape currently enjoyed. The capacity of the primary school is insufficient to cope with the anticipated increase in the number of pupils who would come from these properties. Previous proposals to develop this site have been strongly opposed. The development is outside the Village Envelope. An agreement to the development would set a precedent for future developments. No need has been highlighted in the TDC Local Development Framework for new housing in Ardleigh, apart from infill build (x6).</li> <li>• Site 6- This is sensibly located close to infrastructure and employment and within existing development. There is a high housing need as identified by the SHMA and it could accommodate affordable and family homes of high housing value producing a good developer contribution.</li> <li>• Site 6- This site would have a seriously detrimental effect on the Millennium Green, enclosing it and destroying its open character.</li> <li>• Site 6- This is not in a sensible place to add more housing in Ardleigh Village, as its access would be a busy junction with the A137, close to the village school. The village school cannot take additional children; the village doctor's surgery is also full. The land is also prime agricultural land which should not be built on. This area could only really sustain 5-8 medium/ high quality family houses and the design of the development should follow the village design statement for Ardleigh, not replicate homes currently in Aveline and Gernon Road.</li> <li>• Site 6- This site has a poor exit opposite the Village Primary School. The Primary School and the doctors' surgery are already full to capacity.</li> <li>• Site 7- This proposal could be supported, having already been identified for future development and would be an extension of the current development of low cost housing and would not cause adverse traffic</li> </ul>
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	<p>problems (x4).</p> <ul style="list-style-type: none"> <li>• Site 7- This site is central and would have little adverse impact (x2).</li> <li>• Site 7- Affordable housing already exists here, where an identified need has been demonstrated, 10 dwellings could be comfortably accommodated here as it would be non intrusive and existing trees could remain.</li> <li>• Site 7- This is not in a sensible place to add more housing in Ardleigh Village, as its access would be a busy junction with the A137, close to the village school. The village school cannot take additional children; the village doctor's surgery is also full. This area could only really sustain 5 medium/ high quality family houses and the design of the development should follow the village design statement for Ardleigh, not replicate homes currently in Aveline and Gernon Road.</li> <li>• Site 7- This is sensibly located close to infrastructure and employment and within existing development. There is a high housing need as identified by the SHMA and it could accommodate quality homes or self build-units of high housing value producing a good developer contribution.</li> <li>• Site 8- This proposal could be supported. The site is currently falling into disrepair and it is felt that residential development would be preferable, and more able to be controlled, than an alternative use such as industrial, which create more traffic. It is a brownfield site and is in walking distance of the village facilities (x3).</li> <li>• Site 8- No more than 6 homes on this site.</li> <li>• Site 8- This is a good location for development as it is brownfield development, on a main road, close to services and employment. There is a high housing need as identified by the SHMA. The density of this site is too low and should be 20dph, accommodating 14 quality homes or self build units of high housing value producing a good developer contribution.</li> <li>• Site 8- This site would benefit from redevelopment, enhancing this area of the village. However, industrial development here would not be acceptable.</li> <li>• Site 8- This is not in a sensible place to add more housing in Ardleigh Village, as its access would be a busy junction at Station Road. The village school cannot take additional children; the village doctor's surgery is also full. No one would want to live by the railway. This area could only really sustain 5 medium/ high quality family houses and the design of the development should follow the village design statement for Ardleigh, not replicate homes currently in Aveline and Gernon Road.</li> <li>• Site 8- This would be acceptable and preferable to industrial development. This could help fulfil the housing needs of Ardleigh for the next 15 years.</li> <li>• Site 9- Support the development of this site for one property only, being the conversion of the existing building. Tendring District Council has previously refused consent for the conversion of this building into one dwelling, despite strong support from the Parish Council. It is not felt that the site is suitable for two dwellings as that would be over-development and effectively ribbon development. If developed, the development should comprise the conversion of the existing building, rather than a totally new property (x3).</li> <li>• Site 9- Object to this site as it is not suitable for two dwellings and would overdevelop the site. Previous applications for a dwelling on this site have been refused (x2).</li> </ul>
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- Site 9- The Parish Council has supported the proposal to convert the present building to 1 new property. This could help fulfil the housing needs of Ardleigh for the next 15 years.
- Site 9- Unsuitable as this site is in the middle of no where and not close to anything.
- Site 9- A sympathetic conversion would be fine on this site.
- Site 10- Object to these proposals as it is felt that this would be ribbon development, which the Village Design Statement does not support. There are no existing buildings on the land and it is outside the Village Envelope. It would also lose a visually valuable “green” break in the existing dwellings (x8).
- Site 10- Unsuitable as this development would not fit the street scene.
- Site 10- Oppose this development, as this ribbon development would considerably change the character of Bromley Cross- Burnt Heath, effectively joining them up. This would also affect neighbouring properties aspect and would result in a loss of open agricultural land.
- Site 11- This would only serve to increase the size of Colchester into the Tendring area and would be built on prime agricultural land, therefore oppose this development. This will not benefit Tendring residents and will worsen traffic problems and issues of insufficient infrastructure (x26).
- Site 11- this is the most obvious site for development, as it has a greater land mass and is where the majority of jobs will be, close to Colchester/ A12 corridor (x15).
- Site 11- Oppose this development, it would cause great damage to the environment and would cause even more congestion around Colchester, which is already gridlocked (x15).
- Site 11- This is disproportionate to the area (x8).
- Site 11- Object to this site as the scale outweighs the need in this area. This would not benefit Tendring district and refers to Colchester not Ardleigh. The development would build more homes in Ardleigh than there are currently, and is outside the village envelope. This would no longer make Ardleigh a village. The area is prone to flooding and would destroy Salary Brook nature reserve. It would deal with the need for the whole of the district in one place, a massive overdevelopment and does not address the need elsewhere in the district. The green between Colchester and Tendring would be destroyed. Existing housing stock is available in Colchester (x6).
- Site 11- We need to protect the green space between Colchester and Tendring. Open Space and Salary Brook Nature Reserve need to be protected. The A133 is already congested and more development would cut off areas such as Wivenhoe with increased traffic (x6).
- Site 11- Concerned about the traffic implications of this site, the A133 access to this site would become very congested, and it is already a very busy road. This would be exacerbated further by developments at the University which have already been given outline permission (x5).
- Site 11- This site is unsuitable for development for several reasons. The surrounding roads are already congested and creating a new source of cars would create huge disturbance and inconvenience. Greenstead is already famous in the area because of its society and their behaviour, creating more council and social housing on this side of Colchester may aggravate this problem plus decrease value of and interest in properties. This is green part of town used for recreation, to develop this site would stop this, and current infrastructure and services are already saturated (x5).

	<ul style="list-style-type: none"> <li>• Site 11- Too big a development. Colchester, Ardleigh and Elmstead are already over-developed. This proposal would destroy the nature and beauty of Salary Brook. This would also cause other problems, car congestion on Clingoe Hill and destroy any value of community due to the size of the proposed development (x5).</li> <li>• Site 11- Object to these proposals for the following reasons: There would be no benefit to Tendring from the proposed development. The proposal is for considerably more dwellings than already exist in Ardleigh. The site is outside the Village Envelope. The proposal is a thinly veiled scheme for the benefit of Colchester, and not Tendring. All the documentation relates to Colchester and is headed Colchester. Concerns over the destruction of a small rural hamlet. Concerns over the fact that the area is prone to flooding and is therefore unsuitable for such intensive development. The development would destroy the Salary Brook Nature Reserve, an area that Colchester Borough Council has vowed to protect. This number of houses would deal with all of the Tendring District Council needs for the next 20 years, without considering where growth is really needed. This would be an over development of agricultural land. The proposed development far outweighs the need in the area. The development would remove the important green lung between the Colchester and Tendring areas. Concern that the infrastructure, particularly the water supply and sewerage system, would be unable to cope with a development of this size. This would set a precedent for creeping development swallowing Elmstead Market, Great Bromley and Ardleigh into the Colchester conurbation (x4).</li> <li>• Site 11- Not suitable for development as the site sits beside an already heavily populated area which suffers severe traffic congestion at peak travel times. Parts of the site are sloping and property developed here would infringe on the outlook and life style of the properties across Salary Brook. This development would increase noise and traffic. The site description in the details mentions only isolated residential properties and the university beyond the A133; it fails to mention the many thousands of properties that exist next to the site on the edge of Colchester (x4).</li> <li>• Site 11- Strongly opposed to development here. This site is very important environmentally and development would have a negative impact on Salary Brook and the character of the area. Any development should not spill over into the Colchester Borough Council area. Development of this site would cause a sociological impact, particularly if there are a large number of social homes built. Road infrastructure in this area is already stretched and further development would worsen this problem. Development on this site would have a direct view into existing homes and be a violation of the privacy of these properties (x4).</li> <li>• Site 11- Object to this proposal because of traffic implications, making journeys that are already congested, even worse. The development would also result in pollution, which would have huge health and environmental implications. There would be a loss of countryside and wildlife habitats, destroying views and quiet peaceful locations and reducing property values. It is outrageously undemocratic that this development will be decided by Tendring representatives given that a third of the development is due to be within Colchester Borough Council's boundaries (x4).</li> <li>• Site 11- This development would destroy the vista of trees, countryside and green space. Salary Brook should be protected (x3).</li> </ul>
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- Site 11- The relief road planned as part of this development is a good idea (x2).
- Site 11- grouping all development here would have the advantage of requiring only one adjustment/ improvement to infrastructure rather than many around the district, which is more cost effective (x2).
- Site 11- Don't want boundaries of Ardleigh to be subsumed by Colchester. Ardleigh side of Salary Brook should be maintained as the beautiful unique countryside it is. It should remain as a green corridor and buffer to the expansion of Colchester (x2).
- Site 11- Oppose development on greenfield land, close to Greenstead, which has its share of problems, and Longridge which needs open space. Do not want to be surrounded by more buildings. Colchester already suffers from severe traffic problems and more housing would make this worse. Tendring should build away from Salary Brook nature reserve and open space (x2).
- Site 11- This is not a sensible place to add housing of this scale. The land is prime agricultural land which is needed for food production and to reduce carbon imported food miles. This development would devastate local countryside, congest roads and put pressure on local amenities. A more measured development would seem in keeping with the rural landscape with medium/ high quality family houses the aim for the area (x2).
- Site 11- This would have a detrimental effect on the Colchester Borough economically and environmentally. This area forms a green lung between Colchester Borough and Tendring District Council, if this development goes ahead this would wreck the work by CBC to preserve the area of green open land, this needs to be protected. The bulk of those living in these proposed houses would have to seek work outside the development. Colchester already has problems with unemployment which would be exacerbated by the additional influx. Infrastructure at the boundary between the two councils has problems, for example in terms of roads, public transport, water supplies and sewerage, all likely to be made worse by the scheme currently underway in Colchester. These proposals should only be proceeded with the full approval of CBC (x2).
- Site 11- Unhappy about Colchester overflowing into the natural beauty to the east. Colchester should expand to the west instead.
- Site 11- Object to proposal because: this would benefit Colchester not Tendring; it will avoid opposition from the vast majority of Tendring residents as they will see it as in Colchester; the development outweighs the need in this part of Tendring and does not address the need for example in the coastal areas of Tendring; it is out of proportion with the existing settlements of Ardleigh and Elmstead; it would be on greenfield, agricultural land, emphasis should be on brownfield; it would destroy Salary Brook Nature Reserve; it is an area prone to flooding and therefore is unsuitable for intensive development; it is outside the existing village envelope of any of the nearby settlements; the proposed link road would have to cut through flat, open countryside, creating light, noise and visual pollution, with an enormous loss of amenity; the area is a green lung and rural in nature; the number of homes this would provide deals with all of the housing need for TDC for the next 20 years, without consideration of where the growth is really needed; while the plan proposes 60ha of woodland, this is in fact private woodland owned by a land owner than owns much of the land and who is set to gain financially from this development, the 60ha of woodland is just a token gesture; and

	<p>the development of the Essex University site is not in Tendring and should not be allowed to colour the decision on the housing needs of Tendring.</p> <ul style="list-style-type: none"> <li>• Site 11- This site is ideally situated for quality employment, services and infrastructure. It is a suitable site for mixed use development as there is a high housing need identified by SHMA and the area is identified as major employment site in the employment study. Part development of this site could accommodate 3000 affordable and quality family/small household housing producing high value housing a good developer contribution and employment for Tendring residents. This would attract business and benefits the whole of Tendring.</li> <li>• Site 11- Oppose this development, it erodes greenfield between Colchester and Elmstead, is of a scale that would not be supported by current infrastructure and the already dangerous and busy A133 would not be able to cope with the additional traffic, causing major problems entering or leaving Colchester.</li> <li>• Site 11- This strategically key sustainable location can unlock the economic potential of Colchester's Fringe and Essex University. Its location allows for a connection between the A120 and the A133 giving the possibility of a strategic dual carriageway road link to the A12, A14, M11 and M25. It is also close the Hythe railway station and would have easy access to Colchester's main station. Existing road links also give direct access to Tendring's principal Coastal Towns.</li> <li>• Site 11- It should be made clear how much of this site falls within Tendring and how much falls within Colchester.</li> <li>• Site 11- Against this development, however, if there was a significant green wedge between Colchester and the new development then the impact of this development could be reduced.</li> <li>• Site 11- This is the single largest allocation, this appears to be a deliberate political choice by Tendring Council and is a cynical manipulation for the benefit of the Council.</li> <li>• Site 11- This does not benefit Tendring's inhabitants as they will need to move from one side of the area to another to access this housing rather than be able to move into housing close to their roots and other family members. This will then increase care costs for the elderly in the future as their children will not live close enough to supply support in their later years.</li> <li>• Site 11- Transport infrastructure cannot cope with this development. Traffic pollution by slow moving and stationary traffic will worsen. This would involve a massive loss of agricultural land and open countryside, effecting food security and wildlife. Local people are unlikely to be able to afford the dwellings and Colchester's infrastructure will be further pressured to cater for these additional homes. The development will increase flood risk to Salary Brook and it will destroy the character of the villages of Crockleford Heath and Elmstead.</li> <li>• Site 11- This will have a huge detrimental effect on the village of Ardleigh due to extra traffic problems at the Crown interchange also the lost of valuable agricultural land and areas protected for nature conservation and wildlife habitats.</li> <li>• Site 11- If this were to be developed it would have a devastating effect on the recruitment of students to Essex University.</li> <li>• Site 11- This could be of great benefit to both students and staff of Essex University and the wider local business and residential community. Certain elements of the proposal such as the new link to the A120, new</li> </ul>
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	<p>railway station and park and ride are of considerable interest to the University. The timing and scale of potential housing development could have significant implications and will require careful consideration.</p> <ul style="list-style-type: none"> <li>• Site 11-This could unlock the economic potential of Colchester's fringe and Essex University. Its location allows for a connection between the A120 and the A133 giving the possibility of a strategic dual carriageway road link to the A12, A14, M11 and M25. It has close proximity to rail stations. Existing road links give direct access to Tending's Principal Coastal Towns.</li> <li>• Sites 4, 5, 6, 10 and 11- No homes should be developed on these sites.</li> <li>• Sites 4 and 11- This is excessive in size and out of keeping with current areas. Also, these sites do not address housing need in Clacton and Harwich. There is no proven need for large scale developments in Ardleigh; Ardleigh has always been recognised as a village where in-fill development and possibly a development of no more than 6 dwellings would be more than sufficient to meet housing needs (x27).</li> <li>• Sites 4 and 11- Tending district does not have the infrastructure for these sites (x2).</li> <li>• Sites 4 and 11- These sites would create least problems in demand upon facilities, given their close proximity to Colchester.</li> <li>• Sites 4 and 11- Unacceptable. Could accept 300 homes, not 600 and 7500.</li> <li>• Sites 4 and 11- Just because a rail link is proposed this does not resolve the congestion problems, lines to London Liverpool Street are full.</li> <li>• Sites 4 and 11- Object to development in the green area between Tending and Colchester. This area helps to define the two areas and provides space for walks and enjoyment. This should therefore not be infilled and spoilt.</li> <li>• Sites 5, 8, 9 and 10- Sites seem acceptable, though I would not choose to live next to the railway as in site 8.</li> <li>• Sites 5, 6, 7, 8, 9 and 10- Accept the proposed number of properties listed for these developments.</li> </ul>
Beaumont	<ul style="list-style-type: none"> <li>• Beaumont should have infill development only (x2).</li> <li>• Beaumont also needs some affordable housing for first time buyers who would otherwise have to move out of the village.</li> <li>• Site 12- There is a need for affordable homes in this location. This site would be easy to develop and would be viable due to its small size.</li> </ul>
Bradfield	<ul style="list-style-type: none"> <li>• Bradfield should have Infill development only.</li> <li>• Site 13- There is a need for affordable homes in this location. This site would be easy to develop for self build units and would be viable due to its small size.</li> <li>• Site 14- Planning permission for two detached bungalows along the frontage (11/00955/FUL) has been granted. This is the site of a redundant underground reservoir and so constitutes previously developed land. It is suitable as it is closely related to development within the SDB and is surrounded all sides by residential development. Development in this location is already supported in principle and the proposed extension to the SDB constitutes a rationalisation of the boundary, it could provide an element of affordable housing and the disused reservoir would be retained as a local nature reserve. It is suitable for 15- 18 dwellings including 4-6 affordable units.</li> <li>• Site 14- There is a need for affordable homes in this location. This site would be suitable as it is a backland site but it may not be viable due to its small size, the build cost may be too high.</li> </ul>

	<ul style="list-style-type: none"> <li>• Site 15- There is a need for affordable homes in this location. This site would fit the street scene well (suitable for self build homes) and would be viable due to its small size.</li> <li>• Site 16- This site is in a good central location and would fit well into the street scene. The site is accessible and would therefore be viable, suited to a mix of affordable and quality family households.</li> <li>• Site 17- This site is in a good central location and would fit well into the street scene. The site is accessible and would therefore be viable, suited to quality homes.</li> <li>• Site 17- This development would cause problems regarding access. Ellis Road is unmade and too narrow for cars to pass. The junction of Barrack Street with Heath Road and Steam Mill Road has very poor visual access. There are also no footpaths in Barrack Street. This development would cause much more traffic in what is currently a quiet lane.</li> <li>• Site 17- Concerned that this development will have an affect on the amount of traffic in Barrack Street. Ellis Road is an unmade road and traffic will only have one probable exit route. New dwellings on this site would affect the privacy and outlook for existing residents. The subject of planning applications in the past, this land has been dismissed because it is outside the housing settlement limits and is a countryside area that should be safeguarded and because development here would add to the dangers of traffic emerging from Barrack Lane onto Heath Road.</li> </ul>
Brightlingsea	<ul style="list-style-type: none"> <li>• Brightlingsea cannot cope with more development, as there is only one road in and out (x6).</li> <li>• Happy with all proposals put forward for Brightlingsea.</li> <li>• Brightlingsea is best placed for retirees with limited need for travel.</li> <li>• Brightlingsea should be earmarked for more development as there are no absolute constraints to development to the north, east or west of Brightlingsea's existing settlement boundary and infrastructure and travel links are good, suggesting that there is in fact considerable scope for growth.</li> <li>• Half finished property development at the Marina indicates there is no need for additional homes in Brightlingsea.</li> <li>• Site 18- This is beyond the natural boundary of the town and was refused, on appeal for a sports development and should not be used for housing. It is suitable for storage; more storage areas will be required with the development of Lime Street.</li> <li>• Site 18- This site is in a sensible and suitable location as it is a central brownfield site. Development at this site would be suitable for affordable housing and would be viable as there is a high housing need identified here by the SHMA, this high value housing would ensure a good developer contribution.</li> <li>• Site 18- This is the only site in Brightlingsea which seems obviously suitable with minimal impact.</li> <li>• Site 19- There are issues regarding access and safety for road use at this site. The number of dwellings envisaged is likely to bring in an extra 300 cars through access roads which are already overburdened.</li> <li>• Site 19- This site is partially brownfield and is suitable as it is located in an area of housing need, as identified by the SHMA. It would be appropriate to development a mix of affordable and quality housing here, providing a good developer contribution.</li> <li>• Site 19- This is a natural extension to the town and could easily be brought into use.</li> <li>• Site 19- development here could compromise the integrity of the SSSI.</li> </ul>

	<ul style="list-style-type: none"> <li>• Site 20- Oppose development at this site as this would see the loss of all the gardens along the eastern side of Lime Street. Lime Street is currently a pleasant semi-rural lane, popular with local walkers. The development would see the destruction of this area and homes in Tower Street and along the High Street towards Hurst Green would look out onto this potential new development. It would be detrimental to the character of the area and would increase noise and reduce privacy for residents of Tower Street (PETITION SIGNED BY 185 NAMES).</li> <li>• Site 20- Not suitable for housing development. The roads are narrow and could not cope with the increased traffic the new development would bring. The drains and sewers are old and overstretched, and could not support any significant development. Schools and doctors are already overstretched and oversubscribed and cannot support significant development. The area is within the Coastal Protection Belt and should be protected. The site is often waterlogged and is prone to flooding, with part of the site designated as at a high risk of flooding. Increased runoff from the new properties would increase the chance of flooding. These homes will be difficult to sell as they may not be insurable. Lime Street is a semi-rural in nature, providing a transition between the built up area and the countryside, this proposed development would create a hard urban edge to the settlement, which would have a negative impact on the area, including the nearby Conservation Area. The development is less than 300m from Ramsar Sites, SPAs, SACs, NNRs and SSSIs and these need to be protected. Development here would also destroy a habitat where endangered/ protected species have been found. The development would disturb existing residents, resulting in a loss of privacy and amenity. There are also water aquifers on the site, development would impact on ground water supplies, having a detrimental effect on the environment. The site is also made up of 19 separate parcels of land, each owned by different people. Access to the proposed site is the unmade private street of Lime Street and it is unclear who owns each section of this road, meaning this site is not available for development. Identifying who owns sections of Lime Street would be costly. In addition biodiversity studies would have to be undertaken due to the wildlife and close proximity to areas of environmental designation. Building a proper road and improving drainage and sewerage systems would also make this proposal unviable economically (x41).</li> <li>• Site 20- Object to development, as it is currently a semi-rural land frequently used by walkers. Development here would increase noise, would reduce privacy for existing residents and increase traffic and put the safety of pedestrians, drivers and pets at risk. Local infrastructure will not cope with extra demands on an aging overstretched drainage and sewerage system, additional traffic on narrow roads and oversubscribed schools and doctors surgeries. This area is part of the Coastal Protection Belt and the area is often water logged- increased runoff from new properties would increase flood risk to residents in Tower Street. This development would produce a hard urban edge completely out of keeping with this semi-rural environment. Ownership and purchase of the land could prove to be very difficult. The town is still smarting from the overdevelopment of the Waterside, which is still left incomplete. Development would destroy habitats where protected species are found, including an established badger set and there would be significant costs in assessing the impact of development on biodiversity (x5).</li> </ul>
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- Site 20- This site is not in a sensible location as this site is at risk of possible flooding and there is no suitable infrastructure to support this site (x3).
- Site 20- The Local Plan states that Lime Street should remain free from development. This should be upheld. Lime Street is unsuitable for development because part of it is in Coastal Protection Belt and flood plain. There are underground water aquifer areas at the sites of Lime Street. The access points from the High Street and Tower Street are very poor, not wide enough for more than a single car to use at any one time. It would be very expensive to prepare land at Lime Street for building, which would not make it financially viable. This area is also home to wildlife so appropriate authorities would need to be contacted before proceeding with development. Issues exist over the ownership of Lime Street and title deeds, as to the access onto Lime Street for properties on Tower Street. The development has a lot of hurdles to overcome and it is unwanted by locals. Historically this area is for the use of boat storage/ caravans- this is the way it should stay.
- Site 20- This is a good addition to housing land despite severe opposition but there are problems over multiple ownership, unmade lane, flooding and drainage problems and an awkward junction with the High Street.
- Site 20- Lime Street has a well used footpath and should not be developed. The Brightlingsea Conservation Area should be extended and no development allowed within the area. Buildings in Victoria Place and Brightlingsea Hall, opposite All Saints Church should be listed.
- Site 20- Traffic and parking are a big concern and will only get worse if this development goes ahead. Access would be difficult for road sweeping and emergency vehicles. Also this development would significantly effect the environment.
- Site 20- Access to the High Street and Tower Street is a big concern. There are also problems associated with land ownership, no development should be allowed.
- Site 20- The road system is unsuitable here, there does not seem to be space for splays without demolishing existing properties. Drains are a problem in Lime Street, as most of the street is below the level of the main drains. This would necessitate the building of a pumping station. The area becomes marshy in the winter and flooding does occur. There would be a health hazard for people living in these new homes as heavy dust pollution blows towards this area from the shipyard. Access to Lime Street is not wide enough for two vehicles. There are issues over ownership of the land as people's deeds in Tower Street show that their land goes halfway across Lime Street. This site is entirely unsatisfactory.
- Site 20- Unsuitable for development for a number of reasons: Lime Street area is Coastal Protection Belt, bordered by trees and bushes- a haven for wildlife, many of which are protected species. Development here would affect the already congested narrow High Street and add to parking problems in the area. This traffic could also endanger the structure of Jacobes Hall, a Grade 1 Listed Building, close to the site. Access to Lime Street from the High Street is steep and concealed and therefore dangerous. Opening of this junction would not be possible due to the proximity of Jacobes Hall, bordering the pavement of the High Street. Drainage, water and other services would have to be installed disturbing trees, wildlife, vegetation and possibly the structure of Jacobes Hall which is in a frail state. The land east of Lime Street is currently

	<p>scheduled and used for gardens, boat and caravan storage and for livestock including horses and other quiet rural activities.</p> <ul style="list-style-type: none"> <li>• Site 20- This area is not all derelict, as the TDC document refers. The plots are in various states of cultivation, rough semi-wild growth and boat storage, forming a valuable green area close to the centre of town. There is a lack of demand for homes, notably the waterside development and former gas works site. The area is poorly drained and has a high water table. Development may increase the risk of flooding in Tower Street. The plots should remain to be available for benign use, such as vegetable cultivation, as there is a demand for allotments and for areas for storage for boats, which require infrequent vehicular access. Vehicular access is poor to this site. This site should also be valued for the semi-rural walks close to the town that this site currently offers. As a representative of one of the land owners in Lime Street, this property and land is not for sale now, or in the foreseeable future.</li> <li>• Site 20- Power cables, than supply Dong are along Lime Street, this is just one complex issue relating to Lime Street.</li> <li>• Site 20- Both Lime Street and Tower Street have issues regarding safety for access. Roads cannot cope with extra capacity. Character of these access routes would be harmed by the proposed development. The rights of Tower Street residents to use Lime Street and with respect to excessive use must be acknowledged and adhered to. There is also a public Footpath running across Lime Street which would need to be maintained if there were any building work. Lime Street is very narrow, narrower than the minimum 4.8m width stipulated in the Essex Design Guide and there are places where widening the road would be very difficult. Land would be unsafe caused by waterlogged land and ground movement. In addition there have been previous planning rulings to maintain the character of the lane. There is an established use of boat storage/ maritime leisure and allotment use on this land, which should remain. There has been a previous attempt to change the use of land at Lime Street, this has been refused (Local Plan Site OM4.1) and the reasons for refusal remain valid. Also, Lime Street is not derelict land, as the Possible Housing Site Document refers.</li> <li>• Site 20- Other areas around the South of Lime Street, Brightlingsea, should be looked at instead of Site 20.</li> </ul>
Clacton	<ul style="list-style-type: none"> <li>• Clacton is already over developed, with high numbers of unemployed people and poorly equipped infrastructure. Against major development in Clacton (x157).</li> <li>• The majority of development in Tendring should be in Clacton (x44).</li> <li>• Development in Clacton and Holland constitutes over-development contradicting the key principles of the Essex Integrated Essex Strategy to which the Council has signed up (Cabinet 9 March 2011).</li> <li>• Housing should be centred on the industrial areas of Clacton near the shopping village where there are opportunities for jobs and the facility to build more businesses as well as expand current ones. There is access to public transport there too.</li> <li>• Flatten Clacton and build a five star hotel, a multi-storey car park, a marina and nice restaurants.</li> <li>• It is unsustainable for Clacton to be given an allocation of 6,000 homes when the Councils advisors suggest 87% that the housing need is in west and mid Tendring.</li> <li>• There need to be an imaginative plan to create a Picker Ditch Park providing an attractive longitudinal green field development linking</li> </ul>

	<p>Holland on Sea with Little Clacton Road and Jaywick Lane.</p> <ul style="list-style-type: none"> <li>• Site 21- This site is central and within existing development. It would be viable with a medium value developer contribution and is suitable for quality housing.</li> <li>• Site 22- This site is central and within existing development. It would be viable with a medium value developer contribution and minimal infrastructure cost. It would be suitable for 325 homes (a mix of affordable and quality housing).</li> <li>• Sites 22- Do not agree with development at this site as it is alongside an active runway at Clacton Airfield which is dangerous and we need a green divider between Clacton-on-Sea and Jaywick.</li> <li>• Site 22- No development in the Cherry Tree Avenue area of Clacton as it's a narrow road with a very sharp bend.</li> <li>• Site 23- There has been too much development here already, specifically more than their quota of council and housing association properties.</li> <li>• Site 23- This site is central and while there would be a minimal infrastructure cost and developer's contribution from this site, this site is not suitable as it is proposed on good quality agricultural land, bounded by open countryside, at the end of the airstrip.</li> <li>• Site 24- This site is situated with existing development and would secure a low developers contribution. It would be viable as there would be minimal infrastructure costs. It would be suitable for 12 bungalows/ self build units.</li> <li>• Site 25- This site should be the priority for development in the district. One of the biggest considerations should be the provision of education at Clacton Coastal Academy. This enhances significantly the identification of this site (x2).</li> <li>• Site 25- This development is unsuitable as it is outside of the main development of Clacton and of too large a scale. It would however be suitable and viable for ribbon development of 12 quality houses.</li> <li>• Site 25- This is unnecessary urban sprawl.</li> <li>• Site 26- This site is unsuitable as it is outside the main development of Clacton, has a narrow access and is contaminated (making the development unviable due to high costs related to decontamination).</li> <li>• Site 26- This site has the potential to help to support/ deliver site 28, making effective use of the land on the western side of the proposed road at the junction with the B1027, providing high quality development at the gateway to the town, including housing, retail, commercial, community and other uses as appropriate.</li> <li>• Site 27- Good site for Clacton's housing.</li> <li>• Site 27- This site is not suitable as it is outside the main development of Clacton and is proposed on good quality agricultural land which currently provides a green gap into the rural area. It is also unviable due to the low cost developer contribution that would be secured and its minimal access to services.</li> <li>• Site 28- Do not want this site to go ahead, lack of medical services, school places, unemployed, and already had enough new development in the area, new relief road would create a racetrack for younger motorists (x19).</li> <li>• Site 28- Far too many homes for one area to absorb. Infrastructure and jobs are not there and the land is currently still viable for farming (x16).</li> <li>• Site 28- Proposal is a good idea (x4).</li> <li>• Site 28- Disagree with this proposal, Wildlife is being forgotten, including birds and small mammals. They need a home too. If we build here it will</li> </ul>
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	<p>spoil the area for everyone (x2).</p> <ul style="list-style-type: none"> <li>• Site 28- Development along St John's Road is not correct future housing development should be elsewhere. Dwellings need to be less than two storeys. We do not want to see blocks of flats higher than 2 storey or large developments with thousands of dwellings all in one place as this is counter productive as it totally overloads one specific area. This road is already busy enough.</li> <li>• Site 28- Hartley Park is stupid. As for the new access road to Brook Farm this is not needed, just widen Jaywick Lane.</li> <li>• Site 28- This site is unsuitable as it is outside the main development of Clacton and is proposed on good quality agricultural land which currently provides a green gap into the rural area. It is also unviable due to the low cost developer contribution and major infrastructure costs. Mixed use development is not suitable here as the town centre is the correct location for office space. The relief road is not required except to serve this new development and Tesco.</li> <li>• Site 28- 1000's of homes here will not draw business to Clacton. There is already a very large estate (Cann Hall) located in this area. Too many houses, too close together in an area already congested will only worsen this problem.</li> <li>• Site 28- This agricultural land should not be built on, it is required for feeding the population. This land is not poor quality and has produced rich crops for many years.</li> <li>• Site 28- This site provides a significant amount of housing together with the needed associated infrastructure, social facilities and employment together with an improved road access to the north west side of town, which will serve a growing population and help to regenerate the town and its economy.</li> <li>• Site 28- Alternative route into Clacton, avoids Old Road, Wellesley Road and Carnarvon Road and therefore avoids holiday traffic.</li> <li>• Site 28- The relief road planned should be made from Jaywick Lane, through the new St Johns Road estate, right through to Weeley, on the junction with the A133 at the Great Bromley turn off. Or widen Little Clacton Lane to Bovils roundabout.</li> <li>• Site 28- Infrastructure must be built before any housing. Development should not include field west of the new junction at Jaywick Lane, north of St John's Road. It is essential to maintain the break in development, also land west of Pump Hill garage.</li> <li>• Site 28- The developers money should be used to improve the A133 instead of this development. Large business will not come to Clacton whilst the roads are as they are.</li> <li>• Site 28- This is the best available site, as long as it is not allowed to encroach any more farmland.</li> <li>• Site 28- Hartley Meadows proposal does nothing to the economic prosperity of Clacton because it does not enhance the business opportunities or jobs merely put extra strain on the current infrastructure. This site would also use valuable productive farming land. The suggested ring road does not improve transportation out of Clacton especially as it terminates at Brook Retail Park. A new road to link into the Colchester direction would be preferable.</li> <li>• Site 28- Northwest Clacton should accommodate the majority of houses in the district, as employment is more readily available.</li> <li>• Site 28- Do we have any more information on the relief road planned? Traffic is getting worse by the day!</li> </ul>
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	<ul style="list-style-type: none"> <li>• Site 28- The relief road as part of this development is a good idea as it opens Clacton and Weeley to new communities.</li> <li>• Site 28- This should not be allowed to extend out further than the west of Jaywick Lane.</li> <li>• Site 28- The general layout of this development looks acceptable. The roundabout at the top of Jaywick Lane needs enlarging to a full size model and spine road needs to be put round to the A133, to avoid Little Clacton Road becoming a rat-run. The A133 should be dualled between the TBS roundabout and the Weeley roundabout to lower congestion, particularly at peak rush hours. As there are no jobs, it is essential to build the business park area on Hartley Park first.</li> <li>• Site 28- A relief road from Jaywick to Brook Park is of no use except to a developer.</li> <li>• Site 29- This development is sensible located within existing development and is suitable as it is a brownfield, infill site. It would be suitable for 15 bungalows/ self build units.</li> <li>• Site 30- Understand the need to have a boundary between Little Clacton and Clacton, however, the current green gap does not achieve that, many people would not even realise there is a gap. This site is ideally placed for development with regard to infrastructure and the opportunity to use very low grade land. The site is sheltered on all sides by mature trees and could easily cater for housing options or commercial development. Access could be gained from the A133 or B1441 (x2).</li> <li>• Site 30- This development is in a sensible location, within existing development, and is suitable due to its previous development and usage. It has easy access to the highway and would be suitable for 80 quality family houses.</li> <li>• Site 31- You should not even consider building on Brook Country Park. The only reason planning for the large stores were given was that the construction firm would provide the country park. The country park looks vulnerable if this development is to come forward (x2).</li> <li>• Site 31- This could reinforce the appearance of the two separate communities, of Clacton and Little Clacton, by landscaping either side of the B1441. An avenue of trees could be used. A sculpture on the Montana roundabout, funded by S106 payments, could also be incorporated to improve the area. The boundary between the two settlements could still be enforced even if this development goes ahead through careful and considered planning and design, enhancing the locality.</li> <li>• Site 31- This is the most logical stage release of peripheral land at Clacton, lying within defensible boundaries created by the existing main road system. This avoids any breakout into the countryside and with a landscape buffer along the northern edge of the site coalescence between Clacton and Little Clacton can be avoided. This buffer would produce a useful amenity. A similar buffer could be provided along the A133 to the west. This site can make a feature of Pickers Ditch, ensuring open space. The site is also located well in terms of transport links to major centres of employment and commerce.</li> <li>• Site 31- Only viable as an employment site.</li> <li>• Site 32- This site has good access to the highway and Gorse Lane and would therefore be suitable for 80 affordable and quality family housing units.</li> <li>• Site 32- This site is used as a riding school for local handicapped children- a large development of this kind would devastate this particular</li> </ul>
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	<p>environmental area, with the loss of a very good amenity.</p> <ul style="list-style-type: none"> <li>• Site 33- This site is unsuitable as it is required for employment and tourism purposes and should therefore be retained as such (x2).</li> <li>• Site 34- This site is close to a main employment area, highway and services. It would secure a low cost developers contribution but there would be minimal infrastructure costs. It would be suited to 125 affordable and quality family houses.</li> <li>• Site 35- Object. There is a natural break of trees and a row of electricity pylons across the site. If development is kept to the south of this natural break a certain amount of character and appearance could be maintained in Little Clacton. It encroaches into the countryside and changes the character and appearance of the area otherwise.</li> <li>• Site 35- This site is close to a main employment area, highway and services. It would secure a medium cost developer contribution and would be suitable for 60 quality homes and bungalows.</li> <li>• Site 36- This site is located on a 'lane' and the development would create too much traffic, the area already takes too much traffic and is difficult to access (x23).</li> <li>• Site 36- Object. The green wedge and open space currently in place between Clacton and Little Clacton would disappear. The character of the countryside would be destroyed. Any northern access would create a serious effect on Highway safety. There is also little if any infrastructure in this proposed area, as it is currently agricultural land.</li> <li>• Site 37- What about a Clacton North railway station?</li> <li>• Site 37- This is the tip of a wedge of green space and is already surrounded on two sides by development and therefore represents infill more than any other site. It has Pickers Ditch which would make a lovely public open space and it could have a mix of housing helping to balance the high level of retired people in Holland-on-Sea, with facilities to be supplied including a doctor's surgery, school and shops. It would also enable the caravan camp to improve their pitches, bringing them up to modern requirements. Clacton, being on the coast does not have the benefit of being able to draw people from a circular surrounding area, it therefore needs positive development to ensure it does not become deprived and jaded.</li> <li>• Site 37- This site conforms with the National Planning Policy Framework draft document (point 163) stipulating a "healthy natural environment for the benefit of everyone" by providing easily-accessible, large, diverse green spaces for example Picker's Ditch Way and Brook Park. The meadow south of Centenary Way (at present used for car boot sales) and the Holland Brook Living Landscape and SSSI must be preserved and safe pedestrian and cyclist access provided to all these sites, the countryside and villages beyond.</li> <li>• Site 37- Caravan site is big enough already.</li> <li>• Site 37- Homes have to built, but we need doctors surgeries, an improved hospital and schools first.</li> <li>• Site 37- Major development should be concentrated around this site and should be supported by a new rail way station near Burrs Road with car parks and bus stands to provide park and ride. This would improve access to the Gorse Lane Industrial Estate and the Clacton Factory Village and would provide the Burrsville area with convenient access to rail services.</li> <li>• Site 38- Open space should be protected- this site should remain designated for open space (x4).</li> </ul>
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	<ul style="list-style-type: none"> <li>• Site 38- Development here would cause traffic congestion on already busy roads, access to doctors and dentists and the environmental impact it would have, is just not acceptable (x2).</li> <li>• Site 38- Would be sad to lose this green field, however, understand that it is not being used to its full potential. Opening up the space at Gainsford Avenue into Eastcliff playing fields is a good option including development at the Deanhill Avenue part of the site. However, we do not want over development of the site which could adversely affect existing residents. Site 38- No to development here, this is floodplain and traffic coming into Valley Road would become too congested.</li> <li>• Site 38- This is a seafront site, within existing development. It is in a high value location and would incur a high value developer contribution and there is high demand for housing here.</li> <li>• Site 38- This site should not be developed for housing, instead it is a possible alternative site for the Tennis Club from Little Clacton (Site 99). This land is currently identified for leisure use and constructing Tennis courts etc. within the urban area allows for open space to be used efficiently plus places the facility within easy travelling distance of the users.</li> <li>• Site 39- This site is located sensibly as it is in a location close to the town centre. However, it is a well known employment area and is therefore not suitable.</li> <li>• Site 39- Development in this area, and near the Gorse Lane Industrial Estate, as close to jobs.</li> <li>• Sites 30, 31, 32 and 34- Object, these would have a major effect in the character and appearance of the area. Currently it is open countryside and some agricultural use. The south side of Centenary Way would be completely developed with urban development with urban development to the village boundary of Little Clacton.</li> <li>• Site 36/37- This proposal is wrong and unrealistic, jobs and infrastructure are not available and are big concerns for these proposed developments. There are no facilities to accommodate more people in this area, doctors surgeries are full, no school places, no banks, no hospital, no police and only a few shops. (x114).</li> <li>• Site 36/37- There is high unemployment and those jobs that are available are seasonal and low paid, highly skilled people have been forced to leave the area to find work. Journey by rail into London take over an hour and a half. Infrastructure has reduced; when a bungalow is taken down it is replaced by a block of flats. There are existing brownfield sites to accommodate modest new developments in Clacton instead. A new GP surgery was promised, this never materialised (x66).</li> <li>• Site 36/37- This site would destroy the village atmosphere and would result in losing precious farmland (x18).</li> <li>• Site 36/37- This is flood plain and currently prevents flooding in Sladburys Lane, if new housing is built on this land Sladburys Lane would flood more often (x17).</li> <li>• Site 36/37- Holland-on-Sea is situated in a peninsular, with one road in and one road out, the A133, which is slow moving and congested, especially during the holiday period. New homes will only add to this problem. There is flooding in Sladburys Lane on the proposed caravan site extension, this and the surrounding area is one of the driest in England, new homes would therefore increase demand on limited resources. Unemployment is high, there is limited infrastructure, there is the largest contingency of pensioners in Europe and there are already</li> </ul>
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	<p>many homes locally unoccupied, new homes are not required (x17).</p> <ul style="list-style-type: none"> <li>• Site 36/37- Holland-on-Sea has the largest amount of retired people located in one area in Europe. To impose more people into this neighbourhood, where medical facilities are inadequate, is causing anxiety here. With the current economic climate, the ageing population will have to compete with newcomers for services, as further cuts to council services are made, including cuts to the constabulary (x15).</li> <li>• Site 36/37- Strongly object to proposals off Sladburys Lane. Do not want to look at a huge housing estate from my back garden or my privacy ruined. Compensation needed for loss of house value and quality of life (x9).</li> <li>• Site 36/37- We have a lot of wildlife, including hares, dormice, birds of prey, otters, cuckoos and woodpeckers- these will be lost if development goes ahead (x5).</li> <li>• Site 36/37- If these homes are built, they must be phased over the 15 year period and not built at once as this will cause a lot of anger. This would help to ensure the appropriate facilities are in place first too.</li> <li>• Site 36/37- Why would people want to live next to an industrial estate with 24hr noise (Gorse Lane).</li> <li>• Site 36/37- Sites in this area should reflect the nature of its community as a retirement area.</li> <li>• Site 36/37- People are having difficulty selling there homes due to these proposals; this will decrease the value of our homes. This proposal includes caravans as well as houses, directly at the back of my garden. Sladbury's Lane is used as a short cut by motorists; a large estate will only increase traffic along this Lane.</li> <li>• Site 36/37- Concern over level of traffic on Sladbury's Lane.</li> </ul>
Elmstead	<ul style="list-style-type: none"> <li>• Close to Colchester and Clacton so could accommodate growth, especially with growth at Essex University (x15).</li> <li>• Should not merge with Colchester (x2).</li> <li>• Site 40- Suitable for development as it shares a close relationship with established village housing and directly abuts the SDB to the north and west. This would form a natural extension to the village and encroachment into the countryside would be minimal. The site is in a sustainable location close to Colchester. Access could be obtained via Alfells Road or off School Road and a proportion of the site would be allocated for low impact employment uses and public open space.</li> <li>• Site 40- Site is located close to a main employment area, highway and services. It is suitable as there is a business park with 300 expected jobs being built at Elmstead Market. There is also a high housing need identified in the SHMA. This is viable, with a high value developer contribution and high demand for housing. A mix of affordable and quality housing could be accommodated here.</li> <li>• Site 40- Preferred location of development in the village. It is a sensible location for development, with two possible access points from School Road or Alfells Road. It is central to the village and there is a large area of green space offered as part of this proposal. The benefits to the community as it stands when compared with those of Site 41, it would be interesting to see if the developer would be prepared to consider additional planning gains.</li> <li>• Site 41- Preferred location of development in the village. It does not extend the village boundary excessively and is large enough to provide many of the community benefits that are needed, for example a new community centre, football pitch, green space, allotments and parking.</li> </ul>

	<p>There is however a concern regarding the access through Meadow Close, which is a retirement area, alternative access through Tye Road would be better.</p> <ul style="list-style-type: none"> <li>• Site 41- Site is located close to a main employment area, highway and services. It is suitable as there is a business park with 300 expected jobs being built at Elmstead Market. There is also a high housing need identified in the SHMA. This is viable, with a high value developer contribution, high demand for housing and need for community facilities. 65 affordable and quality houses could be accommodated here.</li> <li>• Site 42- This site is not suitably located as it is too far into the greenfield rural area.</li> <li>• Site 42- Have concerns with the access from Church Road. Possible community benefits at this site have yet to be finalised/ detailed.</li> <li>• Site 43- This smaller development would not satisfy the requirement for new housing in the village and may result in addition building elsewhere. It is not felt that the development is financially able to offer the funding for the new community centre without much fund raising and grants.</li> <li>• Site 43- This site is not suitably located as it is too far into the greenfield rural area.</li> <li>• Site 44- Site acts as an infill to existing development and is suitable as there is a business park with 300 expected jobs being built at Elmstead Market. There is also a high housing need identified in the SHMA. This is viable, with a high value developer contribution, high demand for housing and need for community facilities. 20 quality family homes could be accommodated here.</li> <li>• Site 44- This site is not large enough to offer the full requirement of housing for the village and therefore an additional site may be required. It is unlikely to offer any community benefits to the village. This site is multiple occupancy which would make deliverability an issue.</li> <li>• Site 45- This is sensible as it mirrors other ribbon development and there is a major housing need here identified in the SHMA. This is viable, with a high value developer contribution and high demand for housing. Development should be of 10 quality bungalows along Clacton Road only.</li> <li>• Site 45- It is a long way out of the village and is unlikely to deliver the benefits of sites 40 and 41. With more information this site could be considered.</li> <li>• Sites 40, 41, 42, 44 and 45- These are all developments of open countryside, meaning a loss of agricultural land. Traffic and congestion in Elmstead would increase and infrastructure, such as education, GPs and utilities would not be able to cope. The village character, the local wildlife and natural habitats of the area will all be threatened. Other proposals along the approaches to Colchester (for example Site 11) will further exacerbate traffic and pollution in Elmstead made worse by these plans.</li> <li>• Sites 44 and 45- These sites represent unacceptable ribbon development beyond the natural confines of the village environment.</li> </ul>
Frating	<ul style="list-style-type: none"> <li>• Close to Colchester and Clacton so could accommodate growth (x3).</li> <li>• A housing needs survey completed in 2010 in Frating by the Rural Community Council of Essex, showed that only one respondent was considered eligible for affordable housing and no further action for development outside the village development boundaries until post 2015 would be required. Frating has increased by 30% since the 1990s with in fill of over 70 homes. There is not identified community need to meet further demand for housing in Frating. Frating lacks the appropriate</li> </ul>

	<p>infrastructure for further development currently. Local employment opportunities are lacking in Frating, so residents would have to seek employment outside the rural area. Frating does not have the employment opportunities or infrastructure to accommodate large numbers of new homes. It is recognised open space is needed in Frating, but this is insufficient to justify new housing development.</p> <ul style="list-style-type: none"> <li>• Site 46- The site received consent for a two storey detached dwelling and detached ancillary garage building (09/00947/FUL) in 2009. The approval, supported by the Parish Council, acknowledged that the site lies outside the defined settlement limit but would improve the visual appearance of the site. To date no building work has commenced. The site will border a proposed Mineral Extraction site, for the extraction of 4m tonnes of sand and gravel from 47ha, over 16-20 years. If this mineral site is approved this will detract from the number of prospective buyers of the new properties at this location. This development would represent encroachment into open land and closing up of the gap between Frating and Elmstead, creating an exception to the current local plan and increasing the risk of urban sprawl into the countryside. A smaller number of homes on this site may be more appropriate, to improve this site to improve the visual appearance at the entrance to the settlement. A few homes on this site does not justify developing the land on the opposite side of the road, which is viable agricultural land in current use.</li> <li>• Site 46- Suitable for development as it is contiguous with the SDB and contains a number of disused agricultural buildings. It is closely linked to existing village facilities and large employment area. It has good connections to transport links and would represent a rationalisation of the SDB. It is only proposed to develop the northern part of the site fronting Clacton Road. 15 new dwellings, including 5 affordable dwellings would be appropriate here, on 0.5 ha.</li> <li>• Site 46- This site mirrors other ribbon development and there is an identified major housing need in the SHMA. There would be a high value developer contribution and high demand for housing. This site would be suitable for high quality bungalows.</li> <li>• Site 47- This site is sensible as there is a need for affordable housing. This site has easy access to the highway and there is an identified need for housing at this location in the SHMA. There would be a high value developer contribution and high demand for housing. This site would be suitable for a mix of 47 affordable/ quality homes.</li> <li>• Site 47- This is fertile agricultural land, currently farmed. Development here would create an urban sprawl into the countryside and would effectively create backland development for residents in Haggars Lane. There is no need for additional homes in Frating and the parish council are keen to protect viable agricultural land. This site is not comparable to the redundant farm buildings on the opposite side of the road. Therefore this proposal is not supported.</li> <li>• Site 48- This is fertile agricultural land, currently farmed. Development here would create an urban sprawl within a small rural settlement. It would increase the current housing development of Tokely Road, Barrel Close and Fenn Close by over 70% and attaching it to backland of residents in Bromley Road and Tokely Road. The sewage system of this part of the village is already currently causing problems, with surface water entering the system regularly. The south west corner of the site is prone to flash flooding when adjacent ditches flood. Access is a problem</li> </ul>
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	<p>as Tokely Road is already working to capacity so vehicles would have to decant into Bromley Road. There is no need for additional homes in Frating and the parish council are keen to protect viable agricultural land. Frating does not have the employment opportunities or infrastructure to accommodate this number of new homes. Therefore this proposal is not supported.</p> <ul style="list-style-type: none"> <li>• Site 48- This site acts as infill to existing development and has existing residential and commercial development on three sides. There is an identified need for housing at this location in the SHMA. There would be a high value developer contribution and high demand for housing. This site would be suitable for a mix of 50 affordable/ quality homes.</li> </ul>
Frinton and Walton	<ul style="list-style-type: none"> <li>• Frinton/Walton area is unsuitable for development (x23).</li> <li>• Walton should take a share of the housing being proposed (x3).</li> <li>• There should be no development outside of Kirby-Le-Soken village envelope, as this could set a precedent for ribbon development.</li> <li>• Site 49- 38 dwellings is far too many for this site, which would be accessed from a busy road and near an awkward junction. This would also encroach into the countryside and extend ribbon development and would change the character of the village (x2).</li> <li>• Site 49- This is excessive for a village the size of Gt. Holland and extra volume of traffic created would be a hazard on to an already very busy road (x3).</li> <li>• Site 49- This is an unrealistic number of properties to be built on this site. Development here would destroy the paddocks and stables which are peaceful and pleasurable for the riders and their families.</li> <li>• Site 49- Support redevelopment of farm yard and buildings only as this is one of the limited number of brown field sites. Consider this site appropriate for affordable homes for local people, but should not be extended into the countryside. Remove southern part of the site, past the farm yard and buildings, from the proposal.</li> <li>• Site 49- Infrastructure could not cope with approximately 76 more cars from this development of 38 homes. Lives of residents nearby would be seriously impaired by constant traffic. This is an area mainly occupied by retired people, who enjoy a peaceful, quiet lifestyle. A traffic consultant should be consulted. The recently approved home for dementia patients will also further restrict traffic.</li> <li>• Site 49- Access is onto a junction with the busiest road in the village, this development would exacerbate this issue. Building on this land affects its amenity value for existing residents. This site fails to meet local housing needs which are for much smaller infill projects. The increased density of this site will harm the character of this locality.</li> <li>• Site 49- Object, as outside settlement development boundary, it would increase traffic on an already busy road, there are problems with foul sewerage in this area, it is too large for the village and is currently protected by EN2 and EN3.</li> <li>• Site 49- This site is not suitable as it extends behind ribbon development into rural agricultural land.</li> <li>• Site 49- Overdevelopment outside village envelope. Against Parish Plan &amp; Village Design Statement.</li> <li>• Site 50- Object to development at this site as proposed access is through a bridleway and too narrow. Flooding is a problem on this site in recent years and there is no mains drainage in the area. The area is a natural habitat full of wildlife that will be lost all for the sake of 9 houses (x5).</li> <li>• Site 50- This area is a small wood and has an abundance of wildlife</li> </ul>

	<p>which should be protected from development (x2).</p> <ul style="list-style-type: none"> <li>• Site 50- Against development here- Pork Lane is becoming a very dangerous road, with vehicles travelling too fast around blind corners. The sewerage system cannot cope currently and will not be capable of coping with extra properties to serve (x2).</li> <li>• Site 50- Backland development within green wedge. Nil or poor access. Against Village Plan and outside village envelope.</li> <li>• Site 50- This site is sensible as there is an identified major housing need in the SHMA. There is a high demand for homes here and this would secure a medium value developer contribution. This is suitable for 8 quality houses/ self build units.</li> <li>• Site 50- Object, as outside settlement development boundary, this is a Local Green Gap area (EN2) and a wildlife sanctuary, sewerage disposal is a problem here and would be overloaded by additional houses, Highway problems also exist, including access and traffic speed.</li> <li>• Site 50- The land is unmanaged woodland, with a rich and varied wildlife population. Building on this site goes against QL9 of the Local Plan, as this is an obvious case of overdevelopment, creating an unacceptable level of density. This plot has amenity value and benefits the community and should have the lowest possible level of development.</li> <li>• Site 50- Against development at this site as sewers cannot cope with existing housing, the present pumping station serves Pork Lane, Orchard Drive and Laxton Grove and could not cope with an additional 9 dwellings. The public footpath should be protected, wildlife is present at this location and this should also be protected. Traffic would also be an issue; many motorists speed along Pork Lane, additional traffic could cause accidents.</li> <li>• Site 50- This area is abundant with wildlife and would be best managed by Essex Wildlife Trust as a wildlife haven. 9 houses are over development of this site. Surrounding residents are retired, so affordable housing would not be appropriate in this location. Access is not wide enough for emergency vehicles and currently operates as a public footpath. Development here would affect the privacy of existing residents in Laxton Grove and Pork Lane. The land has been contaminated by sewerage overflowing from a septic tank and it is an extremely wet site due to ponding. Heavy rain water tends to stay on the surface for a long time due to the clay base of the earth.</li> <li>• Site 50- Oppose development at this site as site is backland, with well established copse. The area is wet and access would have to include a current footpath. The density proposed is too high and would affect privacy of existing dwellings. An assessment of the wildlife present must be made before a decision is made.</li> <li>• Site 50- Do not need affordable housing in Great Holland. There are cheaper homes available in Clacton and Walton.</li> <li>• Site 50- Support for a reduced number of 6 dwellings.</li> <li>• Site 50- Should be allowed.</li> <li>• Site 51- This is outside the settlement development boundary of Great Holland; however there are residential properties on either side of The Paddocks, so that a single, substantial property on this site could be reasonably described as infilling and therefore permissible (x4).</li> <li>• Site 51- Object, as outside settlement development boundary, was subject to a planning refusal 11/00270/FUL, would promote ribbon development and increase coalescence with Kirby which would be detrimental to the character and identity of both villages.</li> </ul>
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- Site 51- This is ribbon development and should be discouraged.
- Site 51- The grounds for refusing the original application on this land must also apply for this application.
- Site 51- This site is sensible as there is an identified major housing need in the SHMA. This would be viable for self build/ quality homes.
- Site 51- Green wedge development outside village envelope. Against Parish Plan.
- Site 52- Outside village envelope. Would prefer infill further to the east.
- Site 52- This site is sensible as there is an identified major housing need in the SHMA. This would be viable for self build/ quality homes.
- Site 52- Providing this is housing of a suitable type, there is no reason that the ribbon development here should not be filled in. Criteria for sustainability appraisal and strategic availability seem to be satisfied in this case.
- Site 52- Do not support.
- Site 53- Support 2 dwellings.
- Site 53- This is totally unsuitable for development, as this is in the garden of number 30 Thorpe Road and constitutes backland development and 'garden grabbing'. A previous planning application for this site (08/01537/OUT) was refused by TDC.
- Site 53- This is not a suitable site for development as it is garden development.
- Site 53- Backland development, albeit less obtrusive.
- Site 54- Strong objections to site B to preserve entrance to Mumfords Lane. Both plots A&B outside village envelope, and would spoil rural views between properties when exiting the village westwards.
- Site 54- This site is sensible as there is an identified major housing need in the SHMA. This would be viable for self build/ quality homes.
- Site 54- This would be suitable for housing and would complete the frontage onto The Street, provided the housing was suitable and would add positively to the street scene. Criteria for sustainability appraisal and strategic availability seem to be satisfied in this case.
- Site 54- Support 2 dwellings on Plot A but development on Plot B would change the character of this part of the village.
- Site 55- Support a reduced site for 4 dwellings, the rear of the site would damage the setting of the listed church and tranquillity of the churchyard. Remove the southern part of the site from the proposal.
- Site 55- This piece of land has been refused planning permission on a number of occasions (04/01127/OUT). It is backland development and whilst the rear of number 19 The Street does need tidying up, it is considered that the environmental impact would not justify such a large extent of 'garden grabbing' (x2).
- Site 55- Object as there is no access and this site is also on a blind corner, which Highways and Byways have been against. The site is also opposite the community refuse tip, which is open seven days a week, close to 'Yew Trees', with staff shifts three times a day, plus ambulances and delivery vehicles. There area also many lorries and trucks which pass this road. This traffic makes this area unsafe. For reasons set out in the relation to the appeal by Lamaid Homes Ltd, (Appeal Statement APP/P1560/A/03/1127728) this site is not suitable for development.
- Site 55- This area floods, this would get worse if more buildings were built. Object to development of this site, for the reasons set out in relation to the appeal by Lamaid Homes Ltd, (Appeal Statement

APP/P1560/A/03/1127728).

- Site 55- Great care needed for any development between village envelope and conservation area, next to parish church, and opposite busy junction to county civic amenity site. Backland development.
- Site 55- This land is directly behind our property, every year our garden floods two or three times. Some very large trees would have to be removed, this would cause more flooding, possibly affecting our conservatory.
- Site 55- This site is outside the village envelope and is right beside the Norman Church of St. Michael's. This is a Conservation Area. It would be a great overdevelopment of the site.
- Site 55- This is not a suitable site for development as it is garden development.
- Site 56- The suitability of this site is dependant on existing buildings on the site and the architectural/ heritage value.
- Site 56- This land contains a number of derelict buildings and as such we believe it would be suitable for housing. Criteria for sustainability appraisal and strategic availability seem to be satisfied in this case.
- Site 56- Support for 6 dwellings.
- Site 57- Do not support this proposal because of the impact on the green gap between Kirby-Le-Soken and Kirby Cross and the impact on the school and doctors surgery. We also consider that employment land in the location will not attract the type of employers that will deliver significant levels of the jobs (x9).
- Site 57- This would effectively join Kirby-le-Soken to Kirby Cross. The roads cannot cope with the extra traffic. Flooding would increase in Kirby-Le-Soken (x4).
- Site 57- This site is in fact being promoted as a mixed-use urban extension comprising housing, open space and opportunities for employment and community facilities. It is envisaged the built development would be confined to the southern and western parts of the site (12 ha), the remainder of the site to the north and east would be formally defined as a landscape buffer, public open space and community woodland. The site is walking distance from local shops and services; it is well related to the Kirby Cross Trading Estate and there would be opportunities for Class A and B uses within the site itself; it is possible to link the site with site 58; encroachment into the countryside is minimised by confining the development on the site to the south and west and there are extensive landscaping proposals as part of the scheme. Density of the site could be 25-30 dph.
- Site 57- This site has problems with drains; any housing would make this situation worse.
- Site 57- 240 homes are excessive. Halstead road is narrow and could not cope with more traffic.
- Site 57- This is already being cleared before the Public consultation has ended.
- Site 57- Build along Halstead Road and join Kirby Cross and Kirby-le-Soken, instead of allowing a preservation society to keep their village of Kirby-le-Soken rural, while taking advantage of all the amenities in Kirby Cross.
- Site 57- Does this link to site 58? Kirby School will have to be expanded. The roads are inadequate, especially at Kirby Cross.
- Site 57- Access to the land is very unsuitable as the roads surrounding and leading to the land are very narrow and would not sustain any further

	<p>increase in traffic Local services including schools and doctor's surgeries are already full. This development would merge Kirby Cross and Kirby-le Soken and our beautiful countryside will also be lost.</p> <ul style="list-style-type: none"> <li>• Site 57- This would make a good development site. The access is on the Bus route and the railway station is within easy walking distance. There are facilities near by and small industrial units in Kirby Cross to provide employment. The access is opposite the undersubscribed primary school and there would be sufficient land to provide safe parking for parents.</li> <li>• Site 57- This area is an area for mainly retired people in bungalows. The roads are narrow, where would the access be and what type of property will be built- bungalows would be best to be in keeping with the existing housing type.</li> <li>• Site 57- There is an identified housing need in the SHMA and employment in the area. Mixed use would provide much needed affordable housing and small business employment. This would require high value developer contributions for the improved infrastructure and would be suitable for 100 market and affordable homes on part of the site.</li> <li>• Site 58- Overdevelopment in green wedge backland, outside village envelope (x3).</li> <li>• Site 58- Object, this will cause further problems to villagers.</li> <li>• Site 58- This was turned down at government level, nothing has changed since. Do not develop backland.</li> <li>• Site 58- This land would only be accessible following the demolition of a house in Frinton Road. This is backland development and garden grabbing and as such is unsuitable for this area. A previous application (03/01731/OUT) was refused for a similar development.</li> <li>• Site 59- Object to this site on the following grounds: access to the site and highways; increased traffic surrounding the site; loss of privacy to existing homes; destruction of ecological habitat; potential loss of trees (including oaks) and hedgerows; noise and disruption caused by the scheme; inability to provide health and education needs; a lack of jobs and the site has no infrastructure (x18).</li> <li>• Site 59- If development were to go ahead here, 50-60 homes would be a more realistic number. The infrastructure cannot cope with much higher development, wildlife will be destroyed and access is a problem. Traffic, noise and lack of privacy will affect existing residents. Roads are busy and rail travel is expensive, making commuting difficult. Planning was denied here in the past and the Council said that the land could only be used for a playing field/ open space (x2).</li> <li>• Site 59- Concerned about access to this site. Could it include a play area or park for local people to access by foot or cycle, not by car?</li> <li>• Site 59- Housing development on this site would be of severe detriment to the local area for the following reasons: it would damage the character of the local area, involving a loss of open space and wildlife; previous consideration for planning on this site was declined, the reasons for this should be considered for this proposal too; the development would mean a loss of light, overshadowing and a loss of privacy to existing residents; the development would have access and traffic implications, increasing noise and air pollution and compromising the current safe environment in which we live; noise pollution would impede quality of life for existing residents; and local amenities and infrastructure would struggle to cope with these extra residents.</li> <li>• Site 59- This development would spoil my view and the peaceful</li> </ul>
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	<p>neighbourhood and beautiful countryside I have come to enjoy.</p> <ul style="list-style-type: none"> <li>• Site 59- Access through Turpins Lane would be inadequate. The density is also too high.</li> <li>• Site 59- This will ruin this lane and open space used for recreation will be destroyed. Existing housing stock should be used that is currently up for sale, we do not need any more houses.</li> <li>• Site 59- This is a sensible location for development as there is a housing need identified in the SHMA. It is a suitable location as it is an infill site between existing development. Build costs would be high due to infrastructure improvement requirements but high value developer contributions can be secured. 70 homes would be appropriate here, a mix of affordable and quality market homes.</li> <li>• Site 59- Already allocated for Leisure/Open Space, with poor access other than to Turpins Lane. This allocation must be preserved for Leisure / Open Space for future generations of increasing residents.</li> <li>• Site 60- There could be a case for partial development of this site, but development of the whole site would encroach too far into the green wedge between Frinton/Walton and Kirby le Soken. Alternatively, it could be considered for sport/leisure and open space - perhaps compensating for loss of recreational space at Tendring Technology Collage, and providing extra capacity for increasing numbers at Hamford Primary School.</li> <li>• Site 60- This site is unsuitable as it is proposed on good quality agricultural land which currently provides a green gap into the rural area.</li> <li>• Site 60- Density planned is too high. It will create poor overcrowded living conditions, bad road congestion on the estate and parking problems. 20 dwellings per hectare would be more suitable. The local school would need to expand, doctors surgeries need better facilities/ to be enlarged to cope. Transport to Walton is poor.</li> <li>• Site 60- Support development of this site as, in accordance with PPS3, it is deliverable in the short term and currently available without constraints, suitable, and achievable. This site is located in a sustainable location adjoining an existing town and is within convenient distance to The Triangle Shopping Centre, Tendring Sixth Form College, the railway station, and Connaught Avenue, a primary retail area of the town and is on public transport routes. The site is well contained and so the visual impact on the surroundings as a result of developing the site would be fairly minimal. There are also opportunities to mitigate against any visual impact the development may have through the provision of local open space at the northern end of the site.</li> <li>• Site 60- This is already a very busy road and is sometimes like a race track.</li> <li>• Site 60- Schools are full, there are not enough medical facilities, and roads are crowded and small. Traffic including lorries would overwhelm the narrow street of Kirby-Le-Soken, the west end of the village is single lane only. The Conservation Area, SSSI and area of natural beauty would be destroyed by this heavy traffic. The proposal would make the area a massive conurbation.</li> <li>• Site 60- This site would significantly reduce the local green gap, the land is also relative to the CPB. The visual effect of housing on the CPB would be substantial.</li> <li>• Site 60- This will put even more pressure on the road bottleneck in The Street, Kirby-le-Soken.</li> <li>• Site 60- This site would create extra traffic and parking problems. There</li> </ul>
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	<p>are little job opportunities in the area and facilities such as doctors, hospitals and schools are already at breaking point. This site is therefore not sustainable or strategically available taking account of the adverse affects on the area in general. There is also the additional danger to children who attend the local school adjacent to the site, caused by the huge increase in traffic.</p> <ul style="list-style-type: none"> <li>• Site 60- If this site were to be developed the school should be give land to build a car park to help with the traffic at school times.</li> <li>• Site 60- Would only support development for a limited part of the site, for Aspirational Housing. The north west corner should remain part of the green gap with Kirby-Le-Soken. No more than 50 dwellings would be appropriate. Remove the north western portion of the site, in line with the adjacent existing settlement edge, from the proposal and protect this area as open space.</li> <li>• Site 61- This site is unsuitable as open space is needed. Allotments should be retained in highly built up areas to provide green space (x2).</li> <li>• Site 61- Support for a reduced number of dwellings to allow for more open space within the development- 15 dwellings would be acceptable.</li> <li>• Site 62- More appropriate for housing than site 63. However, a lower number of homes would be more appropriate given the site's proximity to neighbouring properties, the ecologically sensitive Walton Backwaters and flooding issues (x3).</li> <li>• Site 62- The Martello caravan site is a necessity for the survival of Walton Town, taking away a business from the town and no supermarket could ever sustain a decreasing economy in the area (x2).</li> <li>• Site 62- This site is sensibly located for mixed use development and is suitable as it is a brownfield site which could provide additional, needed facilities. 200 affordable and market homes could be achieved on this site.</li> <li>• Site 62- This would be an excellent site for housing, it is between two schools and is just outside the town but near enough to rejuvenate the shops without destroying them.</li> <li>• Site 62- Site is close to public transport networks, ideal for people to travel to work and school. Site has excellent views over backwaters; make this an area for self builds, which can enjoy the views.</li> <li>• Site 62- Acceptable, supermarket adds to infrastructure.</li> <li>• Site 62- Keep Tesco out of development- they are too powerful already.</li> <li>• Site 62- Appropriate for housing.</li> <li>• Site 62- Should be developed as permanent housing. The caravan site is no longer valid and does nothing to rejuvenate the economy of Walton, which needs an increase in resident community.</li> <li>• Site 62- These seem less intrusive than the Titchmarsh scheme. These housing units are more likely to be affordable to local people.</li> <li>• Site 62- This visible site should not be formed by Tesco, it must have good quality housing.</li> <li>• Site 63- This should not be developed, it is a Millpond that should be preserved. It is environmentally sensitive and floods (x5).</li> <li>• Site 63- Inappropriate for 129 houses. A few homes around the edge of the site may be appropriate. Housing development would be on land that does not currently exist, and would need to be reclaimed from the sea- this is unsustainable. The site is in a high risk flood area, development would have to be built on platforms, which would be overbearing for neighbours of this development. The development proposed would not restore the mere and would be inappropriate for this sensitive site. The</li> </ul>
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	<p>housing would harm the wildlife of the area, close to Hamford Water, internationally and nationally important nature reserves, including a SSSI. This dense housing development would be out of character with the area and impact on neighbours including the nearby conservation area. It would also significantly increase traffic and pollution in this relatively quiet road (x2).</p> <ul style="list-style-type: none"> <li>• Site 63- More imaginative use of the tidemill should be thought of, so that Walton could generate its own electricity.</li> <li>• Site 63- Support this site being allocated for mixed-use development, including leisure and 130 aspirational dwellings, but not the planning application 11/01062/OUT that has been proposed.</li> <li>• Site 63- This scheme would encourage second home owners, there are too many in Tendring already.</li> <li>• Site 63- This development would attract people, who though high earners, are not the sort to shop in Walton. This would alienate a large proportion of the town and destroy a wildlife habitat.</li> <li>• Site 63- Current proposals are damaging to SPA adjacent through disturbance. The proposed development is not suitable for the area.</li> <li>• Site 63- This is a flood plain area, development of houseboats would address this issue. Development must not take away public open space, designated for leisure use.</li> <li>• Site 63- This will result in a potential re-invigoration of Walton town Centre with major retail, residential and leisure facilities some of this has to be balanced against loss of another potential tourist attraction namely the Walton boating lake which could be restored to its original use.</li> <li>• Site 63- Some development of this site is necessary to protect the access by water to adjacent areas. However, intensive housing, raised above the height of surrounding houses is totally unacceptable. There is silting and the danger of loss of use of Town Hard. This is due to changes in water flow caused by the Mere walls. Development should not take over land that is better used for tourism and leisure purposes, a large supermarket would be inappropriate.</li> <li>• Site 63- This area is one of Walton's most valuable areas. The boating/ water are should be developed carefully and could be a unique waterfront are which could revitalise Walton. Tesco stores will only close shops in the town.</li> <li>• Site 63- Housing here is inappropriate; this land is particularly environmentally sensitive. The only accommodation that may suit this area would be houseboats.</li> <li>• Site 63- should be considered a special case, outside this remit- completely for aesthetic reasons.</li> <li>• Site 63- This is a far better and imaginative proposal for Walton development. But need a surgery, like that offered by Site 62.</li> <li>• Site 63- Support this site and consider that the Council should continue to promote the site's mixed use development, including housing, following the Council's Local Plan (2007, Policy FW1), Walton Regeneration Framework (2010, Opportunity Site A) and Proposed Submission version of the Core Strategy (2010, Project 19).</li> <li>• Site 63- The Mere should not be developed at all because of environmental reasons.</li> <li>• Site 63- Walton Mere shows merit as it offers employment and housing.</li> <li>• Site 63- This site is sensibly located for mixed use development and is suitable for high quality housing and a tourist attraction. This would secure a high value developer contribution and would be suitable for 129</li> </ul>
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	<p>homes and leisure use.</p> <ul style="list-style-type: none"> <li>• Site 64- There is an identified housing need within the SHMA and this site is already allocated within the Local Plan. This is suitable for 25 homes and would secure medium value developer contribution.</li> <li>• Site 64- Support a reduced number of 15 dwellings due to coastal erosion threatening this site.</li> <li>• Site 65- Object to development at this site. This site is criss-crossed by existing rights of way, which would, if they are preserved, reduce the possible development of 15 homes to less than 9. The site is used by 50 pedestrians and numerous cars daily. This tiny site would therefore offer less than 1% of the identified needs of housing and would be seriously opposed by the local community. Jobs are not available for existing residents as it is and the existing housing stock is also not selling. It is therefore not practical or viable to allocate such a small site for housing when much larger sites, closer to jobs and London have been identified elsewhere in the district (PETITION SIGNED BY 18 NAMES).</li> <li>• Site 65- Unsuitable for development because: building here would destroy privacy for existing residents; protected wildlife use this land (owls, snakes etc); amenities in Frinton cannot cope with additional housing- schools are full, traffic is congested, doctors and dentists are already full; site is too small- better sites would be larger sites which could accommodate more housing; there is no work; there are a lack of open spaces in Frinton for people to walk in, the proposed site is used for walking and this would be lost (x7).</li> <li>• Site 65- This proposal is outside the development boundary, it encroaches green gap and the conservation area and a small part of the site is within Zone 3- High Flood Risk. The land is also within the Coastal Protection Belt. There is no compelling functional need to include this proposal in the LDF (x2).</li> <li>• Site 65- Development here, especially family housing could be dangerous, due to the high volume of traffic and parked vehicles here in the summer months. Facilities are already stretched, especially with building at Witton Wood Road added further development to the area. Development here would mean a loss of wildlife, affecting many people who currently use the space for walking (x2).</li> <li>• Site 65- This is inappropriate, it would extend the boundaries of Frinton, destroy privacy for the residents of Ferndown Road, destroy the use of the land for the many people who currently use it. It is also close to a recognised flood risk area (x2).</li> <li>• Site 65- In the Tendring District Local Plan 2007, this location is noted to be within Local Green Gap, Coastal Protection Belt, outside the existing development boundary, inside the Conservation Area and inside an area at risk of flooding. These areas of protection were all set in place for a reason and should not be ignored or set aside to enable development of this site. The main rain sewer runs through the site and the location serves the local sports club. No development should occur at this site. Infrastructure cannot support further development inside the Frinton Gates (x2).</li> <li>• Site 65- Support this proposal for a maximum of 15 dwellings, in keeping with First Avenue and Ashlyns Road.</li> <li>• Site 65- Any housing that has to cross the railway line will cause traffic problems. Bus routes are poor so all homes will require cars. The school is over subscribed. The area is adjacent to a floodplain and will become very boggy in winter. Development will hamper drainage. This area is</li> </ul>
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	<p>also Coastal Protection Belt. There is also no employment in the area so the site should not be considered for development.</p> <ul style="list-style-type: none"> <li>• Site 65- Object to this development as this is a Conservation Area, it is land very prone to excessive water and becomes boggy, the sewerage system cannot cope and there are protected slow worms on this site.</li> <li>• Site 65- Object to this site as there is a lack of sufficient infrastructure for example schools, medical facilities and sufficient road network. There is limited access for increased traffic via Aslyns Road (not First Avenue) which is a conservation area. Egress from Frinton for those living inside 'the gates' is limited when the train barriers are down and would be even worse with increased traffic. There is also no work for the new people living in these homes.</li> <li>• Site 65- Object to development on this site. While an outline submission for 15 homes has been submitted, the site has a number of existing rights of way within its boundaries and this would reduce the possible development to less than 9 homes. This site is accessed daily by walkers and motor vehicles. This site of 9 homes represents only a tiny 1% of homes needed to be identified by the Council and would be opposed by the local community. It is therefore not practical to pursue development at this site.</li> <li>• Site 65- Density is too low, even for such a prestigious area and site.</li> <li>• Site 65- There is a major requirement for housing in this area, identified by the SHMA. This would be viable with high value developer contributions, for 20 high quality aspirational homes.</li> <li>• Site 65- Outside Frinton envelope, and against Great Holland Parish Plan. Unacceptable creeping into green wedge towards recreational sports and open space.</li> <li>• Site 65- Object to this development as the land provides an open green wedge between the development in First Avenue and Holmbrook Way. Part of the land is within a Conservation Area and a high risk flood zone. Any development to this site should be restricted to north of the cricket club access track and should only be accessed from Holmbrook Way. The low density of development proposed makes little contribution to the overall housing shortfall for such a large site.</li> <li>• Sites 49, 57 and 60- These are too rural to consider.</li> <li>• Sites 49, 50, 51, 65- all these sites lie outside the settlement boundaries of Great Holland, as agreed by the District Local Plan and the Parish Plan and the Village Design Statement 2010, which states settlement boundaries should be defended. Development should also be resisted in Local Green Gap and Coastal Protection Belt. We are opposed to any proposal for planning permission contrary to the current TDC policy and to our parish plan and village design statement and therefore object to these sites (x3).</li> <li>• Sites 49, 50 and 51- As per the Parish Plan and Village Design Statement 2010, villagers do not want any development outside the existing settlement development boundaries (x5).</li> <li>• Sites 53 and 57- Schools are full, there are not enough medical facilities, and roads are crowded and small. Traffic including lorries would overwhelm the narrow street of Kirby-Le-Soken, the west end of the village is single lane only. The Conservation Area, SSSI and area of natural beauty would be destroyed by this heavy traffic. The proposals would make the area a massive conurbation, effectively joining Kirby Cross and Kirby-Le-Soken. The development constitutes overdevelopment of the site.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Sites 56 and 57- Should not connect Kirby Cross and Kirby-Le-Soken, this would destroy their important village identities. There are not sufficient road links to cope with the volumes of extra traffic and there is not sufficient infrastructure in place to support the existing population.</li> <li>• Sites 57 and 59- These form the natural green gap separating Kirby-Le-Soken from Kirby Cross. Kirby Cross has already been allowed to join up with Frinton-on-Sea and as a result has lost some of its identity. These sites would create extra traffic and parking problems. There are little job opportunities in the area and facilities such as doctors, hospitals and schools are already at breaking point. These sites are therefore not sustainable or strategically available taking account of the adverse affects on the area in general (x5).</li> <li>• Sites 61 and 65- Allotment sites, penny pinching.</li> <li>• Sites 62 and 63- Site is socially unsustainable. Schools are full, there are not enough medical facilities, and roads are crowded and small. Traffic including lorries would overwhelm the narrow street of Kirby-Le-Soken; the west end of the village is single lane only. The Conservation Area, SSSI and area of natural beauty would be destroyed by this heavy traffic (x2).</li> <li>• Site 62 and 63- Walton does not need all of the properties that are planned if the Tesco or Sainsburys site were to go ahead. If one of these sites are built this would supply employment for the existing unemployed. If there were more homes built there would be additional unemployed.</li> <li>• Sites 62 and 63- Fully in favour of either of these developments so long as traffic is channelled away from the narrow road through Kirby-le-Soken.</li> <li>• Sites 62 and 63- Think outside the box to encourage affluent families to the area. This will create a greater need for services and shops in the area, regenerating Walton.</li> <li>• Sites 50, 51, 52, 53, 54, 61 and 64- No problem with infilling, affords little or no problems.</li> <li>• Sites 52, 53, 57, 58, 59, 62 and 63- Object to these sites as they will have a huge impact on the roads and amenities, which are already stretched.</li> <li>• Sites 49, 57, 60, 61, 63, 64, 65- No, these developments are too large, unacceptable in terms of infrastructure.</li> <li>• Sites 50, 51, 52, 53, 54, 55, 56, 58, 59, 62- Yes, these sites have the least effect on infrastructure. Must be low density to avoid overload. This is a tourist area, where population and traffic increase in the summer.</li> <li>• Sites 57 and 60- These are grossly over sized and would make an already oversubscribed schools and Doctors unable to cope.</li> <li>• Sites 61, 62, 64 and 65 would seriously detract from the rural nature of Tendring, building on caravan parks and allotment sites. These areas of open space should be left alone.</li> <li>• Sites 56, 57, 59 and 60- These would join Frinton and Walton and Kirby Cross and Kirby-Le-Soken into one continuous urban area.</li> </ul>
Gt Bentley	<ul style="list-style-type: none"> <li>• Great Bentley cannot cope with new homes, due to an increase in traffic, problems with parking, unsuitable roads and lack of infrastructure and facilities (x32).</li> <li>• Small affordable housing schemes only, as there is a lack in local services (x4).</li> <li>• Great Bentley would be ideal for housing development as there is good access to the A12 and rail links, suitable for families and young people to get to work.</li> </ul>

	<ul style="list-style-type: none"> <li>• The comment regarding Sustainable Growth for Great Bentley, on page 54 of the Core Strategy and Development Policies Proposed Submission Document for Sustainable Growth for Great Bentley should remain.</li> <li>• Development in Gt. Bentley should be restricted to sites convenient to the railway station. Car parking at the railway should be included (land is available at the ex goods yard).</li> <li>• Site 66- This site is utterly disproportionate to most of the other towns and villages. This development would destroy the quality of life in one of the most picturesque and well kept villages in Essex. We do not have the infrastructure to support this development and access to the A133 is very difficult due to the current volume of traffic (x10).</li> <li>• Site 66- Concerned about this development for the following reasons: the land is quality agricultural land which should remain so for vital food production; access onto Heckfords Road is dangerous and an entrance to this development would be too close to a dangerous bend, putting pedestrians and drivers at risk; access along Sturrick Lane would be difficult to service an estate as it is narrow and poorly made; access off the A133 would be dangerous as the road is too narrow and exiting onto the A133 is very difficult and would involve costly improvements to make safe. The only area of development that could be suitable for development is the west of the roundabout along the A133. There is already development here such as the car auctions and the Book Service and a small estate on the northern side near Frating. Development here could provide work in the area and there would be an ability to widen this portion of the road (x5).</li> <li>• Site 66- this is the most obvious site for development, as it has a greater land mass and is where the majority of jobs will be, close to Colchester/ A12 corridor (x4).</li> <li>• Site 66- This large development would cause additional traffic problems on the A133 into Colchester. This would also greatly alter the character of the village (x4).</li> <li>• Site 66- The number of new homes would treble the size of the current village. The village would be literally swamped and the rural feel would be destroyed. Infrastructure cannot cope as there are only 4 small shops, a post office, one public house, a Primary School and a Doctor's surgery in the village; both the surgery and school are at maximum capacity (x3).</li> <li>• Site 66- This would not maintain the green wedge between great Bentley and Frating.</li> <li>• Site 66- Do not agree with this site. This village has been increasing in size for the last 30 years. Village cannot cope with 2,000 dwellings.</li> <li>• Site 66- Disagree with this proposal for housing and commercial development. It has all the disadvantages of the historic 'Oasis' development in Hare Green/ Frating Green and Little Bentley, but is yet further away from great Bentley, as well as creating urban development in the middle of open countryside.</li> <li>• Site 66- This would link Great Bentley with Frating. Any proposed design could not rely on any existing infrastructure. The impact on Great Bentley, with its limited services, which already serve Little Bentley, Thorrington, Aingers Green and Frating, would be intolerable. Great Bentley Rail station has no significant parking facilities to allow for such significant development and the surrounding streets are already congested with current traffic. Local schools and medical centres are already stretched and rural employment is close to saturation, which would mean residents of a new neighbourhood would need to commute</li> </ul>
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	<p>for employment. The A133 between Weeley and Frating is already in need of dualling to cope with existing traffic, a major new residential development in the vicinity would stretch even a dualled A133. The proposal for the allocation of land within the rural area the Tendring District, for the purpose of large scale housing and commercial use has already been rejected by the Planning Inspector and SoS due to inter alia, lack of appropriate infrastructure. This remains unchanged. It seems this proposal is speculative of the numerous sand and gravel proposals for Tendring, which are yet to be determined, after extraction. This proposal would have a huge impact on the tourism industry, as this development is proposed at the gateway to the coast. We should favour retaining agricultural land for future food supplies. This proposal is therefore not supported.</p> <ul style="list-style-type: none"> <li>• Site 66- TDC's own distribution for housing growth within the district set out within the Core Strategy and Development Policies Document, clearly shows a requirement for 200 dwellings to be shared around the key rural service centres, in accordance with PPS3. PPS3 states development should be in appropriate locations, creating sustainable communities with access to jobs, key services and infrastructure. Priority should be for developments on brownfield sites and excludes land occupied by agricultural buildings. This therefore rules out both these sites for consideration. These developments would require massive investment in road infrastructure. Community infrastructure would be overwhelmed and village roads insufficient to cope with additional traffic. Travel to facilities and employment opportunities would increase carbon emissions and be unsustainable, these sites are therefore unsuitable for development. The Council's Core Strategy also acknowledges Great Bentley is poorly connected to the strategic road network, is not well served by bus and has a village school not able to accommodate more growth. This development would dwarf the existing village.</li> <li>• Site 66- This is a natural habitat for animals such as hares, rabbits, pheasants and partridges and should be protected.</li> <li>• Site 66- This site is sensible as there is a major need for housing indentified in the SHMA. There is a major need for affordable and high quality housing in the area and this location is suitable as there is employment close by. The site would be viable and could be only partially developed to provide 100 good quality market and affordable homes.</li> <li>• Site 66 - This development should be on a much smaller scale and access should only be from the A133. The Heckford Road junction with the A133 and Green Corner is already an accident black spot. This plot should remain a green wedge between the development and the village.</li> <li>• Site 66- Good idea, provided industry can be encouraged into the area for employment.</li> <li>• Site 66- By including extra land owned by Mr M Jones to site 66 this would provide an opportunity to good links to Gt. Bentley thereby comprising a sustainable development. The confluence of the site boundary and the village boundary provided two potential access roads to the site form Gt. Bentley Heckford Road at the eastern corner of the site, and Thorrington Road to the south western corner. Whilst this creates some access to the village, the bulk of the site is situated directly to the north of Gt Bentley. That would mean that access to the site would primarily be from Clacton road in the north, with two minor accesses on the south east and south west corners. The inclusion of the site</li> </ul>
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	<p>proposed by our client aids access and provides a much better relationship with the village.</p> <ul style="list-style-type: none"> <li>• Site 67- The junction of Moors Close with Heckford Road is already a very difficult one. The new house recently built has occasional cars parked on the bends of Moors Close, three more houses would exacerbate things further (x4).</li> <li>• Site 67- This site is outside the village envelope, to accept this site would entail widening the village envelope and this should not be considered. It is a dangerous corner and would increase the risk to road users and residents of accident and injury. Access is also an issue. This site is therefore unsuitable and unsustainable (x2).</li> <li>• Site 67- This is an ideal site for aspirational housing as there is a major need for housing identified here in the SHMA. It would be suitable for self build high quality aspirational homes.</li> <li>• Site 67- One house should be the maximum. This site is on a blind bend and is agricultural land attached to a conservation area. Access could only be from a private road to the rear. With the proposed large development (66) just opposite this plot, there is no point in these additional properties. This site also incorporates land belonging to me, which would restrict access to my property.</li> <li>• Site 68- This is large in relation the Village, though not so damaging as site 66. The area would be a good one for "affordable" housing.</li> <li>• Site 68- This site is sensible as there is a major need for affordable and market housing in the area as identified within the SHMA. There is also a need for employment land. This site has good access to the main highway and could accommodate mixed use and good quality market and affordable homes.</li> <li>• Site 68- small developments like this are enough for our village to cope with.</li> <li>• Site 68- This would have a significant impact on the village. The main concern is the suggestion that the land could be put to other unspecified uses. The road structure around the village would not support any volume of commercial vehicles.</li> <li>• Site 68- This is a totally inappropriate development. It would increase the village size threefold. At present the Village is just about balanced and sustainable for transport/amenities/schools/parking. The building of a significant development would change the Village irreversibly. There are access problems and traffic and parking issues in this already congested part of the district. Only infill should be allowed to maintain the integrity of the community.</li> <li>• Site 69- This site is outside the village envelope, to accept this site would entail widening the village envelope and this should not be considered. The primary school currently only has three vacancies and could not support any further growth in the village of this size. This would increase the road use of this area, causing congestion. This site is therefore unsuitable and unsustainable.</li> <li>• Site 69- This site is in fact a builders yard and amenity land and should in fact be classed as previously developed land. This site is suitable as it would secure the removal of a potential bad neighbour use in a predominately residential area; planning permission was granted in 2009 (06/02034/FUL) for land opposite the site and it is closely linked to related services and facilities at Great Bentley.</li> <li>• Site 69- This site would be suitable and would allow for affordable housing to be built within the village enclaves, where there is a major</li> </ul>
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	<p>identified need. 10 homes could be accommodated here.</p> <ul style="list-style-type: none"> <li>• Site 69- This proposal would have little impact on the village.</li> <li>• Site 66 and 67- The sustainability and infrastructure would not be able to support these two large developments. The road infrastructure in the village is not able to cope satisfactorily at present, increased traffic would have a detrimental effect on that road infrastructure. There would be insufficient parking at the railway station for commuters. The bus service would not cope with the size of these developments. The doctor's surgery and primary school would not be able to cope. It is questionable whether The Colne School in Brightlingsea could cope with extra students. The A133 cannot support current traffic flow satisfactorily; further development would exacerbate this problem further. Development close to the Conservation Area and the unique 42 acre village green would have an enormous environmental impact and should be avoided.</li> <li>• Sites 66 and 68- Developments here will urbanise the rural location and are not appropriate for the local environment. These developments would stretch and overwhelm local infrastructure, facilities and communities and would exacerbate highway access issues (x6).</li> <li>• Sites 66 and 68- In the past, large development proposals relating to Great Bentley have been refused on the grounds that they were outside the village development envelope. This should still be the Council's view, as development on these sites would be undesirable. There is no employment locally so the new residents would have to commute which would exacerbate problems on the transport system and increase the district's carbon footprint. Local amenities would prove inadequate and to provide additional amenities would change the village's status to that of a town.</li> <li>• Sites 66 and 68- TDC's own distribution for housing growth within the district set out within the Core Strategy and Development Policies Document, clearly shows a requirement for 200 dwellings to be shared around the key rural service centres, in accordance with PPS3. PPS3 states development should be in appropriate locations, creating sustainable communities with access to jobs, key services and infrastructure. Priority should be for developments on brownfield sites and excludes land occupied by agricultural buildings. This therefore rules out both these sites for consideration. These developments would require massive investment in road infrastructure. Community infrastructure would be overwhelmed and village roads insufficient to cope with additional traffic. Travel to facilities and employment opportunities would increase carbon emissions and be unsustainable, these sites are therefore unsuitable for development. The Council's Core Strategy also acknowledges Great Bentley is poorly connected to the strategic road network, is not well served by bus and has a village school not able to accommodate more growth.</li> <li>• Sites 66, 67 and 68- These proposals would not be sensible as they would more than double the size and completely change the character of the village, the local services (GP and school) would not be able to cope and there is problems with traffic leaving the village from Heckfords Road and joining the A133 Clacton Road and visa versa. These traffic problems will only get worse with additional traffic. The current rail timetable provides too few trains stopping at Great Bentley (x2).</li> </ul>
Gt Bromley	<ul style="list-style-type: none"> <li>• Site 70- Second best site in Great Bromley. It is close to the village centre, including local shops, primary school and church. It is adjacent to the existing settlement boundary and on the village bus route to</li> </ul>

	<p>Colchester/ Walton. It is also close to the public footpath network, fronts the B1029, is on an existing main sewer and would balance the existing ribbon development in the area. It is however, on open-aspect agricultural land which could create a precedent for additional development in this area and would result in a loss of medium quality agricultural land.</p> <ul style="list-style-type: none"> <li>• Site 70- This site had the advantage of being in the village's historic centre near the school, church and the Lakewood affordable homes. It was however in an open rural situation on agricultural land with too many houses (27) being proposed.</li> <li>• Site 70- There is a major need for affordable housing here as identified in the SHMA. This development would fit into the street scene and would allow for affordable housing within the village enclaves. It is suitable for 31 good quality affordable homes.</li> <li>• Site 71- This site is suitable as it provides an extension to the existing development and has good access to the main highway. There is a major need identified for homes in the area and there is good access to employment via the A120. 24 high quality market homes would be suitable here.</li> <li>• Site 71- This greenfield site was remote from the village centre, church and school with poor access. It was however circumscribed by the A120 and existing housing and might be feasible with fewer dwellings. Alternatively a site to the east of Back Lane East might be more suitable (with 25% affordable housing).</li> <li>• Site 71- Best site in Great Bromley. It is adjacent to existing medium density development in Meadow Close and is bounded by existing housing development and the A120 and so is therefore unlikely to lead to undesirable future expansion. It is located close to public transport routes, the Hare Green Recreation Ground, the village hall, the village primary school and church. It benefits from existing road access and is unlikely to be subject to significant and substantive objections from local residents. Back Lane East would however require upgrading to accommodate the additional traffic resulting from this development.</li> <li>• Site 72- Would effectively be an infill site, although Hare Green does not currently have a formal settlement boundary. Change of use from commercial to housing would be popular with local residents. The site is close to the public bus route and is adjacent to the public footpath/bridleway and opposite the Hare Green Recreation Ground. However, the site is currently a viable commercial site, employing over 20 people. Loss of such an employment site would need to be fully and properly justified before change of use was granted. If non-viability for employment use be amply demonstrated, then the site should rank highly for future housing use.</li> <li>• Site 72- This site is not suitable as it should be retained for local employment.</li> <li>• Site 72- There would be a loss of employment if this brownfield site were converted to housing use. However local residents might well prefer the four houses being proposed, to being disturbed by bus movements in and out of a coach station.</li> <li>• Site 73- The 60 houses and business units being proposed would lead to considerable over-development of a greenfield site. Such a development would be out of character and not sustainable.</li> <li>• Site 73- Whilst this would contribute towards meeting the governments housing allocation, this site is considered unsuitable. This site would</li> </ul>
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	<p>result in the loss of good quality agricultural land and intrudes into open countryside, sitting well outside the line of the existing settlement boundary. There are no nearby local facilities apart from the Snooty Fox pub. Frating Road is not served by public transport and it is over half a mile to the village hall and over a mile from the village primary school and church. Frating Road is dangerous for pedestrians as there are no footways on this busy road between the likely entrance of this site and Harwich Road. The proposed mixed use of this site and large cul-de-sac layout is out of character in this part of Great Bromley, which is essentially low density ribbon development.</p> <ul style="list-style-type: none"> <li>• Site 73- This would expand the village unsustainably and access would be dangerous on the bend and there are very few jobs.</li> <li>• Site 73- This site is suitable for mixed use as there is a need for housing in the area and adequate agricultural land is retained. This is in close proximity to employment opportunities and secures high value developer contributions and is therefore suitable for good quality affordable and market homes.</li> </ul>
Gt Oakley	<ul style="list-style-type: none"> <li>• Small affordable housing schemes only, as there is a lack in local services (x5).</li> <li>• No more housing at rear of Maltings Farm, Great Oakley, too many already.</li> <li>• No jobs in the area- no further housing development should be allowed.</li> <li>• Any new development should be of a reasonably high density, reflecting more closely the density of development in the centre of the village rather than that of later additions to the village.</li> <li>• Against infill development in Great Oakley, as one of the attractions of the village is its open character and country fields. There is inadequate infrastructure in the village so homes should not be increased in the village.</li> <li>• Gt Oakley could take more housing developments.</li> <li>• Site 74- No objection as this development is logical alongside existing houses and would create affordable homes for local people (x2).</li> <li>• Site 74- This small scale site seems reasonable and realistic.</li> <li>• Site 74- We agree with this development providing it is in keeping with the local area and proposed density.</li> <li>• Site 74- Support this as it is appropriate in both location and scale within the context of the existing Stones Green community. This would reinstate the village planning envelope around Stones Green which would be less restrictive for the community.</li> <li>• Site 74- This site is not suitable as it is a sewage pumping station that should be retained.</li> <li>• Site 74- This should not be developed as there are no services or transport connections to Stones Green. It is a completely unsustainable place to put additional housing.</li> <li>• Site 74- A few more houses in Stones Green would benefit the village.</li> <li>• Site 74- Object to this site.</li> <li>• Site 74- This should not come forward as it encourages ribbon development.</li> <li>• Site 75- A new village hall would be included in these plans and changing facilities for football and sports pitches. This would provide an improved access to the village school and could alleviate the current parking problems on the Wix/ School Road junction and increase the facilities in the village (x6).</li> </ul>

- Site 75- Most appropriate site for Great Oakley as this would cause the least disruption and damage to the structure of the village, whilst accepting that the village needs to expand to a certain degree (x2).
- Site 75- This is a better site than Site 76, as it is a proposal for a care home, 30 dwellings plus community area/ village hall. There is a service road already in place. This would involve less disruption during building for the village and would provide more housing and potential jobs at the care home (x2).
- Site 75- This is a large site and, if fully developed, would significantly alter the character of the village. A smaller site should be designated at the northern end abutting the Beaumont Road with the rest of the site preserved as greenfield land. The allotments should be moved back so that any development takes place on the land fronting the Beaumont Road rather than set back. In particular if a new village hall is proposed for part of this site, it should front the road and be easily accessible from the recreation ground and not be tucked away behind the allotments with poor accessibility.
- Site 75- This site is sensible as there is a major need for housing identified within the SHMA for villages. It is currently edged by development and is close to the local school. The site is viable and would be suitable for 50 good quality affordable and market homes.
- Site 75- Site would actually propose new housing on 1.5ha of site (half of the site), the remainder, to the north of Woodlands estate would form a new landscaping belt. Current use for cultivation of fruit and vegetables is coming increasingly more difficult due to its location to the primary school and residential properties. This development is suitable as it would physically unite housing on Red Barn Lane and the Woodlands estate with the built up area of the village. It is within walking distance of village facilities and is well sited to access public transport. 20 homes would be more appropriate for this site, which would allow the site to secure the proposed improvements to community facilities.
- Site 75- No objection as this would provide affordable housing for local people.
- Site 75- Oppose development of housing and community centre on this site. The nature of Woodlands, is that it is separate from Beaumont Road and is quiet and tranquil. This would decrease the value of homes in Woodlands, the Council should compensate the owners for any losses.
- Site 75- Development around the school would help to maintain a village centre.
- Site 75- Care home in this site should not be privately owned, local people would not be able to afford it.
- Site 75- This is a substantial development for such a small village. The developer has proposed a new village hall as part of the proposal, making it the better of the proposals for Great Oakley. Whilst the layout for the proposed development suggested a relatively small part of the site would be built on, there is a significant risk that further proposals would follow on for additional building to infill the remainder of the site, making a much bigger total development. This would be inappropriate for the village. If approved, it is important to safeguard against such a possibility.
- Site 76- Totally oppose this site as this is agricultural land and will spoil current open views. This was proposed some years ago, on the premise of supporting a post office and a farm shop. There is a blind bend near to the site which could cause accidents (x8).

	<ul style="list-style-type: none"> <li>• Site 76- This site should not be considered for development as the site is outside the settlement development boundary as defined in the Local Plan 2007. This is ribbon development that would destroy rural views and may well affect the operation and development of the existing nearby airfield (x3).</li> <li>• Site 76- The site is frequently flooded and drains will not cope. The development is near an airfield with unbearable noise at times (x2).</li> <li>• Site 76- Oppose development here- the road is very dangerous and it floods at the bottom of the hill (x2).</li> <li>• Site 76- Object to this proposal as the infrastructure, including the village shop, village hall and school is not sufficient to warrant a sizeable increase in people and housing. Further growth would cause parking problems and dangerous junctions. Flooding already occurs close to the site and rural views from Partridge Close and Sparrows Corner would be lost. Unemployment in the surrounding area is high. Access would be dangerous and its proximity to Great Oakley airfield also makes it unsuitable for development due to noise and loss of privacy. It is close to the village conservation area, which makes it an inappropriate site to extend the settlement development boundary. This land is owned by the vice chairman of Great Oakley Parish Council- this is a conflict of interest (x2).</li> <li>• Site 76- Object to this development as there is no requirement for new housing in this area. Privacy of existing residents would be disturbed, there is an airfield operating close by, the area lies in the Stour Estuary Special Landscape Area and there is no work available for new residents.</li> <li>• Site 76- Strongly object to this site as it would obstruct our current view over the landscape, forming part of the Stour Estuary Special Landscape Area. To the west of this proposed site is currently in agricultural use, there are several large reservoirs and Great Oakley airfield with four run ways- this is therefore unsuitable for any development, on grounds of safety, noise and loss of privacy. This site lies outside the settlement boundary of the village and the main road fronting the site is very busy and dangerous. A bus stop was stationed beside the farm track leading to Lodge Farm and the air field; this had to be moved as it was deemed dangerous along the road that fronts the site.</li> <li>• Site 76- Strongly oppose development on this site. There are very few open spaces in Great Oakley, this is the nearest Great Oakley has to a village green. This is a dangerous location for development as the road has a large bend and many motorists exceed the speed limit. There is also increased traffic to the airstrip here. How would the new development fit in with the airstrip?</li> <li>• Site 76- This is a substantial number of new properties for a small village. This may have less impact on the nature of the village, since it would simply infill the gap in the ribbon development of the village along Harwich Road. However, this would adversely affect those people living opposite this site. This site would not meet the likely demand or be beneficial to the village and its inhabitants and is therefore unnecessary.</li> <li>• Site 76- This site is suitable as it complements ribbon development on the opposite side of the road and has easy highway access. There is a major identified need for homes in villages and this site also has good access to employment opportunities. It would be suitable for aspirational and quality homes.</li> <li>• Site 76- Object to this site as it is outside the settlement development</li> </ul>
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	<p>boundary, it would obstruct current rural views, it is close to the conservation area and is in close proximity to Great Oakley airfield, where noise, privacy, amenity issues would affect new residents.</p> <ul style="list-style-type: none"> <li>• Site 76- This should not go ahead as it is in a Special Landscape area.</li> <li>• Sites 74 and 75- Development here would be acceptable, should the need for housing be necessary.</li> <li>• Sites 74, 75 and 76- Only develop if real demand has been identified.</li> <li>• Sites 74 and 76 offer the opportunity to extend development and would cause less disruption to the surrounding area than Site 75.</li> </ul>
Harwich	<ul style="list-style-type: none"> <li>• Development should be in/ near Harwich, where jobs are expected (x58).</li> <li>• No more housing in Harwich- yes to wind farms, port expansion and dualling of the A120 to create more jobs, but no to housing. Harwich and Dovercourt need regeneration, not housing. (x6).</li> <li>• Necessary infrastructure is not available here (x6).</li> <li>• Development in Harwich should be phased while Bathside Bay is developed.</li> <li>• Put all development into Bathside Bay, which will never be developed.</li> <li>• Use the area west of Stone Pier, Harwich, to build a marina and use the old Beacon Hill to create facilities and jobs.</li> <li>• Fronks Road and Main Road will see unprecedented traffic flows following further development in Harwich.</li> <li>• Site 77- Housing here is dependant on Bathside Bay but this site is suitable for quality family housing as it infills between existing development and has part planning permission already granted.</li> <li>• Site 78- There is potential flooding in this area and access to the A120 would be very costly. Site may therefore not be viable or suitable and for residential development.</li> <li>• Site 79- Housing need here is dependent on Bathside Bay but this backland site is suitable for 40 affordable/ market homes.</li> <li>• Site 80- This site is well within the existing development and has possible access to employment. Need for this site is dependant on Bathside Bay but 110 affordable/ market homes could be accommodated here.</li> <li>• Site 80- good site for bungalows.</li> <li>• Site 80- Before long the Harwich area will be all built upon, leisure facilities will disappear; wildlife will be pushed out completely- what study has been carried out at the Delford Site?</li> <li>• Site 81- This site is more suitable for retail.</li> <li>• Site 82- This site is brownfield and within a prime location, while need is dependant on Bathside Bay it is suitable for mixed use and quality apartments.</li> <li>• Site 83- Road is already a race track and through road. This development would increase traffic further. Infrastructure is not here to support this extra population. There are no jobs. A football stadium would produce noise and mess, floodlights, extra traffic, noise and disturbance. The coastline is also receding and this is on a floodplain. The area is mostly populated by elderly people (x4).</li> <li>• Site 83- Original plan for area (1992) indicates this site will provide an undeveloped buffer between housing of Dovercourt Bay estate and the caravan parks and sensitive coastal area (x4).</li> <li>• Site 83- This site is suitable to provide housing, employment and community facilities. There is potentially easy access to employment from this site and sufficient open space and large retained rural</li> </ul>

	<p>agricultural aspects. 200 quality family/ affordable homes could be suitable here but need is dependant on Bathside Bay.</p> <ul style="list-style-type: none"> <li>• Site 83- We already have enough hotels and there are plenty of leisure facilities already too.</li> <li>• Site 83- This is in close proximity to the sea and on a floodplain, close to the sea defence earth mound. Concerned about the possible relocation of the Harwich and Parkeston Football Club, thought current position was given to the club on the understanding that it would be used for football only in perpetuity. Object to the noise, floodlights and traffic on Low Road, which is narrow. Harwich and Parkeston Football Club should remain where it is.</li> <li>• Site 83- This site is a residential and holiday area, hotel suggests commercial use which would cause traffic problems. This area is in the flood plain.</li> <li>• Site 83- Car parking provision will be needed for the relocated football club, including coach parking. It will also need to be fenced heavily to retain security, which eliminates its use as open space.</li> <li>• Site 83- Development here would be useless due to underground water problems.</li> <li>• Site 83- This site would need a good pumping system to keep it dry as water runs down into this site. It is just behind the seawall, below sea level. There will need to be a car park for cars and coaches visiting the football stadium or they will park on Low Road, which will cause traffic problems.</li> <li>• Site 83- Farm land should not be built on; this site could be developed as a visitors farm, to see how crops are grown and to interact with farm animals. Harwich is short of attractions so such a facility would be invaluable. To develop this site for housing would create traffic problems. There are no shops or schools nearby increasing journeys by public transport/ car to these facilities. Traffic would also be increased for the proposed relocation of the football ground.</li> <li>• Site 83- Football pitch would cause noise and other problems and would take away farmland.</li> <li>• Site 83- This proposal would spoil views over the fields and would take away vital agricultural fields needed for food production. Wildlife habitats and public rights of way would be lost. Noise and traffic would increase on Low Road. The football stadium would also add to the noise and traffic at this site. This development should be moved to either side of the Dovercourt Bypass, for easy transportation access to and from the site. In the 1992 plan for the area this area of land was left to provide an undeveloped buffer between the housing of Dovercourt Bay estate and the caravan parks and the sensitive coastal area.</li> <li>• Site 84- Concerned about the size of this possible development. This should remain farmland.</li> <li>• Site 84- This is not suitable as this is good quality agricultural land which currently provides green gap into the rural area.</li> <li>• Site 84- Object to this site as there has been prior disruption caused by protests/encampments/gypsy encampments to this site. The excessive noise and disruption would have a detrimental effect on health caused by lorries and construction site. The effects on the infrastructure would be overwhelming and it would infringe on existing residents wellbeing and privacy.</li> <li>• Sites 81, 82, 83 and 84- Should not be allowed for housing.</li> <li>• Sites 81, 83, 84, 78a, 78b, 79 and 80- If given the go ahead these sites</li> </ul>
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	<p>will cause major traffic problems between Ramsey and Horsley Cross.</p> <ul style="list-style-type: none"> <li>• Sites 83 and 84- These developments are very large and there is not sufficient infrastructure and employment available. This land is very close to the protected coastal area and any development of this magnitude would impact on the protected wildlife and natural beauty of the landscape towards the sea (x4).</li> <li>• Sites 83 and 84- This area is primarily housing for the elderly of Dovercourt and should remain as such.</li> <li>• Sites 83 and 84- These sites should not have any affordable or social housing.</li> <li>• Sites 83 and 84- Development here would impact on the health of the local people due to the noise levels from the building site and also the emission of diesel fumes from the heavy lorries. These sites would also result in the devastation of the natural beauty and sea views in this area.</li> <li>• Sites 83 and 84- Good sites.</li> <li>• Sites 83 and 84- Borders on the floodplain.</li> <li>• Sites 83 and 84- strongly oppose development along Low Road, Dovercourt.</li> </ul>
Lawford	<ul style="list-style-type: none"> <li>• Do not need another estate- where would access be, roads are already congested and parking is an issue. Tesco's will cause further problems. Bus and rail services would need to be improved and more school facilities and doctors would be required (x3).</li> <li>• Site 85- This site proposes a roundabout at the summit of the hill on Cox Hill. This site was refused planning permission several years ago because such a junction was considered dangerous- this is still the case. It is proposed to have access from the Lawford Dale estate and Colchester Road; this could become a shortcut for through traffic between Long Road and the station or A137 towards Brantham and increasing traffic in Cotman Avenue.</li> <li>• Site 85-This is the preferred development. This would be acceptable if the parish council were involved from the outset and the following proposals included: an entrance off Coxs Hill and a roundabout to ensure safe exiting and to control speeds leading to be a mix of 3, 4 and 5 bedroom houses and small industry units; a separate entrance from Colchester Road, leading to smaller 2 bedroom terraced affordable housing; a wide area of green screening between Coxs Hill and the development; farm outbuildings to be converted into small industrial units; no vehicular access between Cavendish Drive and Springbank Avenue, these roads to be converted into cul-de-sacs, with new housing mirroring existing dwellings; no vehicular access between Lawford Dale Estate and the new development and between Colchester Road entrance and Coxs Hill entrance; a large green area constructed towards the Lawford Dale Estate around the Essex Way footpath, linked to the Owls Flight Dell (Conservation Area), a further increase to the conservation area welcomed; additional recreational grounds given to the High school, with a covenant that it cannot be used for housing; further recreational land to be incorporated into the development; a bus stop for the High School, accessed from Colchester Road; improvements to footpaths and lighting along Coxs Hill to the station and no more than 150 homes.</li> <li>• Site 85- There is a major need for housing here identified by the SHMA. This site has excellent transport links and access to employment opportunities. This is a suitable site as it is within existing development, close to the school and health facilities. It is viable with high value</li> </ul>

	<p>developer contributions and close proximity to employment opportunities for quality family and affordable homes.</p> <ul style="list-style-type: none"> <li>• Site 85- Further housing in this area should be located around Dale Hall Farmstead.</li> <li>• Site 85- This land should be left for future development and expansion of Manningtree High School. This school has no 6th form at present and in the future may wish to add a 6th form college or further develop.</li> <li>• Site 86- This development should have priority over sites 87 and 109 which would completely transform the character of Manningtree, Mistley and Lawford because of its size (720 dwellings) and location away from the existing centres and the rail station which is extremely popular with commuters.</li> <li>• Site 86- This site is suitable as it is infill between existing development, with access to the main highway to employment opportunities and public transport links. There is a major need for housing here identified by the SHMA. This site would be viable for 14 quality family homes.</li> <li>• Site 86- This can only be considered in conjunction with proposed development in Trinity Road, Mistley. These proposals are interlinked and interdependent with regard to access to public open space. Too many imponderables to consider this in isolation. Views on this site have not changed from those submitted to the planning application 11/00530/OUT, development must be no more than 15 houses; must have access onto Colchester Road that is carefully planned, with input from the parish council.</li> <li>• Site 86- This is a managed nature reserve and should be protected.</li> <li>• Site 86- Roads not suitable, development should not go ahead.</li> <li>• Site 86- This is on a dangerous bend and traffic here is heavy, even before the approved Tesco development starts generating more traffic from shoppers and delivery vehicles. It is especially hazardous for wheelchair users, pedestrians and carers from Acorn Village and Long Furrows, homes for people with severe learning difficulties.</li> <li>• Site 87- Bromley Road has a very busy junction with the A137; added traffic would require a roundabout (x2).</li> <li>• Site 87- This is large and there are reservations regarding it: development must not start until any other development is completed and residents have settled into the community; 300 homes is too large and would expose further land to development. The need for an industrial unit is questioned. A smaller development is preferable, behind the primary school, towards Long Road, leaving a green wedge between Bromley Road and Dead Lane. Access and car parking should be to the rear of the primary school, stopping parking problems in Long Road, with input from the parish council regarding development and design.</li> <li>• Site 87- This site is not suitable as it encroaches onto good quality agricultural land which currently provides a green gap into the rural area.</li> <li>• Site 87- This is disproportionate to the Manningtree area.</li> </ul>
Lt Bentley	<ul style="list-style-type: none"> <li>• Small affordable housing schemes only in Little Bentley, as there is a lack of local services (x4).</li> <li>• Allow development in Little Bentley, this may mean infrastructure, for example; mains water, could be improved. It is time some rural development was allowed (x2).</li> <li>• The road network is good, so supportive of more homes, together with all necessary facilities.</li> <li>• Site 88- This site is sensibly located as there is a major need for housing identified in the SHMA in village enclaves. This would be a good site for</li> </ul>

	self builds and the site could accommodate 4 quality family homes.
Lt Bromley	<ul style="list-style-type: none"> <li>• Site 89- This site is sensibly located as there is a major need for housing identified in the SHMA in village enclaves. This would be a good site for self-builds and the site could accommodate quality family homes.</li> </ul>
Lt Clacton	<ul style="list-style-type: none"> <li>• Site 90- Object as this area is currently designated within the Local Plan 2007 as Local Green Gap (Policy EN2) and should be kept open and free of development. Access to the site, if obtained via Elm Road as an existing highway, would be very restricted and the road structure would not benefit from the additional traffic flow. The road also connects various bridleways and is used by local horse riders. The area is classified as flood risk and is home to a number of species including newts, bats and barn owls, in addition to a large number of mature and established trees. The rural outlook of the existing properties would be ruined and development would be too close to these properties, which would be detrimental to the rural character of the area. This development would significantly impair residential amenity with additional the noise disturbance and affect on existing resident's privacy (PETITION SIGNED BY 58 NAMES).</li> <li>• Site 90- Object as flood plain and is therefore unsuitable.</li> <li>• Site 90- This site is suitable as it complements existing development and there is an identified need for affordable housing. This would be a good opportunity for self built bungalows.</li> <li>• Site 91- Object as this area of land is currently a large greenfield site which enhances the rural setting of the area and should therefore be protected. If development were to go ahead this would be unacceptable in terms of both scale and nature and would overdevelop this area. The Street would not be able to cope with the additional traffic flow this development would generate and the additional noise and pollution this development would cause would have a negative impact on the wildlife of the area. Infrastructure would need to be improved to cater for the additional need for example of schools and doctors (PETITION SIGNED BY 58 NAMES).</li> <li>• Site 91- This would represent infill ribbon development that would be sensibly located to address an identified need for affordable housing. Mixed use provides employment opportunities and could be used for a mix of quality affordable and family housing.</li> <li>• Site 91- Object as it is a large scale development, which would involve a loss of quality agricultural land, creating a block of urbanisation.</li> <li>• Site 92- No objection, an integral parcel of land, central to a partially developed site. Should be included in the settlement boundary.</li> <li>• Site 92- This site is not suitable as it provides green space within an enclosed development.</li> <li>• Site 93- Site not suitable as this involves encroachment into greenfield rural boundary and is outside the settlement development boundary (x3).</li> <li>• Site 93- Object to this development as it has very poor access on a sharp bend.</li> <li>• Site 94- This would constitute overdevelopment of this small site. It would be an improvement to replace the old caravan park with housing, but not at this density (30dph), 20dph would be more appropriate. It is presently an overcrowded caravan site and now would be the time to rectify that. The cramped scene of Springfield Meadows should not be allowed to extend into this site.</li> <li>• Site 94- Planning permission for Plot B has already been turned down twice on grounds that it is outside the village envelope and has no</li> </ul>

	<p>suitable access onto the B1441. The only access would be through Plot A, increasing traffic joining the B1441 from the Spring Meadows development and creating an additional hazard for horse riders from the nearby stables, cyclists and pedestrians.</p> <ul style="list-style-type: none"> <li>• Site 94- No objection, Site A is currently occupied by mobile home units. Site B has no highway access and is unsuitable for development without the infrastructure of Site A.</li> <li>• Site 94- Not suitable as this site is currently in use as a mobile home park and these provide affordable accommodation.</li> <li>• Site 95- Not suitable as there is no easy highway access.</li> <li>• Site 95- Object as backland development with no highway frontage, this also encroaches into the countryside.</li> <li>• Site 95- This is backland development which has been actively discouraged for many years by the Council, a complete change in policy would open up other unsuitable sites, if this were to be allowed.</li> <li>• Site 96- No objection as site has road frontage between existing developments.</li> <li>• Site 96- There is an identified need for homes in the area and this would represent a suitable infill to existing development, with easy access to the highway and services, suitable for self build.</li> <li>• Site 97- This is not suitable for development as it is isolated and there is no other development in the area. This site should not be considered.</li> <li>• Site 97- Object as outside the settlement boundary and encroaches into the countryside.</li> <li>• Site 98- Object to the inclusion of light industry at this site, this would produce light and noise pollution on an unacceptable scale.</li> <li>• Site 98- Object as is outside the settlement boundary, back land development, which encroaches into the countryside and is currently part in agricultural use. More than sufficient land available in the district for commercial use with much better infrastructure.</li> <li>• Site 98- This site is not suitable for residential development and should be considered for a business park for local employment.</li> <li>• Site 99- This land is currently used and owned by Tennis Club. It has limited space for expansion and the facilities are in poor condition. Significant investment is required to provide a modern all-weather facility that meets current and future demands or it is likely that the facility will be lost. Development at this site would help to meet current housing demands in the rural area and improve local sports facilities, allowing the Club to relocate and provide a larger, multi-sport, resource that achieves all-round better facilities. Site 38 is a possible alternative site for the Tennis Club (x2).</li> <li>• Site 99- This site should be retained for future recreational purposes.</li> <li>• Site 99- Object. Original application 06/01403/OUT was refused and later also refused by appeal. There have been no changes since and the objections to this application still stand- the effect on the character, the appearance of the area with regard to the countryside location and the effect on highway safety.</li> <li>• Site 100- Object. Original application 02/022382/OUT was refused and later also refused by appeal. There have been no changes since and the objections to this application still stand- outside the settlement development boundary, contravention of the protected open space provisions and detrimental to the street scene.</li> <li>• Site 100- Identified need for market housing in the area, this site would be suitable for bungalow development. It is a viable location that has</li> </ul>
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	<p>access to the highway and is quiet and peaceful.</p> <ul style="list-style-type: none"> <li>• Site 101- This site should be retained for tourist accommodation, with permission for extension provided for site B.</li> <li>• Site 101- Object. Original applications 09/00026/FUL, 09/01170/FUL and 10/00427/FUL were all refused. There have been no changes since and the objections to these applications still stand- development is beyond the existing settlement development boundary, endangering and encroaching upon the protected green gap between Little Clacton and Clacton-on-Sea.</li> <li>• Site 102- No objection, as a brownfield site which has secured planning permission for commercial use and is included in the current LDF document.</li> <li>• Site 102- This site is not suitable and should be retained for food production land.</li> <li>• Sites 91 and 93- high density developments, unsuitable for a village environment.</li> <li>• Sites 95 and 96- Object to development due to the semi-rural location of Betts Green Road, which would negatively affecting residents in both Betts Green Road and Harwich Road. Increased traffic could not be accommodated down this single track, unmade private road which residents currently maintain and do not wish to change. Access to the sites would be difficult along the unmade road and the ownership of the strip of land between Hawthorns and Holly Lodge would need to be established (PETITION SIGNED BY 16 NAMES).</li> <li>• Sites 95 and 96- If development were to come forward here, this would change the character of the area, into an estate appearance. The area would be noisy and development would create a loss of privacy. A care home was recently set up on Betts Green Road, this has had an impact on the volume of traffic on this road already. This is a private road, maintained by the residents and it cannot take further development. There is no sewerage system in the road. Site 95 has no access and would constitute backland development. Site 96is productive land and this should not be stopped.</li> <li>• Sites 95 and 96- This is an unmade road, specifically attended to by a few residents of the road, it is not designed to take any increase in traffic. Neirholme has recently become a 'care home', this has increased traffic. In addition, the wrongly sized sewerage treatment plant requires virtually daily emptying by tankers. To increase the number of properties using the road should be a non-starter.</li> <li>• Sites 99, 100 and 101- These are crafty suggestions.</li> </ul>
Lt Oakley	<ul style="list-style-type: none"> <li>• The proposed sites will increase the size of the village three fold- this is unacceptable due to their environmental impact, lack of employment and infrastructure. This would totally ruin the rural nature of Little Oakley (x47).</li> <li>• Against large development in Little Oakley as these developments would turn the village into a suburb of Harwich and Dovercourt. We do not want to lose our green field which are currently used for agricultural uses. We are supportive of infill developments however large scale development is unsustainable in this village as our infrastructure cannot cope. Sewage drains, schools and our health care service cannot cope with the existing population. Development should be contained within existing settlement boundaries of the village and be appropriate in terms of scale, mass and materials used (x17).</li> <li>• Small affordable housing schemes only, as there is a lack in local</li> </ul>

	<p>services (x4).</p> <ul style="list-style-type: none"> <li>• The A120 should be duelled as a priority, before any development in Little Oakley.</li> <li>• Little Oakley is a haven for horse riders. The roads will not cope with increase in traffic mixed with horses. Small developments of about 50 houses seem far more reasonable and sensible.</li> <li>• Close to Harwich, so more possibility of future employment.</li> <li>• Site 103- This development is not suitable as it is on agricultural land, too far from other existing development, it is 150 yards from the village pub, if it does go ahead it could be called Mid Oakley! (x5).</li> <li>• Site 103- This is too prominent on the rise of land over looking Hamford Reach and loss of unspoilt footpaths and expansive views across the unspoilt coast lines and the SSI reserves. Housing density is too dense and is outside of the village. There is poor road access and no services (x2).</li> <li>• Site 103- Strongly object to this site as it is well outside the existing residential area of the village and would be an eyesore. It is alongside a SAM and near to a SSSI and Ramsar site. It is also within the existing designated 2.1km warning zone of a top tier COMAH site. It is inappropriate in terms of scale to the size and needs for the village over the next 15 years. It is unsustainable by local services and existing infrastructure. The site also suffers from low overflying by light aircraft for Great Oakley airfield. It also contains a public footpath regularly used by villagers, dog walkers and ramblers (x2).</li> <li>• Site 103- This is outside the settlement development boundaries of the Parish and in the medium to long term would lead to a ribbon development between the eastern edge of the proposed development and the bungalows adjacent to the Ye Old Cherry Tree public house.</li> <li>• Site 103- This development is unsustainable as it is very large and is too far from Dovercourt and Harwich. It is not possible to get to a larger town from this site by foot, cycle or bus easily and would promote the use of motor vehicles. This development would adversely affect the protected wetland areas surrounded by the site. Sufficient infrastructure and employment is not available.</li> <li>• Site 103- Development at this site would not connect to the existing village. Current school could not cope with the proposed development. There could be some value in a development of a single row of houses along the current road to support an organic and sustainable development of the village. For safety it may require an access road with one entry/ exit point running parallel with the current road. There are rare remains of a 2<sup>nd</sup> WW Anti-aircraft battery down the eastern boundary, this should be preserved and a survey of the likely archaeology of the site should be carried out prior to any development.</li> <li>• Site 104- This is a massive proposed development, completely out of keeping with the rural nature of Little Oakley and Ramsey Villages. The site has several footpaths crossing it including the Essex Way, which are used daily by visitors and residents. A large number of horses are stabled and graze to the north western side of the site. The area is used for recreational activity. The north western area has some steep slopes in some places. The infrastructure of the villages of Little Oakley and Ramsey would be swamped by this development- eg drainage, GPs, roads and schools. There is also very little employment in the area (x19).</li> <li>• Site 104- Strongly object to this site as it is totally inappropriate in terms of scale and size, making Little Oakley a suburb of Harwich. This covers</li> </ul>
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	<p>an area currently defined as Local Green Gap and has several footpaths running through it, including the Essex Way, which are regularly used and a number of archeologically important sites. It has a large number of horses stabled and grazing on the north western side of the site. It is unsustainable by local services; infrastructure and unemployment. It is also located outside the existing settlement development boundary (x4).</p> <ul style="list-style-type: none"> <li>• Site 104- It would be impossible for 1,200 homes' to be built on this site due to its proximity to narrow lanes.</li> <li>• Site 104- It may be acceptable to consider small scale ribbon development along the existing roadside of 4/5 homes along Harwich Road, opposite Seaview. However, this would still have issues regarding existing services and the current sewage system.</li> <li>• Site 104- This site is not suitable for development at this would result in a loss of good agricultural land and rural open countryside.</li> <li>• Site 104- This site would require its own school. This would lead this large development to be isolated from the rest of the village. There may be some value in having 40-50 houses on the level ground at the northern end of the site, with access from the roundabout and perhaps a single row of 10 affordable homes along the western side of the site, using the existing road. Against development in the remainder of the site however because, this would blot the landscape at the gateway to Harwich and Dovercourt. It would devalue and destroy the rural nature of the site and create a very unattractive part of the Essex Way. The site is on a significant slope from East to West, meaning roads would have to be built uphill, and these would need gritting in winter and could potentially cause many problems and hazards. Employment and retail offer is limited in the surrounding area. There are significant archaeological remains on the level ground at the top (southern) side of the site that must be preserved and fully investigated before any development of this site.</li> <li>• Site 104- Gives rise to concern regarding its large footprint and proximity to Whinny Grove Local Wildlife Site. This development would urbanise a predominately rural area and have a seriously adverse affect on Whinny Grove LoWS. The small woodland is thought to be ancient in origin and is a BAP Priority Habitat. It has already suffered from the detrimental impact of encroachment from adjacent properties; the development of site 104 would effectively isolate Whinny Grove from the surrounding countryside and significantly reduce the biodiversity of the wood and its value as a wildlife site. Such a large increase in population of Little Oakley would potentially impact on the water resources of the district, with a large abstraction and a reduction in water quality. This would also have an adverse impact on the local wildlife and environment. EWT brings Section 40 of the Natural Environment and Rural Communities Act 2006 to the council's attention- where district council's have a duty to consider the natural world, making biodiversity an integral part of the decision making process, operations, activities, plans and policies. National Planning Policy asserts LoWS must be a material consideration in planning and National Environment White Paper, para 2.35 includes the statement: 'We wan the planning system to contribute to our objective of no net loss of biodiversity.' EWT therefore objects to the development of Site 104 for housing.</li> <li>• Site 104- No need or demand for extra housing, many brown field sites available and existing homes empty. No infrastructure, A120 needs to be duelled, emergency and health facilities require increase in service- but</li> </ul>
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	<p>there are no funds for this. No employment available. Ramsey phone exchange is the slowest broadband speed in the country and at full capacity. Two primary schools are now one, which is at capacity. First buses run under capacity and will not extend there routes until existing ones are at capacity.</p> <ul style="list-style-type: none"> <li>• Site 104- This is disproportionately large for the employment prospects currently in place and the existing infrastructure. Even if Bathside Bay does go ahead, this would drive away the desired type of residents this area needs to be a viable community. This will also effect the environment, local wildlife and nature of the area.</li> <li>• Site 104- Consider the large number of horses in the area and the bridle paths this would destroy.</li> <li>• Site 104- A much smaller development, similar to the one at Oakridge would be more suitable. Housing must be in keeping with the area.</li> <li>• Site 104- Concern that this would merge Ramsey and Little Oakley. This would change the character of both settlements. There is not the work in this locality to support this level of homes, and it is not suitable to commute to London from here, meaning more unemployment people in the area.</li> <li>• Site 104- Concerned about the at risk species that live here like the grey partridge and the sky lark.</li> <li>• Site 104- The school is over subscribed. Being a peninsular with only one trunk road in and out and no jobs to support this enormous development, this is an inappropriate location. This would no longer be a rural area and would devastate wildlife.</li> <li>• Site 104- This is too large for the area and would destroy the character of Ramsey village. The northern part of the site should remain open as open space.</li> <li>• Site 104- Object to this site as this would affect my home and my water supply (well supplied by a spring). This development would also affect the nearby environment and wildlife. This would join up two villages and we are also gradually joining up to Harwich and Dovercourt too.</li> <li>• Site 105- Access to this site would be off B1414, this is a very dangerous bend, an additional junction would cause further danger. The area is also prone to flooding (x3).</li> <li>• Site 105- Development here would make next to no contribution to the number of homes that the district needs to provide. Infrastructure, roads, school, health care cannot cope. The area is prone to flooding and roads are dangerous (on a blind corner) and of poor quality. The natural environment would also suffer, with a loss of ditches and hedges- too great a cost for only a limited number of houses. The village does not require mixed use development in the village; this is better suited to less rural locations, on brownfield land.</li> <li>• Site 105- This falls within what the parish council feels is acceptable in both scale and that it forms ribbon development between existing dwellings.</li> <li>• Site 105- No objection to this site as it is of sufficient size as to not impact upon the village and would provide some reasonable cost housing for local people. However, there is a lack of road access to this site as it appears to be adjacent to an existing bridleway and close to a blind bend.</li> <li>• Site 105- No object to this site, it is a small site which would allow the village to grow in an organic and sustainable way.</li> <li>• Site 105- This site has easy access to the highway and fits in with the</li> </ul>
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	<p>ribbon development opposite the site. There is an identified need for housing in the area and this could provide an opportunity for good quality market housing for the village.</p> <ul style="list-style-type: none"> <li>• Site 105- It is outside the settlement development boundary but it is a logical place to infill with ribbon development between existing homes. However this site would contribute to the existing issues with the local services, particularly the sewage system. There are also problems with drainage on Hawich Road, on the corner outside Foulton Hall.</li> <li>• Site 105- Of all the proposals for Little Oakley, this could be the most feasible.</li> <li>• Site 106- Object to this site as it covers an area currently defined as green gap and should be protected from development. It is currently used as a football pitch and the loss would be detrimental to the existing amenities within the village. There is no public road access to this site; access is only via a private road to the Little Oakley Memorial Club and via the Essex Way footpath. The site is also adjacent to houses that state in their deeds that the first 40m of this site adjacent to the boundaries is only used for grazing and agriculture (x3).</li> <li>• Site 106- Major access problems for this proposed site and it would take away any possibility of a very successful football club and local amenity expanding and bringing worth to the local community.</li> <li>• Site 106- This site is not suitable as it is a backland area with no easy access to the highway.</li> <li>• Site 106- Oppose development. The north end of the site is flanked by the Essex Way and an area currently used by Little Oakley Football Club. The east of the site adjoins the main grounds of Little Oakley Football Club and also 87 Harwich Road. The west side adjoins farmland (site 107). None of these areas provide appropriate access to the site or link to utility connections or roads. This leaves the southern end of the site, which is covered by legal constraints. There is covenant in the title deeds of no. 79 Harwich Road which forbids the development and or change of use of areas of land to the rear of the property- extending 40 metres to the rear of the property and 15 metres into site 106. These restrictions also cover excessive noise, smell and pollution, all of which would arise during development of the site. Utility services would have to cross this area to connect to plot 106- this would also be in contravention of this covenant. Access would have to be via no 81's driveway, which is too narrow and would also breach the covenant.</li> <li>• Site 106- If developed attractively and in isolation this could be acceptable, however there may be issues in relation to access for vehicles to the site.</li> <li>• Site 107- Access to this site we would presume to be from Harwich Road to the south and Rectory Road / Oak Ridge from the west. The parish is already experiencing traffic problems at Clacton, Harwich and Rectory Roads. Extra traffic would make this worse. The development is too large for the future needs of the village. A smaller ribbon development to provide a number of houses between 76 and 77 Harwich Road, at the southern part of the proposal would be more acceptable in terms of scale.</li> <li>• Site 107- Not enough capacity at the school to cope with this.</li> <li>• Site 107- Both parts of the site have evidence of archaeological remains, at the eastern edge of the site, south of the public footpath and at the southern end of the section north of the public footpath. A small development of perhaps 20-30 houses along the western edge of the</li> </ul>
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	<p>site, south of the footpath may be feasible, with access to the main road, with the remaining eastern side left for green space, protecting these archaeological remains.</p> <ul style="list-style-type: none"> <li>• Site 107- Object to this site as it is inappropriate in size and scale to the village, there is not the need for this many homes in the village over the next 15 years. It covers an area currently defined as Local Green Gap; it is also unsustainable by local services and existing infrastructure. Additionally it would cause extra congestion in the village.</li> <li>• Site 107- This site is suitable as it has access to the highway, it covers the identified need for both market and affordable housing and provides recreational space for the community.</li> <li>• Site 107- Object to this site as it is inappropriate in scale and size and is defined as local green gap which should be protected. It is unsustainable in terms of local infrastructure and services and is outside the settlement development boundary. It may be acceptable to consider some small scale ribbon development along the roadside, perhaps 4/5 homes along Harwich Road. However, this would contribute to issues with the local services, in particular the sewage system.</li> <li>• Site 107- If housing must be built in Little Oakley this area would be most suitable and would have the least environmental damage.</li> <li>• Site 107- This is still an over-development for the village of Little Oakley. This is still an area prime agricultural land / local green gap and the loss of such a large green field site would be detrimental.</li> <li>• Sites 103 and 104- Good sites.</li> <li>• Site 103 and 105- Sites pose no significant threat to local wildlife and are of a size in keeping with the dimensions of the village.</li> <li>• Sites 103 and 107- Access to these sites is on a very narrow winding B road. There are no amenities (not even a footpath) nearby which means every journey will be by car.</li> <li>• Sites 104 and 103- these developments will swamp Little Oakley, becoming urban sprawl rather than a rural village (x2).</li> <li>• Sites 104 and 107- These sites are too large and would blight the countryside causing a loss of unspoilt footpaths including the Essex Way and rural views over Ramsey. The site would prevent any carriage way widening for the Bathside development and there is poor road access and no services (x3).</li> <li>• Sites 104, 106 and 107- There is no viable access to the sites as Little Oakley Football Club dissects any viable access route to the sites. To build a road from the A120 to these sites would cause destruction of good grade agricultural land and cause pollution and potential accidents. Sufficient infrastructure and employment is not available.</li> <li>• Sites 105 and 106- These sites could be tolerated as a last resort if they were sympathetic low profile dwellings and providing infrastructure issues are addressed including services, schools and vehicular access (x2).</li> <li>• Sites 105, 106 and 107- These sites should not go ahead. Traffic here has ruined village life.</li> <li>• Sites 104, 105, 106 and 107- Object to all of these sites for a number of reasons: The Tendring District Local Plan 2007 designates these sites as green corridors to prevent the amalgamation of settlements and spread of urban sprawl. Development here would erode gaps between Little Oakley and Ramsey. The Landscape Study commissioned by the Council identifies Oakley Ridge as an important landscape feature that should be conserved. Development here would seriously damage this</li> </ul>
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	<p>valuable landscape asset, which is close to the proposed extension to the AONB. The development would swamp the existing community and sense of place will be lost. Infrastructure would not cope and the development would involve a loss of high grade agricultural land (x11).</p>
Manningtree	<ul style="list-style-type: none"> <li>• Manningtree would be a sensible location for housing as it is close to Ipswich, Harwich (with planned new port) and good rail links to London (x24).</li> <li>• Some improvement to the road network may be required before the building of more homes in Manningtree. Manningtree's streets are very narrow and would have difficulty coping. Especially at the railway level crossing and bridge by Manningtree Station (x4).</li> <li>• Divert Cox's Hill onto a viaduct to take the road over the roundabout and railway, rejoining the existing road by White Bridge, the road along the Co-op store could be extended to meet up with the A137 by the White Bridge. Developers could contribute towards the cost of this project; this would improve the roads and congestion in Manningtree.</li> <li>• Manningtree Town Council would recommend that the Post Office building, High Street Manningtree, be maintained when considering re-development and would support mixed use development.</li> <li>• Site 108- Should this site become available, Manningtree Town Council support mixed use development here.</li> <li>• Site 108- This site is suitable as it is a brownfield infill site in a central location. There is also an identified need in the SHMA for market and affordable housing in this area.</li> </ul>
Mistley	<ul style="list-style-type: none"> <li>• Mistley has good rail links and therefore would be more sustainable for new housing sites, with access to Harwich and Ipswich (x3).</li> <li>• Mistley does not function as a separate village and by bringing it in with Manningtree and Lawford; it provides flexibility in the delivery of the strategic housing requirement for that area. It is also noteworthy that the three parishes have committed to taking forward a joint neighbourhood plan.</li> <li>• Site 109- Object to development on this site. It is agricultural land and part of the green wedge between Mistley and Lawford. It will have an adverse impact on the area which is at present, rich with wildlife. It would also continue ribbon development along Long Road. Traffic problems will be caused in Clacton Road, Long Road and Dead Lane. It would create a precedence to develop the whole of the south of Long Road from Clacton Road to Bromley Road in Lawford (x6).</li> <li>• Site 109- Most ideal site- access to an estate would have good visibility; houses should be set back (x2).</li> <li>• Site 109- Create this largest development, with its own infrastructure and leave all other sites in Mistley and Lawford as open spaces.</li> <li>• Site 109- Could not part of this site be used for the new Tesco? The proposed Tesco site off Station Road, could then be released for housing, reducing traffic in the Station Road area.</li> <li>• Site 109- This site is sensibly located to meet the needs of market and affordable housing identified within the SHMA. It is suitable as it is an infill area situated between existing development, with access to the main road, good public transport, employment opportunities and good local facilities. This would secure a high developer contribution for a sought after area. Part of this site should therefore be developed to deliver 200 affordable and market homes.</li> <li>• Site 110- This land should be retained for use by the Residential Home. There should be access for residents to a garden area. It would be</li> </ul>

	<p>backland development and would have access at the complicated junction of Clacton Road/ Long Road/ Trinity Road/ New Road and Green Lane (x2).</p> <ul style="list-style-type: none"> <li>• Site 110- Further housing in this area should be located here.</li> <li>• Site 110- This site is not suitable for development as it is garden development.</li> <li>• Site 111- Strongly object due to the loss of green space between Lawford and Mistley plus the traffic issues on to Trinity road and then either through Manningtree or via the complicated junction with New Road and Long Road. Traffic would increase on the narrow streets of Brook Street and South Street, Manningtree. These streets are part of an important historic environment and should be protected (x5).</li> <li>• Site 111- This is a green gap in an area of outstanding natural beauty, the area has rare flora and fauna some of which are protected.</li> <li>• Site 111- Already objected to the current application on this site. This area is part of the Conservation Area and is outside the current development limits. This would result in a loss of the green wedge between Mistley and Lawford and the development would be intrusive and dominate existing buildings. Access of Trinity Road will have problems with traffic and parking, which will only worsen when the Tesco store is introduced. Access from Trinity Road would either be via the very busy and complicated junction with Long Road/ New Road or into the narrow roads which lead into Manningtree. The development would mean a loss of protected views over the river valley from Long Road and a concern about the effect of housing on local wildlife. There are also problems with run off and flash flooding, which raises concerns over pollution of water ways and aquifers during and after construction.</li> <li>• Site 111- This site is sensibly located to meet the needs of market and affordable housing identified within the SHMA. It is suitable as it is an infill area situated between existing development, with access to the main road, good public transport, employment opportunities and good local facilities. This would secure a high developer contribution for a sought after area. This site should therefore be developed to deliver 40 affordable and market homes.</li> <li>• Site 112- This should not be developed as it would diminish the green space between Mistley and Manningtree adversely impacting the area overlooking the river and Mistley walls enjoyed by many. This would contribute to ribbon development and would have a detrimental effect on views and wildlife (x5).</li> <li>• Site 112- This site is being promoted for mixed-use development, not just residential development. It is envisaged development would be confined to the southern and western parts of the site, with the east and north devoted to landscaping. The site is suitable as it is closely related to the established housing, one corner is proposed to enable the historic parkland to be retained and enhanced; planting could minimise the visual impact of development on the historic park landscape and the site would be served via an improved access off New Road currently used to access The Dormy House. This is suitable for 24 dwellings, including 7 affordable units.</li> <li>• Site 113- This is reasonable as it will tidy up a scruffy site, but must not dominate the basin (x2).</li> <li>• Site 113- This site should be referred to as 'Edme mixed-use site, High Street, Mistley' not 'Edme Employment Site, High Street, Mistley'. The site status should acknowledge not only that the site is subject to mixed-</li> </ul>
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	<p>use designation, but also that Appendix 2 of the Local Plan allocates the site for the delivery of 100 dwellings. The indicative capacity refers to the site having capacity for 50 dwellings; however, as confirmed within the existing Local Plan, the site has capacity for 100 dwellings.</p> <ul style="list-style-type: none"> <li>• Site 113- This site is an existing operational industrial employment site. It is well located lying directly adjacent to Mistley Port and has good potential for port use. At the 2007 public inquiry, the inspector supported and ensured the protection of existing buildings with the potential for port use, this protection from re-development should be extended into the LDF period. In 2009, specialist port consultants, Adams Hendry and MDS Transmodal, undertook a study of Mistley Port and advised the Council that the port suffered from space constraints and identified this site as a key port expansion opportunity for cargo storage and value added activities. In 2010, Mistley Port undertook a full structural survey of the Thorn Quay Warehouse north of the High Street and expressed a firm interest in acquiring the building for port related use. Mistley Port made an offer to acquire the building as its open market value for industrial employment use. The current owner rejected this offer, declined to negotiate and refused permission to complete the survey work to quantify refurbishment costs. This building is currently in partial use by its owner for general storage. Mistley Port has also expressed an interest in the premises south of the High Street. The warehousing and land south of the High Street are fully operational industrial premises.</li> <li>• Site 113- Not opposed to redevelopment of Thorn Mill to the north of the High Street. In principle, do not oppose the redevelopment of the southern part of the site, but need further details to leave any further comment.</li> <li>• Site 113- This site is not suitable and should be retained for employment use for local needs.</li> <li>• Site 114- Oppose redevelopment of this site for residential purposes. This site is part of the proposed AONB and all trees are covered by tree preservation orders. It is designated as employment use in the current LDF and should remain so. Development would mean a loss of views across the river and loss of access to the river (x3).</li> <li>• Site 114- This is a good site for leisure/ commercial use and aspirational dwellings. There is a major need for market and affordable housing in the area, as identified by the SHMA. This site would draw a premium for aspirational housing.</li> <li>• Site 114- Would like to see this site developed for housing. Since the site has been earmarked for port expansion, there has been no interest from the port in the last 18 years for this use.</li> <li>• Site 114- Plans are totally out of keeping and will reduce the potential of creating or maintaining river-based employment which is part of our heritage.</li> <li>• Site 114- The site is underused, contaminated and sensitively located alongside the Stour Estuary, Special Protection Area, Ramsar Site and SSSI. It is currently allocated for port expansion but it also lies on a site of a potential extension to an AONB. It is therefore not appropriate for port use, as these would introduce increased noise and activity along this sensitive stretch. Dwellings would involve low-level human activity and are therefore suitable; indeed the southern part of the site is suitable for residential development independently from the northern part of the site.</li> <li>• Sites 114- Most of the trees on the site have protected status and many would have to be removed if development were to take place. There is a</li> </ul>
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	<p>proposed extension to the AONB in the offing therefore no development should be allowed on the south bank of the Stour, we must keep the south side of the Sour as picturesque as the north side.</p> <ul style="list-style-type: none"> <li>• Site 114- This is unnecessary and will reduce the potential of creating or maintaining river based employment and will have a major environmental impact.</li> <li>• Site 114- This site is well located lying directly adjacent to Mistley Port and has good potential for port use. At the 2007 public inquiry, the inspector supported and ensured the protection of existing buildings with the potential for port expansion, this protection from re-development should be extended into the LDF period. In 2009, specialist port consultants, Adams Hendry and MDS Transmodal, undertook a study of Mistley Port and advised the Council that the port suffered from space constraints and identified this site as a key port expansion opportunity for cargo storage and value added activities. Mistley Port has expressed a firm interest in the site for port expansion. The port intends to use the land for cargo storage. The site is accessible directly from the port's main operating berths and open storage land at Baltic Wharf. There would be no access via Anchor Lane. The port has no intension to create new berths. Land use conflict: the site lies directly adjacent to the main docks at Baltic Wharf, where the vessel discharge and loading operations take place, and is therefore inherently unsuitable for housing or mixed use development. Mistley Port has requested permission to survey the site in order to project plan its port expansion proposals. However, access to the land is currently controlled by a housing developer Landfast which acquired a development option inn 2005. The developer's agent has refused Mistley Port permission to survey the land.</li> <li>• Site 115- This development would destroy this rural setting and existing residents will suffer a lack of privacy and devalued property values. Access to the site is a major concern (x2).</li> <li>• Site 115- The expansion of the village envelope will be detrimental to the character of Mistley, the road system is unable to sustain extra traffic generated by the proposed extra houses.</li> <li>• Site 115- Not opposed to development on this site provided it includes facilities such as open spaces and medical facilities. It is sustainable as it is on a bus route and close to a railway station and shops. The Mistley Norman Primary School is currently under subscribed, so the children living here could help this. Care would to be taken to minimise the effect on adjacent properties.</li> <li>• Site 115- This is the only site which could be developed it should be used for affordable housing and this would complete the Stourview development and no further development would be needed.</li> <li>• Site 115- The boundaries of the proposed extension to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) should be reviewed. The fact that this designation is simply proposed should not afford it the same level of protection as designated areas of AONB. Mistley Parish Council has considered the relative merits of the proposed sites within the parish boundary and the land adjacent to the Stourview Estate is the only site which the Parish Council has chosen unanimously to give its support to.</li> <li>• Site 115- This is a good site for much needed affordable and market housing, within the existing development area and close to the school.</li> <li>• Site 116- This site is not suitable as it encroaches on rural greenfield areas outside of the main development.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Site 116- The allotments are central to the main population of the village as they provide exercise and good home produced food and are socially important.</li> <li>• Site 116- Opposed to the loss of this green wedge but if the allotments were secured for Parish Council use and recreational facilities were provided in the southern portion of the site, then it may be acceptable for limited development of in the central area with access off Middlefield Road. This development should be bungalows similar to the adjacent properties in Rigby Avenue.</li> <li>• Sites 109 and 111- development here will be detrimental.</li> <li>• Sites 109, 111 and 112- development here will adversely affect the area significantly. We need to maintain our green spaces and scenic views and not damage the AONB status.</li> <li>• Sites 111 and 112- object to development at these sites, to retain green wedges.</li> </ul>
Ramsey and Parkeston	<ul style="list-style-type: none"> <li>• Development should be located in Ramsey and Parkeston, where jobs are expected at the planned new port (x8).</li> <li>• There are no jobs in the area so no further housing development should be allowed.</li> <li>• Development in Ramsey and Parkeston should be Infill development only.</li> <li>• Site 117- This proposal would continue ribbon development along the main road and would have easy access to the main road. There is a market and affordable housing requirement in the area, making this site suitable for aspirational/ self build homes.</li> <li>• Site 118- This site is not suitable as there is no matching to existing development and it is good agricultural land that should be retained.</li> <li>• Site 119- This site is an extension of existing development and has good access to the highway. It is sensibly located to address market and affordable housing requirements and could accommodate 40 dwellings.</li> <li>• Site 119- The vacant plot adjacent to 80 Mayes Lane could be used to allow access to the site from Mayes Lane. This should be included as part of site 119. Access could also be gained from the B1352 at three locations. There is a high red brick wall along the B1352 which means it is not an open space so development of this site would not detract from the availability of open space between two settlements, as site 104 would. Until the Local Plan of the 1990s about a quarter of site 119 lay within the settlement development area. This site has been garden land since the beginning of the 20<sup>th</sup> Century and could be developed sensitively.</li> </ul>
St Osyth	<ul style="list-style-type: none"> <li>• St Osyth should have infill development only (x10).</li> <li>• St Osyth is unable to support any large scale developments without significant investment in road, school and health care infrastructure. The roads around the village are heavily used and the main crossroads are particular poorly laid out with severely restricted visibility. There are many parts of the village where footpaths are less than 1m wide or even non existent. Large scale development would change the character of the area to its detriment (x6).</li> <li>• There should be no development on the Creek side of the crossroads in St Osyth.</li> <li>• Infill is appropriate in St Osyth, but not Backland development. Development should not be outside the permitted development envelope, in accordance with the St Osyth Area Appraisal and Management Plan. Any deviation to the permitted development area in</li> </ul>

	<p>this plan would enrage the local community and would send the wrong message to potential developers.</p> <ul style="list-style-type: none"> <li>• Project 34 of the Draft Core Strategy, October 2010 is spot on; please do not amend it in any way.</li> <li>• Site 120- This site has no access for emergency vehicles and should therefore not be permitted.</li> <li>• Site 121- Do not see the need to build on agricultural land. Do not change the characteristics of the road, this would increase traffic. This development is unsustainable.</li> <li>• Site 121- Traffic from Point Clear is currently too high as it is.</li> <li>• Site 121- Inadequate infrastructure, would add further to congestion at village crossroads- should not be included.</li> <li>• Site 121- This area is a popular retirement area and is quiet and rural, development is acceptable here as there is access via a road to this site.</li> <li>• Site 122- Preserve existing sites of rural beauty, historical attractions and SSSIs- protect the St Osyth Priory and its environs, including the deer park and its many trees (x12).</li> <li>• Site 122- Local services will not cope and traffic problems will worsen (x7)</li> <li>• Site 122- Do not allow enabling development at St Osyth Priory (x6).</li> <li>• Site 122- In the Tendring District Local Plan 2007 and emerging LDF it is recognised that St Osyth should only be considered for small infill housing proposals. The deer park is a registered historic park and an important part of the surroundings and setting of the priory. Colchester Road is within a conservation area of an historic town and so this development should not be allowed. There are totally inadequate medical and educational facilities in St Osyth and the increased traffic caused by this proposal would be unacceptable. Also object to enabling development (x4).</li> <li>• Site 122- Development here is not acceptable or suitable as this is a deer park and site of an ancient monument, which should be preserved.</li> <li>• Site 122- Object strongly to comments in 'indicative capacity', enabling policy is by definition exception to policy. It is entirely incorrect for this to be stated as part of this submission. Enabling development stands or falls on existing circumstances case by case and is not proper to this stage of the formation of the forward planning process.</li> <li>• Site 122- This site is not appropriate for housing development as it forms part of a registered park and garden and is a key element to the setting of a Grade I listed building. English Heritage and TDC have already discounted this part of the priory estate from any substantial development proposals other than sensitive landscape restoration, as part of ongoing enabling development discussions.</li> <li>• Site 122- Enabling development around the Priory would help to save the Priory and would liven up St. Osyth.</li> <li>• Site 122- The scale and impact this development would have on a relative small village will be grossly out of proportion to the facilities and attractiveness of the locality. This development would affect the setting of the historically important Priory. The village does not have a railway station or other convenient means of sustainable transport, the new residents would have to use cars and would likely travel elsewhere for more convenient facilities, thereby failing to become absorbed into the local community.</li> <li>• Site 122- Any house-building at St. Osyth Priory must be under the condition that the whole park becomes public access (except where this</li> </ul>
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	<p>would damage wildlife).</p> <ul style="list-style-type: none"> <li>• Site 122- this is an ideal site for the proposed 250 dwellings.</li> <li>• Site 122- St Osyth is overloaded as it is. Parking is already an issue, which is already made worse by holiday makers in the summer months. The crossroads are very dangerous and there is a lack of footpath in Spring Road. It is not a good idea to increase St Osyth's population where there are a number of other villages with more space to accommodate growth.</li> <li>• Site 123- This would produce too much additional traffic and would place pressure on schools, doctors and other services (x2).</li> <li>• Site 123- This site is large and if approved should be phased over several years to reduce the impact.</li> <li>• Site 123- Should not be developed as it would seriously affect the village.</li> <li>• Site 123- site C would be suitable for housing development, as it would fit into the surrounding area, but large numbers of houses in St Osyth would change the historic character of the area.</li> <li>• Site 123c- Development should be limited, if allowed at all, to the length of opposite existing housing.</li> <li>• Site 123- Too large a development on farmland- should not be included.</li> <li>• Site 123- Only site C is suitable, as it is in keeping with development across Clacton Road, there is highways access, services available and this would help meet the need for market housing. Ribbon development of 25 homes only.</li> <li>• Site 124- This site is not suitable, as this land has recently changed to allotments which provide a vital service to existing residents.</li> <li>• Site 124- Most suitable site in St Osyth.</li> <li>• Site 124- This is a busy junction and therefore a most unsuitable area to build homes, it is in a very dangerous position and would not enhance the village at all.</li> <li>• Site 124- Currently used as a valuable community resource-allotments, this is not suitable for housing.</li> <li>• Site 125- No objection (x2).</li> <li>• Site 125- This would be a good aspirational self build opportunity on a brownfield site.</li> <li>• Sites 120 and 121- Object to these sites. Both entail increased traffic over the bar corner crossroads. The PC has agreed (LDF, 2004 and 2007) that no further development is acceptable in this part of the parish.</li> <li>• Sites 120, 121, 123A, 123B and 125- Unnecessary and unsustainable.</li> <li>• Sites 120, 121, 122, 123 and 124- Object- the village does not need any more large development- everything is at capacity- for example schools, doctors, roads and services (x2).</li> <li>• Sites 120, 124 and 125- Small scale sites not sufficiently large enough to warrant inclusion in the LDF and should be progressed as normal planning applications.</li> <li>• Sites 122, 123 and 124- These green field sites are on the two main approaches into the rural village and if developed the rural nature of the village would be destroyed. Development here would destroy countryside vistas and wildlife habitats, this will devalue the existing properties, increase traffic and noise and will urbanise the area.</li> <li>• Sites 123 and 124- These areas should be for recreation and allotments Sites 123C and 124- Sustainable, preferable should content of Project 34 (Draft Core Strategy, Oct 2010) needed to be overturned in the later stages of the LDF.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Site 123 and 124- Object to these sites. The village has seen extensive development with new estates and infills over the last 30 years. Infrastructure (schools, doctors etc) of village is at capacity. Green Space is now at a premium- government policy requires a certain level of green space and what remains has to be preserved.</li> </ul>
Tendring	<ul style="list-style-type: none"> <li>• The Tendring village is not suitable for new houses, there is no mains drainage, gas, broadband, no pavements or street lighting, dangerous roads for example the B1035, no facilities for young people, not enough doctors, schools or shops, poor public transport (x22).</li> <li>• Tendring should only have housing development in the form of infilling (see TDC written statement Chapter 13, 13.40.) (x12).</li> <li>• Number of homes potentially proposed in Tendring village would be grossly disproportionate to the number of houses already existing in the village.</li> <li>• Site 126- This is backfilling, where is the access road going to be? There are dangerous double bends here.</li> <li>• Site 126- This has no redeeming features and is too remote and has awkward access issues.</li> <li>• Site 126- Sewage works is still operational.</li> <li>• Site 126- This is a sensibly located site on brownfield land, however, it may be contaminated land and building costs may be too high to make this scheme viable. However aspirational homes would be suited here if this site is viable.</li> <li>• Site 127- This site sits within an existing development and would address a major need for market and affordable housing as identified by the SHMA. It is in a sought after area with access to the highway and services and could accommodate 10 quality family houses.</li> <li>• Site 127- Object to development at this site, as this would have a negative impact on our outlook, decrease the value of ours and surrounding properties and increase traffic which would increase the danger to children who live and play on this currently quiet lane. This development would over burden the primary school- this was the reason housing development behind the Fat Goose was rejected.</li> <li>• Site 127- This is best suited to social shared ownership housing of 3 dwellings.</li> <li>• Site 127- Site A seems unsuitable as the junction onto the B1035 would be obscured and parking is an issue.</li> <li>• Site 128- This is unsuitable for 10 dwellings, it has a tendency to flood in wet weather and the pond was used years ago for tipping waste products. The farm buildings also contain asbestos. This site would lend itself to three or four aspirational houses, the pond could be landscaped and could become a beautiful addition to our village.</li> <li>• Site 128- This site is sensibly located to address a major need for affordable and market housing in the area, as identified in the SHMA. It is suitable as it is a brownfield site with access to the highway and services in a sought after area. 15 dwellings could be accommodated on this site.</li> <li>• Site 128- Parking at this junction is an issue.</li> <li>• Site 128- This land is contaminated.</li> <li>• Site 128- This is best suited to aspirational housing of 5 dwellings.</li> <li>• Site 129- This is best suited to social shared ownership housing of 5 dwellings.</li> <li>• Site 129- This is not infill, it is new development on agricultural land.</li> </ul>

	<ul style="list-style-type: none"> <li>• Site 129- This site is sensibly located to address a major need for affordable and market housing in the area, as identified in the SHMA. It is suitable as it sits with existing ribbon development, with access to the highway and services in a sought after area. Quality market housing could be accommodated on this site.</li> <li>• Site 130- This site is sensibly located to address a major need for affordable and market housing in the area, as identified in the SHMA. It is suitable as it is close to the school, provides community space and a village centre, with access to the highway and services in a sought after area. 60 affordable and market homes could be accommodated on this site.</li> <li>• Site 130- This is best suited to medium sized family housing of 15 dwellings.</li> <li>• Site 130- This is over-development.</li> <li>• Sites 129 and 130 are completely inappropriate to their surroundings and out of proportion to village growth (x2).</li> </ul>
Thorpe-le-Soken	<ul style="list-style-type: none"> <li>• There are problems with drainage and sewerage, traffic congestion caused by school access and seasonal visitors, lack of public transport and amenities in Thorpe, lack of school places, public health and village hall (x12).</li> <li>• Any development in the district will have an adverse affect in Thorpe due to traffic increase, particularly any development in Frinton and Walton and Clacton, Manningtree and Harwich. Some residents consider a by pass as the only solution (x7).</li> <li>• Any development in Thorpe should be orientated around the village centre and at the railway station, on brownfield/ infill sites based around a transport hub (x5).</li> <li>• Unadopted roads should not be adopted as this is what shapes the character of Thorpe.</li> <li>• A recent survey in the village of Thorpe identified a need for housing for 10 people for the whole village.</li> <li>• Development in Thorpe needs to be wary of flood risk and the effect it will have on the old Victorian sewers laid in 1910. The 9" sewers cannot take additional sewerage; they already keep collapsing as they lay on a sand base, moving due to heavy traffic going through the village. These old sewers were not meant for today's traffic. Infrastructure needs to be in place before any consent is given.</li> <li>• Future development in Thorpe-le-Soken would require a bypass in place as the traffic generated by new development would make Thorpe even more of a bottleneck. A bypass could be funded by Section 106 Developer Contribution.</li> <li>• Site 131- This site is not suitable as development here would mean a loss of good agricultural, rural open countryside.</li> <li>• Site 131- Access to this site is on a derestricted road on to which the highways department have diverted traffic from Clacton via Weeley to Manningtree consequently there will be an increase in traffic; other property owners have been refused planning permission for development. This site would also be ribbon development. Extra traffic from this site will have little or no impact on the villages's.</li> <li>• Site 132- Access from New Town Road onto the High Street in Thorpe is already near impossible and worse with holiday traffic (x2).</li> <li>• Site 132- This site is adjacent to existing development and access to the highway. There is a major need for market and affordable housing as identified in this area by the SHMA. This site is close to open space and</li> </ul>

	<p>is in a sought after location, ensuring high developer contributions. 70 affordable/ market homes can be accommodated on this site.</p> <ul style="list-style-type: none"> <li>• Site 132- This site is an island site, existing properties will be affected by the new properties, by a ration of approximately 2:1 and there are access problems. The adjacent roads are gravel, flimsy construction maintained at considerable cost by the property owners. Services beneath are shallow and could not serve the new properties without renewal. Traffic of heavy vehicles required to build such a large site would be a disaster for the surface and the services beneath. When building our home, we had our application at first rejected due to the 'dangerous exit' on to the adjacent main road. This should also apply to this application. As this is a bridle path, the materials and condition of the path must be specifically chosen to safeguard the horses.</li> <li>• Site 132- Site is too near the college and has poor access to the main road.</li> <li>• Site 132- Access roads are unadopted roads. These roads must be adopted by the council to cater for the extra traffic including heavy plant transport. Utility services will not cope with the extra homes, in particular, the sewage system which is old and has failings in different parts of Thorpe le Soken needs updating.</li> <li>• Site 133- This site is not suitable as it would involve the loss of good agricultural land and rural open countryside (x2).</li> <li>• Site 133- Lonsdale Road is a very narrow road and it is also a private, unadopted road, therefore access would be difficult. An additional number of cars would increase traffic in an already congested Thorpe. This site is also made of shifting sand and is not suitable for building.</li> <li>• Site 134 - The pond behind The Spennels probably still contains Great Crested Newt.</li> <li>• Site 134- This site is not suitable as it would involve the loss of good agricultural land and rural open countryside.</li> <li>• Site 134- Roads are dangerous here; more housing would make this problem worse.</li> <li>• Site 134- Without a bypass, plot A will create a major increase in traffic in Landermere Road and High Street and plot B in Frinton Road and High Street.</li> <li>• Site 135- Site A will to some extent maintain the separation of the Byng Crescent Hamlet; the caravan and chalet plots are too large. Site B will fit in with the Byng Cres properties and the low cost housing facilitated by the land owner. This site combined with site 136 should facilitate the implementation of a promised 30mph speed limit.</li> <li>• Site 135- The orchard at Elm Farm if still existing is now a "National Priority Habitat" contains species of European significance.</li> <li>• Site 135- Not a good idea to build on this site, traffic is bad, especially with Nanny Jo's and The Lifehouse. Drains and sewers cannot cope with extra development. Schools cannot cope.</li> <li>• Site 135- This would represent an extension to the existing development that is suitable and sensible to address the major need for housing here, identified by the SHMA. There is access to the highway and the location is sought after, producing a high developer contribution. Site B should be developed to accommodate 25 quality market houses.</li> <li>• Site 136- This site is not suitable for residential development and should be retained as a site for employment opportunity.</li> <li>• Site 136- Acceptable development. This is small and more in keeping with good village development that other sites in Thorpe. There is also</li> </ul>
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	<p>good access to this site from Frinton Road.</p> <ul style="list-style-type: none"> <li>• Site 136- The exit to this site had very poor visibility. Site suitable for infill site with the 15 year period provided there is a 30mph speed limit.</li> <li>• Site 137- Site suitable for infill during the 15 year period provided there is a 30mph speed limit.</li> <li>• Site 137- Development of this site would mirror ribbon development on the opposite side of Frinton Road. There is a major need for market and affordable housing identified in the area by the SHMA and this site has access to the highway, is in a sought after area and would bring a high developer contribution. This site would suit 30 quality market homes.</li> <li>• Site 138- This is vacant, unused land that is well located in relation to the village centre, public transport services, schools and local facilities and, critically, that it can accommodate more than 40 dwellings and green infrastructure without compromising the character of the area or requiring major infrastructure investment. The alternative sites to the north-west and east of the settlement are in active agricultural use, located further from the village centre and railway station and are far more exposed in the surrounding landscape.</li> <li>• Site 138- This would represent an extension to the existing development that is suitable and sensible to address the major need for housing here, identified by the SHMA. There is access to the highway and the location is sought after, producing a high developer contribution. A mix of affordable and market homes would be possible here.</li> <li>• Site 138- This former allotment site should be restored for village use.</li> <li>• Site 138- Best site available in Thorpe as this would have minimal impact on adjoining properties. There are fewer surrounding properties and there is a direct main road access for services and traffic.</li> <li>• Site 138- Agree to 50 properties on 4acres in return for the freehold of 2.1acres for allotments with a conditional 106 agreement</li> <li>• Site 139- Must develop this old derelict eyesore; this would be an excellent site (x15).</li> <li>• Site 139- This is one of two sites that should be built in Thorpe with the next 10 years or until a Bypass is constructed.</li> <li>• Site 139- This site has easy access to the highway, public transport, services and possible employment. It is suitable for mixed use development consisting of quality homes and commercial premises as well as restoration of part of the historic Maltings. This would also address the need here for affordable and market housing as identified in the SHMA.</li> <li>• Site 139- This site could provide 34 dwellings and a further 6 dwellings could be found through infill in the village. This site has the convenience of public transport, possibility for commercial development and local employment.</li> <li>• Sites 131 and 132- Opposed to development here unless access roads in and out of the proposed developments are formal roads and adopted and maintained by the Council.</li> <li>• Sites 132 and 133- The access to these sites are extremely dangerous for existing home owners and the sewage system/ drains is already bursting at the seams and in need of repair. In addition the roads are unadopted and would be unable to take extra traffic and sewerage is a problem (x5).</li> <li>• Sites 132 and 133- These sites are huge and would destroy the character of Thorpe. They are large green field sites in agricultural use. Brownfield sites should be developed instead. Access to these sites is</li> </ul>
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	<p>currently extremely poor and would require major new access roads to be built.</p> <ul style="list-style-type: none"> <li>• Sites 132 and 133- These would be difficult to develop due to their lack of infrastructure. The Tendring Tech College's playing field is adjacent to site 132; the pupils would need to cross a busy road.</li> <li>• Site's 132 and 133- If these sites get planning permission without a Bypass being established it will have a massive impact on, an already serious traffic problem in Landermere road and High Street. In the future some of this land may be required for school expansion due to building proposals</li> <li>• Sites 138 and 139- Support development on these sites. These would not affect the village in terms of the need for new roads and drainage networks (x2).</li> <li>• Sites 134, 135 ,136, 137 and 138- These are more practical sites.</li> <li>• Sites 131, 132, 133, 134, 135, 136 and 137- Object to the sites which would have a detrimental effect on the village especially with regards to the volume of traffic on the roads and also the sewage system. The roads in Thorpe Le Soken are mainly unmade roads, the upkeep of these roads is paid for by the residents and they are not built to withstand a major increase in traffic volume.</li> </ul>
Thorrington	<ul style="list-style-type: none"> <li>• If development takes place in Thorrington it should be supported by the re-opening of the railway station and should include car parking facilities. This would also act as a rail-head for Brightlingsea, being closer than and an alternative to Alresford (x2).</li> <li>• Infill development in Thorrington only.</li> <li>• Sites East of Thorrington should accommodate the majority of houses in the district.</li> <li>• Thorrington has good road links to Colchester therefore would be a good area for development.</li> <li>• Site 140- Close to level crossing, has a constant traffic congestion problem and is often blocked. Church Road, at this location is a single width road.</li> <li>• Site 140- There is a major need identified here by the SHMA for market and affordable housing. This site is suitable as it has access to highways and services and is in a sought after area. 10 dwellings should be developed here.</li> <li>• Site 141- This site is not suitable as development here would take away good quality agricultural land and rural aspects.</li> <li>• Site 141- There is no access on the Church Road. The owners are unaware of the application and have an alternative planning application for poly tunnels at present. The area has an underground irrigation system in place for the benefit of the farm.</li> <li>• Site 142- Object to backand infill, this would set a precedent. A recent application at The Willows, Salmons Lane, behind The Maltings, was recently turned town by TDC, for being near a listed building and being no mains sewage.</li> <li>• Site 142- This site is in a sensible location to address the need, as identified by the SHMA in this area, for market and affordable homes. The site has access to the highway and services and is in a sought after area. This would be a suitable location for a self build aspirational home.</li> <li>• Site 143- This is not a suitable site for development as there is a need to retain good agricultural land and rural aspects.</li> <li>• Site 143- This would have access problems. ECC Highways did not want affordable housing along Clacton Road, as they advised there is no more</li> </ul>

	<p>access on the main road should be allowed. The planning application at The Willows, Salmons Lane (11/00948/FUL) was refused as it is a Listed Building. The Red Lion public house is also a listed building.</p> <ul style="list-style-type: none"> <li>• Site 144- This is another development with access onto Clacton Road, which ECC Highways did not approve. There are traffic islands causing bad access problems.</li> <li>• Site 144- There is an identified need for housing in this area and this site is suitable as it has access to the highway and services. It is in a highly sought after area and would produce high developer contributions for 10 quality market homes.</li> <li>• Site 145- This site is suitable as it is within current development and has access to the highway and services. It is in a sought after area, where need for market and affordable homes has been identified by the SHMA.</li> <li>• Site 146- This is suitable as this development would be considered infill, with access to the highway and services. It is in a sought after area and would generate high developer contributions, in an area of identified housing need.</li> <li>• Site 147- This site is not suitable as it would encroach onto good quality agricultural land and rural aspects need to be retained.</li> <li>• Site 147- Land owner is not interested in development of the site.</li> <li>• Site 145 and 146- This site has always been in the thoughts of planners when the rest of Hazel Close and Clover Drive were developed. With the increase of residents and traffic, especially with the narrow road in Hazel Close, further traffic and emergency services would not be able to cope. An additional access would need to be obtained. Having spent 10 years trying to deal with St Johns College over ransom strips, to allow open space to be achieved- good luck!</li> </ul>
Weeley	<ul style="list-style-type: none"> <li>• Weeley cannot cope with new homes (x4).</li> <li>• Weeley area could cope with a new settlement, as it is linked well to transport links.</li> <li>• Weeley residents want and need more housing; the area has a local rail link and would be an ideal place to develop.</li> <li>• Weeley is where the businesses will potentially go over the next coming 15 years.</li> <li>• Weeley is ideally positioned at the centre of the district to serve a wide rural hinterland, as well as representing sustainable development in respect of the facilities and services already present (including a railway station and primary school).</li> <li>• Weeley/ Weeley Heath have many amenities including: main rail corridor, main bus corridor, main road corridor, village school, community hall, local shops, employment area and local businesses. Development here would contribute to the additional 20% of residential housing land that must be planned for, as per new government requirements.</li> <li>• Place a traveller's site here sited away from private dwellings with strict rules on maintenance and regular checks to see this is being adhered to.</li> <li>• Site 148- This site could help pay for A133 improvements through a S106 agreement (x2).</li> <li>• Site 148- Totally unsuitable, this would more than double the size of Weeley and make it a small town. We do not have the infrastructure and we do not want the rural character of the village ruined. Land in agricultural use should not be considered for development (x2).</li> <li>• Site 148- This has some merit and there should be further investigations for light industry and residential.</li> <li>• Site 148- This site is well served by rail and road.</li> </ul>

- Site 148- Good idea, provided industry can be encouraged into the area for employment.
- Site 148- Site can cope with large scale development due to railway station and other facilities and infrastructure already in Weeley.
- Site 148- Part of this site should be considered for development for 30 market homes, in the form of ribbon development along the bypass. There is a major identified need for both market and affordable housing in the area, as identified by the SHMA and the site is located with access to the highway and services in a sought after area which could produce a high developer contribution.
- Site 149- This site is not suitable as it is important to retain good quality agricultural land and rural aspects. In addition the boot sale at this site is very popular.
- Site 149- A possible business park or low density housing into the countryside for the part of the site currently used for boot sales.
- Site 150- Not sure of the suitability of this site.
- Site 150- This site should not be developed for residential use, as the sites' proximity to the kennels would not make this attractive. However employment use of this site should be considered.
- Site 151- This site should not be developed for residential use, as the sites' proximity to the kennels would not make this attractive. However employment use of this site should be considered.
- Site 151- Planning permission for a Mormon Church has been granted.
- Site 152- Number 47 Colchester Road has been sold and considerably improved. A barn style property has been built to the rear of number 49. There is therefore no suitable vehicular access to this site. Site could possibly be used o extend the crematorium.
- Site 152- This site is viable with access to the highway and services, in a sought after area and encouraging high developer contribution. It is within recent development area and addresses the identified need for housing in the area, as identified in the SHMA. It is a site suitable for a mix of affordable and market housing.
- Site 153- This development is suitable as it is within an existing development area and has access to the highway and services. It is in a sought after location and would provide high developer contribution. Quality market housing at this site would address the major need identified for the area within the SHMA.
- Site 153- Possible low density housing/ business use to the west, but the eastern part of the site should remain agricultural.
- Site 153- Support this, as they represent small plots, which could make a small addition to village life. Services like water, electricity etc are already in place and the development would be close to the railway station, bus service and local shops. It is also close to the primary/ secondary schools without jeopardising their numbers.
- Site 154- A possibility however, this would destroy the rural aspect this site helps to create.
- Site 154- This site is unsuitable as it is important to retain green space and rural areas.
- Site 155- This site is unsuitable as it is important to employment areas and should remain a nursery (x2).
- Site 156- A possibility of a small number of fairly large dwellings of particular character on large plots.
- Site 156- This site would be suitable to provide quality housing with

	<p>existing development, with access to the highway and services in a sought after location. Aspirational housing and self builds would be suitable here to address the need for housing in the area.</p> <ul style="list-style-type: none"> <li>• Site 157- This suggested build is in keeping with the area and respects the rural aspects of this sought after location. It would address the need for housing in this area, as identified by the SHMA and would provide quality housing within the existing development area.</li> <li>• Site 157- Possible, but is important agricultural land.</li> <li>• Site 157- This development would blight the view.</li> <li>• Site 158- An ideal plot for some low density housing.</li> <li>• Site 158- This site has access to the highway and services, in a sought after area. It is a suitable site to provide quality housing within existing development and could accommodate 6 quality homes to help address the housing need in the area.</li> <li>• Site 159- This site is unsuitable as it involves a loss of agricultural land and a food production site.</li> <li>• Site 159- It would be sad to see the loss of a farm but its' neighbours do tire from the smell from the existing piggery.</li> <li>• Site 159- Support development here as Willow Farm brings the area down currently.</li> <li>• Site 159- This site could be allocated for at least 10 social housing dwellings, around 12 dwellings would be built and retained in perpetuity for letting to local people. An area could be set aside for 'self build', with conditions preventing the dwellings being sold on the open market. Around 30, 2, 3 and 4 bedroom houses and 2 and 3 bedroom bungalows could be built. The site could incorporate an employment zone commensurate with the scale of the development, to reduce the need for considerable people to travel to work and could also include an open recreational space. The site is served by utilities and necessary services from both Mill Lane and Clacton Road. Smells from the piggery tend to be taken by the prevailing wind to the adjacent residences. This site although primarily used for breeding pigs has for many years been used for storage and warehousing purposes, this should therefore class the site as brownfield. In addition development here would contribute to the additional 20% of residential housing land that must be planned for, as per new government requirements. This site is therefore suitable for inclusion in the residential provision for Weeley Heath in the TDC Core Strategy.</li> <li>• Site 160- This site should be retained for agricultural use, it also would result in a loss of rural aspect (x2).</li> <li>• Site 161- This site is not suitable for development as development here would mean a loss of agricultural land and rural aspect.</li> <li>• Site 161- Should be retained for agricultural use, but more formal open space is needed in Weeley/ Weeley Heath.</li> <li>• Site 162- Unsuitable for development, existing trees and shrubs should not be destroyed.</li> <li>• Site 162- This is suitable for development as it would provide quality housing within an attractive brownfield site. It would address the need for housing in the area, as identified by the SHMA and has access to the highway and services in a sought after location. Aspirational housing would be suited to this site.</li> <li>• Site 163- This site is unsuitable as development here would mean the loss of an employment site for local employment.</li> <li>• Site 163- Retain for employment use if that is viable, or build a very small</li> </ul>
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	<p>number of large homes with considerable character, in a park land setting.</p> <ul style="list-style-type: none"> <li>• Site 164- Ideal site for a small cul-de-sac of homes with small gardens.</li> <li>• Site 164- This site is suitable as the redevelopment of an underused nursery would secure the removal of unsightly polytunnels and glasshouses; it would represent a rationalisation of the existing SDB; it would sit comfortably between existing development and it is closely related to services and facilities at Weeley.</li> <li>• Site 164- This site is unsuitable for development as it should be retained for employment use and local employment.</li> </ul>
Wix	<ul style="list-style-type: none"> <li>• Wix could take more housing developments.</li> <li>• Site 165- This is a sensible location for development as there is a market and affordable housing requirement. This site is suitable as it is located in close proximity to the existing development and has access to services. However access to the highway may increase build cost. Quality family homes would be suitable for this site.</li> <li>• Site 166- This site represents a continuation of existing ribbon development and has easy access to services and the highway. It is suitable for quality family homes and is sensibly located to address market and affordable housing requirements.</li> <li>• Site 167- This site, representing infill of existing development, is suitable for quality family housing. The site has easy access to services and the highway and would be sensible to address market and affordable housing requirements.</li> </ul>
Wrabness	<ul style="list-style-type: none"> <li>• Wrabness is close to the new port planned for Harwich, so development here would be sensible.</li> <li>• Wrabness would be an ideal place for development as it has a railway station and local shop and the people of the village want Wrabness wants expand a little.</li> <li>• Wrabness should see a maximum of 10 new homes planned for in any 10 year period. Wrabness should see 2 new affordable homes built as a result of partnership work with a Rural Housing Association and should be classified as an 'Other Rural Settlement' where growth will be limited. A settlement development boundary should also be defined for Wrabness.</li> <li>• There is a need for some affordable housing in the village to allow people to stay in the village.</li> </ul>
Alternative sites?	<ul style="list-style-type: none"> <li>• Development at land south of Bovill's Hall, Station Road, Ardleigh would be appropriate. This avoids ribbon development whilst using existing services with a very small increased demand on those services and if well done would have no discernable harm to the visual environment. Up to 10 executive homes could be built here.</li> <li>• Land at Fairfields, Ardleigh could be developed for residential land.</li> <li>• Consider a site off the B1027 at Alresford for housing development.</li> <li>• Consider land at Heath Farm, Bradfield for the development of housing linking the promoted sites in Windmill Road and Steam Mill Road.</li> <li>• The Manor Estate, Brightlingsea could be doubled in size to the west, keeping the same housing mix and density.</li> <li>• The former gas works site lying nearby between Sydney Street and Tower Street, Brightlingsea would form a natural choice for development, having existing services on both sides of the site. Development could be complementary to the existing housing in the area.</li> <li>• Consider Land at Brightlingsea Hall Farm, Brightlingsea for residential</li> </ul>

	<p>development.</p> <ul style="list-style-type: none"> <li>• Consider developing in Oxford Road and Gorse Lane, Clacton and relocate business premises out of town (x3).</li> <li>• Development could take place around Lotus Way, Jaywick, as this land has low grade agricultural swampy land.</li> <li>• Investigate the possibility of building on the land at West Road and Jaywick Lane, Clacton.</li> <li>• Consider developing Chester Holiday Park- 6 acres, which is surrounded by a variation of residential dwellings and situated adjacent to Rouse Farm. Chester Holiday Park already has an in out access leading into Jaywick Lane and we feel this would be particularly beneficial to the development of building plans in relation to Rouse Farm and the surrounding area. With the possible expansion of Clacton Coastal Academy, which has the potential to create new leisure facilities, a fully operational bus service for residents and visitors to give good access to shops, local amenities and the town centre, this is an ideal site for housing development. Retirement means there are no plans to continue the business. We see this development as suitable for affordable, sustainable and energy efficient homes- using innovative techniques and design (x2).</li> <li>• Consider land opposite the Coastal Academy in Jaywick Lane Clacton to be allocated for housing.</li> <li>• Consider a site at CO7 7HA, Elmstead, with development potential of 20 dwellings and all infrastructure available.</li> <li>• Consider 60 acres of land at Grove Farm, Elmstead for housing development.</li> <li>• Additional site on the northern edge of Kirby-le-Soken and to the north of Walton Road should be considered.</li> <li>• Consider land at "Parkside", 80, Halstead Road, Kirby Cross in conjunction with site 57.</li> <li>• Newgate Street, Walton- derelict buildings, land behind shops and disused small industrial units in Mill Lane, Walton, car park in Church Road, Station Road car park, Walton and the Hall Lane garage site, Walton would all be suitable for housing development.</li> <li>• Consider land off St Mary's Road, Aingers Green, Great Bentley for the development of 12 aspirational houses. This was the preferred choice of the residents of Great Bentley when a village appraisal was carried out in 1999.</li> <li>• Consider land at 'The Oaks', South Heath Road, Great Bentley, for housing.</li> <li>• Consider the old Simmons Yard, Great Bentley which has remained empty for some years and could support some housing growth.</li> <li>• Consider land rear of 3 Keeble Court, Gt. Bentley the site is approx 1.2 acres for starter homes and young family homes for local people.</li> <li>• Primrose Farm, Hall Road, Great Bromley, CO7 7TR is a suggested new site for social/ shared ownership and medium sized family housing.</li> <li>• Land opposite Site 71, in Great Bromley, totalling several hectares would also be suitable for housing. This area has been suggested in the past by the parish council for affordable housing.</li> <li>• Consider land at Michaelmas House, Parsons Hill, Great Bromley for four additional aspirational housing units.</li> <li>• Consider land north of Mary Lane South, Great Bromley for housing development.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Consider land South of Mary Lane South, Great Bromley for housing development.</li> <li>• Consider land rear of Sparrows Corner, Great Oakley- currently unused land.</li> <li>• Consider White Posts- Workhouse Corner, Beaumont Road Great Oakley.</li> <li>• Consider land opposite the school, top of Lowers Hill, Wix Road, Great Oakley.</li> <li>• Land south of The Swan, Clacton Road, Stones Green- for one large or two smaller new homes. This is at the centre of the village and would represent infill development along Clacton Road and so would therefore be appropriate and similar in scale and density to surrounding properties. Access would be available from the existing position.</li> <li>• Consider Land at 1 Sunnyside Cottages, Stones Green, Great Oakley, to be included within the settlement development boundary for housing.</li> <li>• Consider the site of Main Road School, Harwich, the site at the Harwich end of Dovercourt High Street and the old farm opposite Bay View Crescent, Harwich Road, Little Oakley.</li> <li>• Consider sites in Dovercourt High Street.</li> <li>• Redevelop Devon Pub, Ramsey Road/ Oakley Road, Harwich; ATS Tyres site, Main Road, Harwich, sites close to All Saints Church, Dovercourt, Queens Pub, Dovercourt, Doctor's clinic, Dovercourt.</li> <li>• Disused factories in Main Road, Dovercourt could be developed for mixed-use.</li> <li>• Consider the following sites for housing development in Harwich: Land at the end of Fernlea Road (leading onto Station Road, near the level crossing), Plots of land where The Anchor Hotel and Victoria Hotel once stood; the wasteland along Ingestre Street; where the ATS garage once stood along Main Road at Tollgate; and the former site of Bernards factory in Harwich Harbour Crescent.</li> <li>• Consider land to the east of Laurel Cottage, Ravens Green, Little Bentley for residential development of two properties or residential/ commercial development. It is suitable for bungalows and or eco friendly properties.</li> <li>• Consider land to the west of Laurel Cottage, Ravens Green, Little Bentley for holiday accommodation.</li> <li>• Consider land south of Manningtree Road, land north of Manningtree Road and Land south of Tendring Road, Little Bentley for housing development.</li> <li>• Land at the junction of The Street and Harwich Road, Little Clacton-known as the Bray Site. It is a brownfield site, formally a diary and falls within the settlement development boundary and could improve the street scene at a main entrance of the village.</li> <li>• The Willows Crossways House Crossways Garden Centre and The Oasis, Little Clacton -would be a suitable site for affordable housing, small retail business, care home or hospital.</li> <li>• Consider, Site of former Piggeries, rear of Lindisfarne 59 London Road, Little Clacton for housing development the site is in excess of three and a half acres.</li> <li>• Consider the small rectangle of land fronting Harwich Road opposite Seaview Avenue between numbers 67 and 77, Little Oakley.</li> <li>• Consider the land around the Radar station, Little Oakley for a mix of commercial, leisure, visitor and residential development.</li> <li>• Consider Garden land rear of properties in Mayes Lane, Little Oakley to</li> </ul>
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	<p>be included with the SDB.</p> <ul style="list-style-type: none"> <li>• Consider land north of Fairview, Mistley Heath, for one residential dwelling.</li> <li>• Potential around the new school off Mayes Lane, between Harwich and Lt Oakley and around Ramsey village.</li> <li>• Land north of Two Villages School off Mayes Lane, Ramsey would be suitable for housing development.</li> <li>• Land at Michaelstowe Farm, Ramsey would be suitable for housing development.</li> <li>• Consider Land at Church Hill, Ramsey for small scale development.</li> <li>• Run down areas of Point Clear could be demolished and rebuilt with new homes (x2).</li> <li>• The former Martins Farm Site, St Osyth, a former land fill site would make an excellent site for caravans.</li> <li>• The West Field Development, 123 new homes, accessed by a new junction of Mill Street, St Osyth.</li> <li>• The Wellwick Development, 190 new homes, accessed by a new junction off the B1027, St Osyth.</li> <li>• The settlement development boundary should be extended to the east side of Plot 92, Point Clear Road, St Osyth.</li> <li>• Consider land at The Nissen, Sea View Close, Lee-Wick Lane, St Osyth for housing development.</li> <li>• Consider Land at 198a Point Clear Road, St Osyth, for housing development.</li> <li>• The Haulage Yard, Heath Road, Tendring, has potential to be a good site for a small development of 8 executive style houses, to attract business leaders into the area.</li> <li>• Consider land at Bat Hall, The Green, Tendring, for two dwellings.</li> <li>• Consider land at Pump Cottage, The Green, Tendring, for a residential dwelling.</li> <li>• Consider land at Oaktree Cottage, The Green, Tendring, for a residential dwelling.</li> <li>• Land at Golden Lane, Thorpe-le-Soken should be included within the settlement development boundary for housing.</li> <li>• Consider land off St. Michael's Road, Thorpe-le-Soken for four executive homes, with the opportunity for these to be eco friendly houses.</li> <li>• Consider land off Victoria Road, Weeley Heath for 4 detached bungalows.</li> <li>• Additional land for housing should be added to either Site 161 (field north of the Old Rectory, south of Mill Lane Weeley Heath or Site 164 (Kidbys Nursery Clacton road Weeley Heath).</li> <li>• Land at Kirkmead, Clacton Road, Weeley – 2hectares of land which could accommodate 40 residential dwellings. The site runs parallel to the main Clacton road (B1414) and is close to the railway station at Weeley and is on a main bus route to Colchester.</li> <li>• Land to the rear of Woodpeckers and Hilltop Nursery Clacton Road Weeley Heath. Consider this parcel of land for housing development.</li> </ul> <ul style="list-style-type: none"> <li>• Build at the Hythe area of Colchester (x2).</li> <li>• Vacant office blocks in London could be converted into flats, near to the only jobs available in the country.</li> <li>• Build at the Army environs, Colchester.</li> <li>• Build at Brantham Wardle Storeys site, Suffolk.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Build in the north of England- not in the south.</li> <li>• Build in Scotland and give them independence.</li> <li>• Expand near Highwoods, Colchester industrial area and consider more housing in the Ardleigh area following that.</li> <li>• Build in Hackney and Dagenham.</li> <li>• Build in the Shetland Isles.</li> <li>• Build in Eastern Europe.</li> </ul>
Comments	<ul style="list-style-type: none"> <li>• Land is available along the A120 corridor, with interest in a business park- this would offer good employment and a community of affordable, mixed housing types here would have good access to transport links (x230).</li> <li>• Development should take the form of Infill in towns and villages, within settlement boundaries in the main, in proportion to the existing settlement, not large housing estates (x102).</li> <li>• Development should be near to Colchester/ Ipswich- close to employment (x91).</li> <li>• Development should be along existing bus and train networks including near railway stations (x73).</li> <li>• Develop Jaywick- as it is a prime area for regeneration (x58).</li> <li>• Place all new proposed dwellings in one place, in a new village along the A120, this would not interfere with existing residents or create havoc on the small roads that make up this area (x23).</li> <li>• Think about new town/s in the district (x22).</li> <li>• Roads need to be improved; otherwise no employment will come to the district (x15).</li> <li>• Geographically the area is fringed by the sea, this limits development opportunities. Build away from the coastal areas, these places lack infrastructure and adequate highway links (x12).</li> <li>• Sites to the north of the A120 make more sense (x5).</li> <li>• Do not build where roads could be a problem, for example development at Frinton, Walton and Kirby will have to come through Thorpe-le-Soken (x5).</li> <li>• Build an eco-town (x2).</li> <li>• Place all dwellings in one place; call this new settlement Upper Clacton (x2).</li> <li>• The Council's SHMA, 2009 has established that there is need and demand for, potentially, over 1000 dwellings per annum (of all tenures). This is more than three times the amount of new housing that the Council has previously suggested that it will plan for up to 2031 (315 dwellings per annum - Proposed Submission draft Core Strategy, October 2010) and more than double the current minimum provision target of the Regional Spatial Strategy (425 dwellings per annum – East of England Plan, May 2008). TDC should listen to the evidence collected on need and demand and should ensure that their Local Plan meets the requirements for market and affordable housing in the market area (x2).</li> <li>• Build a marina with houseboats in Clacton- to improve tourism and boost the local economy. By allowing the sea to breach the sea wall at Jaywick a marina could be built (x2).</li> <li>• Plans show creation of new towns and villages and doesn't strengthen existing ones.</li> <li>• There are lots of rural areas that could be suitable for housing development- so young people can stay and not just leave old people.</li> <li>• Sites should be kept to below 50 units to reduce the risk of incomplete</li> </ul>

	<p>housing projects in the current economic climate.</p> <ul style="list-style-type: none"> <li>• 20% of the housing proposed for Clacton should be distributed to Jaywick, Walton and Harwich.</li> <li>• Let Clacton remain a tourist area- promote it as an upmarket resort to encourage a new type of visitor.</li> <li>• Too much housing will encourage more people to migrate to the area, without proper employment available. This will load the burden of the local taxpayer even more. Too little social housing would mean young people cannot afford to live in the area- need a balance.</li> <li>• More homes would mean more facilities. If small developments were permitted in all areas, they would be no need for large developments in a few areas. This helps small businesses.</li> <li>• Over development could force commuters, who have significant spending power, to leave Tendring, as they pay large sums of money to commute to London to enjoy the rural quality of life. If this quality of life is changed they will move elsewhere.</li> <li>• Spread evenly over the time period- not all homes in one year, this is more acceptable to existing residents.</li> <li>• Allotments should not be removed to be built on.</li> <li>• Consider nature conservation and protected sites when planning development.</li> <li>• Consider the historic environment including listed buildings and conservation areas when planning development.</li> <li>• In Ireland many houses have been built, with a fifth of the workforce building houses, prices have risen and this has left deserted estates, with more houses than there are people to buy them, with no jobs outside of building.</li> <li>• Take into consideration current empty homes and the large schemes that already have planning permission/ or in the process of being built- for example, St Johns Road, Kirby Cross high dependency unit, this therefore already meets the original target of 6,300 homes. Take into account additional housing that will be needed in the Harwich area, when the new port comes to fruition and targets will be surpassed.</li> <li>• Need a covered area for tourists when it rains- like an indoor market.</li> <li>• Need to dual A120 and need a heavy outlet road from Clacton towards the ferry terminal.</li> <li>• Do not build on sites of previous factories or pulled down pubs, as this means no small businesses can be brought in.</li> <li>• Housing numbers need to be monitored on a yearly basis.</li> <li>• Develop so residents would turn to Clacton and Harwich for employment, shopping and services rather than to Colchester, to avoid further traffic growth for people living near to Colchester. This would also promote economic growth in Tendring's key settlements.</li> <li>• When considering location of development consider mix of existing and proposed residents, suitability of building land, likely impact of development and whether developments will improve the quality of life of residents.</li> <li>• The Draft NPPF and Planning for Growth agenda both stress the importance of maintaining a flexible and responsive housing land supply for the future, including a rolling 5 year requirement, plus 20%. It is therefore considered that any move to further reduce the housing target for Tendring would be unacceptable, and if anything should be revised upwards.</li> </ul>
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- Highways Agency needs to answer questions about the future development of the A120, which is already dangerous and busy.
- Support Tendring CAMRA, oppose development where a pub is lost. New developments should include a pub and an adjoining function room for community use.
- The SHMA will form the principal source of housing need evidence when the National Planning Policy Framework [NPPF] is published in April 2012. The Council's revised Local Plan programme now means the Core Strategy EiP will most likely be held within the context of the NPPF and not the Regional Spatial Strategy [RSS]. We believe it would be advisable for the Council to undertake an early replacement SHMA. Work undertaken in 2007 / 2008 for the initial version was made under entirely different planning circumstances whereby housing growth was determined by regional allocations. TDC should establish its own targets on Affordable Housing under the provisions of the forthcoming Localism Act.
- Ensure that places of worship are provided for along with these homes.
- In the draft Core Strategy the Council's logic behind downwardly revising annual housing trajectories from the Draft East of England Plan's figure of 430 to 315 was that fewer houses would be needed during a prolonged period of low economic growth and a stagnant housing market in Tendring. This position has now been amended by statements made in the Council's video presentations explaining that whilst housing was becoming less affordable inward migration would continue to rise regardless and because of that the population would grow and more new houses would still be needed. Evidence contained in the Strategic Housing Market Assessment shows a far higher annual housing figure of 1082 will be required to meet demand, identifying 538 of these houses as 'affordable housing' required to address the backlog caused by historically low rates of delivery. The increasing un-affordability of market housing would also cause a future increase in demand for social housing. The new Draft National Planning Policy Framework asks Councils to look at housing and employment strategy at the same time and so urge the Council to bring forward its own strategy for growth to create prosperous communities as part of an emerging Core Strategy.
- Neighbourhood plans should be encouraged to consider the potential of growth in villages. It should be noted that the NPPF is likely to sweep away a specific exceptions policy and so the District Council should reflect an appropriately criteria-based approach to sites which come forward on the edge of settlements for affordable housing. It is important that an appropriately flexible approach is taken towards the derivation of policy on housing. Viability is the key to delivery and if you have few sites which can deliver on your requirements, then developers of those sites will use viability as a justification for reviewing affordable housing requirements in particular. This will compromise one of the core objectives of the Council.
- Sustainable development on the edge of settlements shouldn't simply be prevented. Rather than having just a settlement boundary beyond which no development should happen, the Local Plan should recognise that there are sites with potential and so put in place criteria for demonstrating that such sites should come forward.
- It is noticeable that the rate of development over the last 10 years – 400dpa – was below the requirement in the RSS (425 dpa). Since this time, the imperative to deliver housing has risen further, particularly in

	<p>Tendring where affordable housing needs have reached critical levels. In order to ensure that the housing requirements set in the Local Plan are delivered, as a minimum requirement, it will be necessary to review all local designations to ensure that they are appropriate.</p> <ul style="list-style-type: none"> <li>• Previously approved planning applications, not yet implemented should be taking into account to establish housing need, so too should enforcements not made on refused planning applications.</li> <li>• The proposed 29% increase in homes mandated by the Government over the next 15 years is nearly three times what was proposed by the previous Government and that itself was vehemently opposed across the Eastern Region by predominantly Conservative Councils and the Conservative-led Regional Assembly. Little wonder that the vast majority of people feel hugely let down by these proposals, despite promises before the last election of a greater say over their own communities in these matters. To make matters worse, the 29% increase for Tendring by 2026 is twice as much as the expected UK population increase of 14.5% by 2031. Putting this in terms that our local people can understand, it will be close to the equivalent of building a town the size of Frinton and Walton AND a town the size of Harwich and Dovercourt AND a town the size of Brightlingsea.</li> <li>• Common Sense in deciding where housing should be located.</li> <li>• The proposals are beyond expected need in 20 years.</li> <li>• Stop building on gardens and destruction of good and viable existing houses</li> <li>• People retire to the coast of country villages where life is at a much slower pace housing in these area should only be for people can respect this.</li> <li>• Tendring has a north/ south divide with no easy link this could be addressed by a new exit on the south/westbound side of the A120/A133.</li> <li>• If the Council were to look at things a little more carefully you could see that suitable accommodation could be found in Clacton Town Centre with a little thought there are quite a number of shops with floor above which would make very suitable accommodation space for housing.</li> <li>• Section 106 monies should be used to upgrade A133 as this would help with the regeneration of the District.</li> <li>• There are serious issues regarding the erosion of the sea wall in Clacton and Holland. This needs to be addressed.</li> <li>• There is no evidenced need for new builds as there are 330,000 un-built homes with planning permission nationally, 280,000 in land banks of the 11 largest developers and 750,000 which have remained empty long-term. In addition, new housing is not the saviour of the economy.</li> <li>• Brooklands and parts of Jaywick would be ideal for building an Eco friendly housing estate.</li> </ul>
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## Appendix H: Responses to Housing Type

Question 8: Do you have any other comments about types of housing?

<p>Social Housing</p>	<ul style="list-style-type: none"> <li>• We already have huge estates of social housing- these areas are not pleasant to live on or near as they produce many social problems (x37).</li> <li>• We do not need yet more unemployed people, who contribute nothing to the area and drain our resources (x26).</li> <li>• Social housing should only be for local people/ people with jobs in the area (x21).</li> <li>• Social housing is needed to reduce our housing list (x12).</li> <li>• No more social housing is required (x7).</li> <li>• Don't build social housing in isolation; they must be mixed with other housing types to work (x7).</li> <li>• Social housing helps young people onto the housing ladder (x5).</li> <li>• Social housing should account for a small percentage of housing in the district only (x4).</li> <li>• Social Housing should account for most of the housing across the district (x4).</li> <li>• Social housing is a better option than Council housing (x3).</li> <li>• There should be social housing in towns but not villages (x2).</li> <li>• Never build social housing near to retirement properties- the lifestyles and standards will never agree (x2).</li> <li>• Jaywick is the obvious location for new social housing (x2).</li> <li>• No demand for social housing in villages as there is a lack of facilities, for example transport and shops (x2).</li> <li>• Social housing is needed in Clacton, Walton and Harwich.</li> <li>• Social housing is needed as a priority over large detached dwellings as Tendring is a deprived part of the country.</li> <li>• The higher the number of homes built in the district, the greater the need for social housing.</li> <li>• Social housing is acceptable if designed well.</li> <li>• Social housing should not be sold off; it needs to remain social housing for future generations that cannot afford to own there own home.</li> <li>• Social housing as a low cost housing option for families and single people is required.</li> <li>• There is a need for social housing due to the break-up of families.</li> <li>• A balance between private and social housing is required. Private housing could be met by natural means, with elderly people dying or people moving away from the area. However, young people cannot afford private housing, so more social housing is required in the district.</li> </ul>
<p>Shared Ownership Housing</p>	<ul style="list-style-type: none"> <li>• Shared ownership schemes will encourage first time buyers and people in private rental or council to get onto the property ladder and local people will be able to stay in the area (x44).</li> <li>• Shared ownership housing encourages owners to take an interest in maintaining their property (x10).</li> <li>• Villages would find shared ownership housing appropriate in small numbers, as part of affordable housing schemes (x6).</li> <li>• Shared ownership homes should account for most of the housing</li> </ul>

	<p>in the district (x5).</p> <ul style="list-style-type: none"> <li>• We already have huge estates of shared ownership housing- these areas are not pleasant to live on or near as they produce many social problems (x4).</li> <li>• Shared ownership schemes are needed in Clacton and Jaywick (x3).</li> <li>• Shared ownership schemes would encourage essential workers including; nurses, social workers and teachers, to live here who could not initially afford to buy a home in the area (x2).</li> <li>• Shared ownership homes should be located in the west of Tendring, for young families and lower income groups.</li> <li>• The Council should buy up present empty properties and use shared owner schemes to help young people onto the housing ladder.</li> <li>• Shared ownership housing should account for a medium percentage of the housing in the district.</li> <li>• Shared ownership housing needs to be integrated better, so that they don't look like poor relations to the rest of an estate.</li> <li>• Shared ownership schemes should be for local people only.</li> </ul>
Council Housing	<ul style="list-style-type: none"> <li>• We already have huge estates of council housing- these areas are not pleasant to live on or near as they produce many social problems (x20).</li> <li>• Council housing should be for local people only (x13).</li> <li>• Council housing is a plus over social housing as social housing appears to turn areas into squalor with bad tenants (x10).</li> <li>• Council houses should not be allowed to be sold off; they need to remain Council stock (x10).</li> <li>• Council housing should account for most of the housing in the district (x9).</li> <li>• We do not need yet more unemployed people, who contribute nothing to the area and drain our resources (x7).</li> <li>• Council housing helps young people onto the housing ladder (x6).</li> <li>• A scattering of council houses throughout the whole district, to avoid 'estate type' areas overwhelming villages with too many same design developments would be appropriate. In smaller numbers, council housing would be tolerable (x3).</li> <li>• Council tenants should be offered the opportunity to purchase the dwelling they are residing in (x3).</li> <li>• Council housing should account for a small percentage of the housing in the district only (x2).</li> <li>• Council homes built in 50s and 60s were built strong and were fault free, this needs to be quality of any new council houses.</li> <li>• The Council cannot afford to maintain council homes and so they should not be built.</li> <li>• Council housing is not suitable in villages as people on low income may not be able to afford transport out of the village to find work and access facilities.</li> <li>• Weeley has enough council housing already.</li> <li>• Council housing is needed in Clacton and Walton. Instead of the benefits office or families paying landlords, let them pay the Council instead.</li> <li>• The higher the number of homes built in the district; the greater the need for council housing.</li> </ul>

	<ul style="list-style-type: none"> <li>• Council housing needs to charge low rents to make sure they are affordable.</li> <li>• Council housing is acceptable if designed well.</li> <li>• Do not build more council housing- instead bring empty properties back into use for council houses through renovation and conversion projects.</li> <li>• Council housing is required for the unemployed.</li> <li>• The Council should replace some of the council housing stock that has been sold off.</li> <li>• The Council should build council housing to clear the waiting list. The government's new council house replacement policy should be considered and council's should purchase appropriate land and build council houses.</li> </ul>
Flats, Apartments and Maisonettes	<ul style="list-style-type: none"> <li>• There are already enough flats in the district; many are left empty (x18).</li> <li>• Flats do not generate a sense of community and pride in the area- they are a blot on the landscape and need high maintenance (x11).</li> <li>• Keep flats low rise as these are required for the young and elderly (x9).</li> <li>• Flats are suitable in urban areas but not in rural areas (x8).</li> <li>• Flats should be two storeys maximum- as higher than this can cause trouble between tenants and owners (x7).</li> <li>• Affordable flats are needed for single people and low income couples (x7).</li> <li>• Flats are not appropriate for family life, too many flats and houses have been built at too high a density (x6).</li> <li>• We need flats as these use up less land and have the lowest environmental impact, land is needed for growing food. Lower floors can be used for parking (x3).</li> <li>• Flats should be three storeys maximum (x2).</li> <li>• Do not built flats next to bungalows as this affects privacy and the streetscape (x2).</li> <li>• There should be a mixture of owner occupied flats, 2/3/4/5 beds based upon population and average income for Tendring.</li> <li>• Flats should be four storeys maximum, with 20 flats per block maximum.</li> <li>• Flats should be located in the west of Tendring, for young families and lower income groups.</li> <li>• All flats and apartments should have balconies/ outside space.</li> <li>• Flats don't feel safe.</li> <li>• Flats should be purpose built and therefore sound proof.</li> <li>• The higher the number of homes built in the district, the greater the need for flats and higher density housing.</li> <li>• Allow conversion of empty office blocks into flats/ apartments to encourage the development and regeneration of areas.</li> <li>• Build flats, that from the outside look like houses, this would fit in better with the surrounding area and existing housing types, whilst ensuring flats are available for singles and first time buyers.</li> <li>• Flats do not have appropriate parking facilities.</li> </ul>
Bungalows	<ul style="list-style-type: none"> <li>• We need more bungalows for our ageing population, which would free up larger houses for families (x24).</li> <li>• Bungalows would encourage more elderly people to live here and make the elderly population even higher- we do not want this (x8).</li> </ul>

	<ul style="list-style-type: none"> <li>• Bungalows are sought after by our ageing population who can boost our economy but who do not require work (x5).</li> <li>• Bungalows are spacious for the elderly and growing families (x3).</li> <li>• Bungalows should account for a high percentage of housing in the district (x2).</li> <li>• Bungalows should be located on the coast for people to retire to the seaside.</li> <li>• Several bungalows have been converted to family housing- therefore bungalows need to be considered.</li> <li>• Don't just build bungalows by the seaside, pensioners might not all want to live by the sea.</li> <li>• Bungalows are required in rural areas.</li> <li>• Bungalows need to be located with good access to transport and local shops and doctors to cater for the elderly.</li> <li>• Some bungalows in Weeley have remained empty for over a year, these are therefore not required.</li> <li>• Bungalows are suitable for sole occupiers, therefore a high percentage of these are needed.</li> <li>• Larger bungalows would encourage younger disabled families, which is good.</li> <li>• Bungalows are less intrusive on neighbouring properties.</li> </ul>
Medium Sized Family Housing	<ul style="list-style-type: none"> <li>• Building family homes would attract families to Tendring who will boost our economy with their disposable income (x14).</li> <li>• The majority of new homes should be family homes (x11).</li> <li>• Family homes should be located near facilities for families, for example; schools and colleges, surgeries, hospitals, railway stations and employment (x10).</li> <li>• Family homes are proving difficult to sell because the poor employment situation stops families moving here and young people cannot get mortgages. There is therefore little need for them (x6).</li> <li>• Family homes help local people on the housing ladder (x4).</li> <li>• 2/3 bed family homes only as families are getting smaller (x3).</li> <li>• More two bed family homes are needed (x2).</li> <li>• Detached medium sized family housing only- not semi-detached or terraced (x2).</li> <li>• Family homes are not suitable in Sladbury's Lane, which is a quite area, better suited to retired people (x2).</li> <li>• 2/3/4 bed family homes are needed, in keeping with surroundings.</li> <li>• Family homes need to be located in the west of Tendring, for young families and lower income groups.</li> <li>• Family homes are required in rural areas.</li> <li>• Family homes should only be built if there is a proven demand for families in an area.</li> <li>• Family homes should be located in the least densely populated areas, so they do not put too much pressure on infrastructure and services.</li> <li>• Particularly 4 bed family homes are required.</li> <li>• Family homes of the following sizes and quantities should be planned for: 2 bed houses - 30%, 3 bed houses- 25%, 4 bed houses - 20%.</li> </ul>
Aspirational Housing	<ul style="list-style-type: none"> <li>• Aspirational housing will attract people who will boost our economy with a disposable income (x22).</li> <li>• Aspirational homes of 4-5 bedrooms take up too much land (x7).</li> </ul>

	<ul style="list-style-type: none"> <li>• A scattering of aspirational homes throughout the whole district, to avoid 'estate type' areas overwhelming villages with too many same design developments would be tolerable (x5).</li> <li>• With the unfortunate calibre of people that are attracted to Tendring, no one would have the money to spend money on an aspirational house in this district and so they are not required (x4).</li> <li>• Aspirational homes are not needed (x3).</li> <li>• Aspirational homes are needed in villages (x2).</li> <li>• Developers only want to build aspirational homes for large profits (x2).</li> <li>• There are enough of these expensive aspirational homes built in Lawford, Manningtree and Mistley and Frinton.</li> <li>• Commuters buy aspirational homes but these commuters only seen in the village at weekends or holidays, they seem to contribute very little to the community.</li> <li>• Many small houses with large gardens have been turned into aspirational homes, so we already have enough of this type of housing.</li> <li>• We do not need aspirational housing- a lot of the current stock of aspirational housing is being converted into houses of multiple occupation.</li> <li>• Aspirational housing will only work if they are built in areas that are kept to a high standard; people will not buy these homes if the area is swamped by housing.</li> <li>• A small amount of aspirational housing in Harwich and Dovercourt might improve the area by encouraging the historic potential of the area.</li> </ul>
Self-build	<ul style="list-style-type: none"> <li>• On the right land self-builds can bring money and skills into the area. The people this would attract will boost our economy, attracting people who have disposable income. (x6).</li> <li>• Self-builds can add character and diversity to an area, enriching it (x5).</li> <li>• A scattering of self-builds throughout the whole district, to avoid 'estate type' areas overwhelming villages with too many same design developments would be tolerable (x4).</li> <li>• Allow self-self builds, to have desires and wishes met (x3)</li> <li>• Self-builds are enterprising, developments of these could start small and be added to in stages.</li> <li>• With the unfortunate calibre of people that are attracted to Tendring, no one would have the money to spend on self-builds in the district.</li> <li>• Self-builds would not have so much of an environmental affect on the area, so these types of housing should be built.</li> <li>• Self-builds would be problematic for the planning department.</li> <li>• Allow more self-builds in villages.</li> </ul>
Sheltered/ Warden Assisted Housing	<ul style="list-style-type: none"> <li>• Sheltered housing will enable elderly people to remain in Tendring and demand will further increase with an ageing population (x42).</li> <li>• We already have enough sheltered accommodation so more does not need to be built; however the existing sheltered accommodation needs to be protected from closure and needs refurbishment (x5).</li> <li>• A small percentage of sheltered housing is needed, if affordable (x2).</li> </ul>

	<ul style="list-style-type: none"> <li>• We need to ensure there is better hospital/ GP access near to sheltered accommodation (x2).</li> <li>• Sheltered accommodation would create jobs for people- for example, nurses (x2).</li> <li>• Sheltered accommodation should be made available for disabled people too, under the age of 55, who require extra support but who do not require full time care. Perhaps 1 or 2 units of the over 55 complexes could be made available to younger people with disabilities, on a waiting list (x2).</li> <li>• Do not build sheltered accommodation in rural locations, residents would feel isolated and would require increased transport and costs for infrastructure (x2).</li> <li>• Sheltered accommodation should be located on the coast for the elderly.</li> <li>• Sheltered accommodation should be single storey only.</li> <li>• Sheltered housing should be built as flats not bedsits.</li> <li>• Any development in villages should include sheltered/warden type housing. This would help to prevent the elderly having to leave their village.</li> </ul>
Traveller Pitches	<ul style="list-style-type: none"> <li>• No traveller sites should be allowed in Tendring (x45).</li> <li>• Traveller's pitches should be for travellers that move on, not for long stays (x7).</li> <li>• Traveller's pitches are only feasible if sites are rented, with deposits paid in advance and refundable if no cleaning up by the Council is required when each letting has left. These need to be kept small and should not be allowed to develop like in Basildon (x7).</li> <li>• Site traveller's pitches away from people, with a maximum of 3-4 caravans (x6).</li> <li>• Traveller's pitches are required by law and should be in small groups of between 6 and 10 pitches per site. It would be acceptable to carefully choose sites to fulfil our obligations. (x3).</li> <li>• If required, traveller's pitches should be kept small and maintained, with a maximum of 5 years to stay.</li> <li>• No caravans or travellers sites except touring sites for caravans.</li> <li>• Site traveller's pitches near to motorways, so not to interfere with villages or towns.</li> <li>• Travellers do not economically benefit areas.</li> <li>• Weeley already has enough travellers' sites already.</li> <li>• Only one travellers pitch should be allowed, monitored by the Council.</li> <li>• If travellers need a more fixed address, then they should apply as a non-permanent or temporary dwelling.</li> <li>• Give travellers that don't want to travel there own sites.</li> <li>• Evidence shows a future need of at least 30 travellers' pitches.</li> </ul>
Non-Permanent or Temporary Dwellings	<ul style="list-style-type: none"> <li>• We already have vast numbers of non-permanent or temporary dwellings in Point Clear, St Osyth, Jaywick, Weeley, Clacton and Frinton and Walton (x22).</li> <li>• Non-permanent or temporary dwellings would be detrimental to the area (x5).</li> <li>• Currently there are no facilities for houseboats- but a marina could be established for houseboats that could be very profitable.</li> <li>• Consultation is about housing sites, so this should not include non-</li> </ul>

	<p>permanent dwellings.</p> <ul style="list-style-type: none"> <li>• Remember that Jaywick started off as non-permanent dwellings, we do not want to repeat that.</li> <li>• We only need more non-permanent dwellings if existing non-permanent dwellings are sold for permanent housing, for example like Highfield Grange, Clacton.</li> <li>• Houseboats could work at the Mere in Walton.</li> <li>• A few non-permanent dwellings are needed to aid with fire/ flood problems or personal situations that need to be overcome.</li> <li>• Houseboats could be built in areas where flooding occurs.</li> <li>• Agree we should build converted railway carriages and houseboats.</li> <li>• Non-permanent dwellings need to be controlled by the Council and either rented or leased like beach huts.</li> <li>• Non-permanent dwellings would create 'ghost areas' when not inhabited.</li> <li>• Proper affordable homes are needed, not converted railway carriages and houseboats.</li> <li>• Non-permanent homes are not a long term solution, the sites are often in remote locations and as the residents are often the neediest, it leaves them in a more vulnerable position.</li> <li>• The seasonal occupation of these holiday homes cannot be enforced properly as it is, more of these non-permanent homes should therefore not be built.</li> <li>• Could provide work for the area- holiday homes.</li> <li>• Non permanent temporary dwellings should be limited to licensed caravan sites for holiday/recreation only.</li> <li>• More mobile home parks are required for the over 50's who may want to down size.</li> </ul>
Extra Care Housing	<ul style="list-style-type: none"> <li>• Extra care housing is needed to give people care and is important for elderly and disabled alike (x22).</li> <li>• Build residential homes for the elderly to free up existing housing for the local families that are on the waiting list (x6).</li> <li>• Weeley already has enough extra care homes (x3).</li> <li>• Extra care housing should not be private extra care housing; it needs to be affordable (x2).</li> <li>• More private care homes are required (x2).</li> <li>• A Medium percentage of extra care housing is needed in Tendring (x2).</li> <li>• Extra care housing should be located on the coast for the elderly.</li> <li>• Extra care housing would not have so much of an environmental effect on the area, so these types of housing should be built.</li> <li>• Do not close down existing extra care homes.</li> <li>• Build extra care homes in Jaywick.</li> <li>• There is not enough extra care housing for couples, there is only one in the whole of the North East of Essex and that only has four flats for couples.</li> <li>• Extra care homes are suitable in Frinton/ Walton. Kirby Cross already has a high dependency unit granted planning permission.</li> <li>• Extra care housing is not required as people prefer to stay in their own homes, with the support they need.</li> <li>• Extra care housing is needed in rural areas.</li> <li>• Extra care housing will create employment, for example for nurses.</li> </ul>

<p>Other comments on housing type</p>	<ul style="list-style-type: none"> <li>• A good balance/ mix of housing types are required, including affordable homes (x74).</li> <li>• Need affordable homes- for local people in larger villages and towns which have good amenities and public transport, so people can afford to live where they have been brought up for example (x49).</li> <li>• Housing needs to blend with housing that is already existing (x42).</li> <li>• Homes should be built at low densities and with plenty of open space and gardens (x31).</li> <li>• The quality of the design of houses is important, to enhance the look of an area (x26).</li> <li>• The guiding principle on housing type should be the demand/ need from the public (x22).</li> <li>• Build for the elderly, we are a retirement area, this will also stimulate jobs in the care industry (x18).</li> <li>• Main need for housing is at either end of our lifespan- first time buyers and the elderly and infirm (x16).</li> <li>• Tendring is a retirement/ tourist area; housing should reflect that, especially in coastal areas (x14).</li> <li>• There needs to be recognition of the need for energy efficient housing (x13).</li> <li>• Housing should be used to encourage wealth into the area- for example, starter homes for young professionals (x11).</li> <li>• Use local materials employ local people to build the homes (x10).</li> <li>• Housing should not be housing people could use for holiday homes or second homes (x9).</li> <li>• We already have enough retirement type properties; build housing for workers; in the right places to allow commuting to Colchester/ London (x6).</li> <li>• There is no consideration for eco-friendly housing; rural areas would be ideal for such development (x6).</li> <li>• Look at the possibility of retirement villages- for example, look at Birmingham where over 65s can buy or rent homes and feel safe with all the necessary amenities available. It would be a very innovative plan (x6).</li> <li>• The amount of elderly people in the area means that in 15 years these people will have died or moved into properties with care, freeing up properties and requiring less new builds (x6).</li> <li>• Terraced housing or similar freehold properties at affordable prices have not been mentioned (x4).</li> <li>• What is affordable housing? We need more info on this (x2).</li> <li>• The Council must consider carefully the amount of affordable housing that market-led developments can support in the current economic climate. Imposing excessive affordable housing requirements on new developments may therefore render them unviable, preventing the Council from addressing overall need and demand for new homes (x2).</li> <li>• There has been too much single person housing built. Be responsive to the needs of a changing society (x2).</li> <li>• If people agree, people from under-occupied homes could be moved to smaller properties. This would reduce the number of new homes needed (x2).</li> <li>• Eco-housing should be encouraged on the A120.</li> </ul>
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- Allow more extensions on existing houses by exceeding the 25% ruling on plot development.
- Encourage greater housing densities.
- Note High Streets are in decline and warehouse retail/ online retail is increasing, this will affect types of housing that could and should be built.
- Encourage second homes as these bring wealth into the area without straining our infrastructure.
- If all housing types were placed in one new settlement, along the A120, all types could be incorporated with no interference to local communities.
- Build purpose built homes with single rooms and communal lounges and kitchens for single mums.
- Allow large expensive housing alongside low income housing to avoid future conflicts.
- Build timber framed buildings to make homes affordable.
- Affordable housing should account for 30-40% of new homes in villages.
- Homes should be built with adequate parking within their plot.
- First-time buyers housing should have extension restrictions to keep such housing in stock.
- Village design statements should be referred to when deciding on housing type.
- Policy on housing types should not be unduly prescriptive and must not undermine the viability of development on particular sites.
- 'Town houses' should not be built in rural areas.
- What about single, full time workers with no children, they cannot afford mortgages and are at the bottom of the housing list?
- Support 30% affordable housing as per draft policy Core Policy – Delivering a Mix of Housing (Proposed Submission Core Strategy). Building Regulations can be relied on to implement Lifetime Homes Standards and so these do not need to be specifically mentioned within the policy.
- Mixed housing is not a good idea.
- We should make use of what we have before building more housing, for example allow loft extensions and conversion of two bedroom homes into 3 bedroom homes.
- None of the suggested housing types are entirely suitable. We have a wealth of technology that should be taken into deeper consideration. Future developments should be community centred, geared towards sustainable living. Bedrooms/living quarters should be small, an emphasis on large; shared outdoor areas (for growing food, leisure activities and wildlife conservation). Energy should be renewably sourced. Greater consideration should be taken over the source and use of materials. There are some amazing designs out there, which would sit more comfortably in a natural surrounding.
- Encourage more building on garden land.
- There should be lots of self-contained units built.
- Small scale development provides social integration with security benefits.