

# *Tendring* *District Council*



## **TENDRING DISTRICT COUNCIL**

### **Planning Department**

#### **Local Plan**

#### **Identifying Broad Locations for Potential Settlement Expansion**

July 2014



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## 1. Introduction

- 1.1 Planning law requires all Local Planning Authorities in England and Wales to prepare a 'Local Plan' and ensure it is kept up to date. Without an up-to-date plan, the Council would have limited power to influence the scale, location and quality of new development in the district, making it difficult to bring about the positive changes that the area needs and difficult to resist inappropriate development proposals that will have a detrimental effect on our area.
- 1.2 The Council is in the process of preparing a new Local Plan for the district, which will need to plan for just over 12,000 new homes between 2014 and 2031. Due to the diminishing supply of previously developed land within the built-up area of the district's towns and villages, a significant proportion of new housing development will need to take place in the form of settlement expansion in selected locations, mostly using 'greenfield' land.
- 1.3 The purpose of this paper is to inform the preparation of the new version of the Local Plan by identifying broad locations where settlement expansion might be possible, taking into account practical physical and environmental constraints. This includes identifying opportunities for larger-scale housing developments in key, strategic locations. This provides a logical framework short-listing sites for more detailed technical assessment.
- 1.4 This assessment has three core objectives:
  - Establishing the key underlying principles for identifying land capable (in theory) of accommodating planned housing growth;
  - Identifying broadly the opportunities and constraints for development around each eligible settlement capable of accommodating planned peripheral expansion; and
  - Assessing in more detail the suitability of each potential growth area for growth and identifying sites capable of accommodating strategic housing growth in those areas likely to be earmarked for major growth in the new Local Plan.
- 1.5 This assessment does not seek to determine the precise amount of development that each settlement should receive; that will be a job for the Local Plan itself, taking into account the findings of this study, the Strategic Housing Market Assessment and Strategic Housing Land Availability Study and other technical studies.



## 2. Settlements Likely to Accommodate Housing Growth

2.1 In a separate technical paper entitled 'Establishing a Settlement Hierarchy and Identifying Settlements Capable of Accommodating Strategic Housing Growth', it is recommended that the strategy for growth in the new version of the Local Plan be underpinned by the following 'settlement hierarchy':

### Strategic Urban Settlements:

- Colchester Fringe;
- Clacton-on-Sea (including Jaywick and Holland-on-Sea); and
- Harwich and Dovercourt (including Parkeston and part of Ramsey).

### Smaller Urban Settlements:

- Frinton, Walton and Kirby Cross;
- Manningtree, Lawford and Mistley; and
- Brightlingsea.

### Strategic Rural Service Centre:

- Weeley.

### Rural Service Centres:

- Alresford;
- Elmstead Market;
- Great Bentley;
- Little Clacton;
- St. Osyth; and
- Thorpe-le-Soken.

2.2 This hierarchy identifies the Colchester Fringe, Clacton and Harwich as 'Strategic Urban Settlements' as the most sustainable locations for future development where there is potential to deliver significant levels of new housing and achieve significant economic growth.

2.3 The district's three 'Smaller Urban Settlements' of Frinton/Walton, Manningtree, Lawford and Mistley and Brightlingsea also offer sustainable locations for development, but more likely to be of a lesser-scale, more consistent with addressing local demands and local issues. Weeley, the only 'Strategic Rural Service Centre' has been identified as the most appropriate location for strategic development in the centre of the district if it were not possible to identify sufficient deliverable sites in urban locations to deliver the 12,000 homes needed between 2014 and 2031 (which preliminary evidence suggests will be the case). Its access to road and rail make Weeley a good location for development of a scale that delivers new facilities and infrastructure and provides greatest scope to create a new sustainable community in the centre of the district.

2.4 The district's 'Rural Service Centres' are not considered suitable for large-scale strategic housing growth but are capable of accommodating some planned peripheral expansion.

2.5 The district's 'Smaller Rural Settlements' comprising those smaller rural villages with a more limited range of jobs, shops, services and facilities are not considered to be

sustainable locations for any significant levels of planned housing development and have therefore not been included in the search for land in this assessment.

- 2.6 In line with this hierarchy, this paper focusses on identifying possible development sites around 'Strategic Urban Settlements', 'Urban Settlements', 'Strategic Rural Service Centres' and 'Rural Service Centres' only.

### **3 General Planning Principles for Identifying Broad Areas for Possible Settlement Expansion**

3.1 When identifying potential broad areas for settlement expansion, the search for possible development sites was underpinned by some basic planning principles and considerations.

#### Avoiding Isolated Developments

3.2 Only sites that adjoin the existing main continuous built-up area of an urban settlement or rural service centre were included within the search for sites. Isolated parcels of land located physically separate from the edge of established settlements, in the middle of the open countryside, or adjoining smaller rural settlements or isolated clusters of properties in rural areas were discounted as they conflict with sound planning and sustainability principles.

#### Acknowledging Environmental Considerations

3.3 A number of important environmental designations were considered as 'absolute constraints' and areas of land affected by these were discounted from the search for sites as a matter of principle:

- Flood Zones 2 or 3 (as defined by the Environment Agency) to meet the 'sequential test' requirements of the National Planning Policy Framework;
- Areas of Outstanding Natural Beauty (AONB) – part of the Dedham Vale AONB falls within the north-western corner of the district;
- Sites of International importance including RAMSAR sites, Special Areas of Conservation (SAC) and Special Protection Areas (SPA);
- Sites of Special Scientific Interest (SSSI);
- National Nature Reserves and Country Parks; and
- Ancient Woodland.

3.4 In addition to the formally protected areas, any wooded areas not necessarily covered by environmental designations were excluded from the search on the basis that such sites will have some form of biodiversity value and should therefore be protected as a matter of principle.

#### Maintaining Strong Defensible Boundaries

3.5 Where there are strong defensible physical boundaries separating a built up area from the surrounding open countryside, for example a road or a railway line, sites on the 'countryside side' of that boundary have generally been excluded from the search. There are numerous examples of strong defensible boundaries in our district that provide a logical limit to development in certain locations and help guard against sprawl into the surrounding open countryside and the coalescence of neighbouring settlements.

3.6 Only in cases where a settlement might be expected to accommodate a significantly large number of homes (such as the strategic urban settlements or strategic rural service centres), or there is some other logical justification, would the breach of a strong defensible boundary be considered as a possible growth option. Such examples are explained in the assessment.

### Discouraging Ribbon Development

- 3.7 Many settlements in Tendring have developed over time by sprawling along main roads in the form of 'ribbon development'. Whilst this has historically helped to shape settlements there are some examples where further continuation of this would result in development extending increasingly further from the centre of the settlement in question, the unwelcome encroachment of settlements into the open countryside and the coalescence of neighbouring settlements. Examples of ribbon development include most of Lower Kirby Cross, virtually the whole of Little Clacton and the western parts of Lawford.
- 3.8 Sites that would considerably add to existing areas of ribbon development along a main road, if developed, have been excluded from the search to encourage a more compact form of development as close as possible to the centre of a settlement. This is both to reduce the impact of development on the open countryside and to reduce the need to travel by car, in line with general principles of sustainable development.

### Discounting Inaccessible Land

- 3.9 Where it is obvious that an area of land is physically inaccessible and there does not appear to be any scope for obtaining access without significant land acquisitions and/or demolition of property, those sites have been excluded from the search for land. However, it is important to note that this assessment only makes assumptions about whether vehicular access could be achieved based on initial observations and previous intelligence gathered during the preparation of the 2012 Local Plan and in particular the recent 2013 update to the Strategic Housing Land Availability Assessment (SHLAA) (due for a further update in 2014). The revised SHLAA will assess in detail the accessibility of specific sites to reach a conclusion as to their suitability and availability for development. Additionally, technical advice from The Highways Authority would need to be obtained at a later stage to confirm whether vehicular access is possible and therefore whether sites are deliverable before sites can be considered for inclusion in the new Local Plan.

### Maintaining Settlement Shape and Form

- 3.10 Where development provides the opportunity to 'round off' an obvious gap in the settlement shape or to 'square off' a settlement edge, subject to other considerations, it is generally considered to be a strong option because it will contribute towards a more compact settlement form and may reduce the need to search for land that might extend a settlement into the open countryside beyond already established extremities. Where there is a need to maintain a gap of countryside or prevent continuous sprawl into the countryside these have been identified in this assessment and have helped to influence how a settlement could expand.

## **Local Considerations**

### Acknowledging Local Policy Designations

- 3.11 Many of Tendring's settlements are affected, on their periphery, by the following local designations as set out in the 2012 Draft Local Plan (as amended by the 2014 Focussed Changes):
- Strategic Green Gaps;
  - Coastal Protection Belt;
  - Existing and Proposed Local Green Spaces/Green Infrastructure;
  - Local Wildlife Sites and Local Nature Reserves;

- Landscape character including the proposed extension to the Suffolk Coast and Heaths AONB; and
- Conservation Areas, Scheduled Monuments, Registered Historic Parks or Gardens and Listed Buildings (where relevant).

3.12 Because the new version of the Local Plan needs to plan for 12,000 new homes and the National Planning Policy Framework advocates a presumption in favour of sustainable development, the amount of weight that can be applied to locally determined designations in identifying or discounting possible development sites has required careful consideration. With the added pressure for growth, the Council no longer has the luxury of being able to automatically discount sites affected by these local designations, as has been the case when preparing previous Local Plans. In some (but not all) areas, there may be justification for development within these areas and consequently where there is an overriding pressure for new housing, the presence of these designations has not been an automatic constraint to the identification of broad areas with development potential; each area has been assessed on its merits. There may also be opportunities to consider development potential whilst retaining the purpose and function of these designations and/or rationalise their boundaries.

3.13 Following the identification of broad areas, there will be a more detailed assessment of the suitability of specific sites for development and the likely impacts of development on the integrity or function of any local designations affecting each site. This work will be undertaken as part of the revised SHLAA, which will inform the preparation of the new Local Plan.

#### Ensuring a Suitable Residential Environment

3.14 Where a location is likely to offer a poor residential environment, perhaps because it needs to be accessed via an industrial estate, it is close to an area or installation that poses a potential hazard e.g. an oil refinery or power station or excessive noise, light or other pollution and disturbance, such locations have been generally discounted from consideration. Again, at this stage only indicative assumptions are being made to inform what land is included within the search. Further detailed assessment through the preparation of the revised SHLAA may indicate that land discounted in this search is actually suitable for development at a later stage. Detailed consideration may also be made through the development management process, when considering individual proposals for housing.

#### Acknowledging Land with Current Planning Permission or Land Allocated for Non-Residential Use

3.15 When carrying out the search for land with housing potential, an important factor to take into consideration is whether all or part of the land has an extant planning permission or it is allocated for a non-residential use. Generally land that has a current planning permission or is allocated for non-residential use has not been included in the search but if circumstances were to change during the plan-preparation process such sites could in theory be considered for housing in the new Local Plan. In particular, with regards to redundant employment sites, the National Planning Policy Framework states that the long-term protection of sites allocated for employment use should be avoided where there is no reasonable prospect of that site being used for that purpose.

#### Considering Sites Promoted for Development by Landowners and Developers

3.16 In the preparation of the Local Plan to date a significant number of representations have been received from 'third parties' promoting land for residential development. Whilst not all

of these sites will be considered suitable for development, the submissions that were made provide useful intelligence into the ownership of land and willingness of landowners and developers to release sites for development.

#### Other Local Factors

- 3.17 Other factors may include a busy main road, landscape character or the presence of a locally significant landmark or issues raised by Parish Councils or local people during consultation on the Local Plan that are of particular concern.
- 3.18 Such factors may give priority to certain locations over others. For example, if there is concern about the volume of traffic on a local road, locations that are likely to lead to a minimal increase in traffic will generally be preferable to locations that will achieve the opposite – although for most examples, a detailed traffic assessment might be required as part of the more detailed consideration.

## **4 Initial Sieving Exercise and Identification of Possible Broad Areas for Housing Growth**

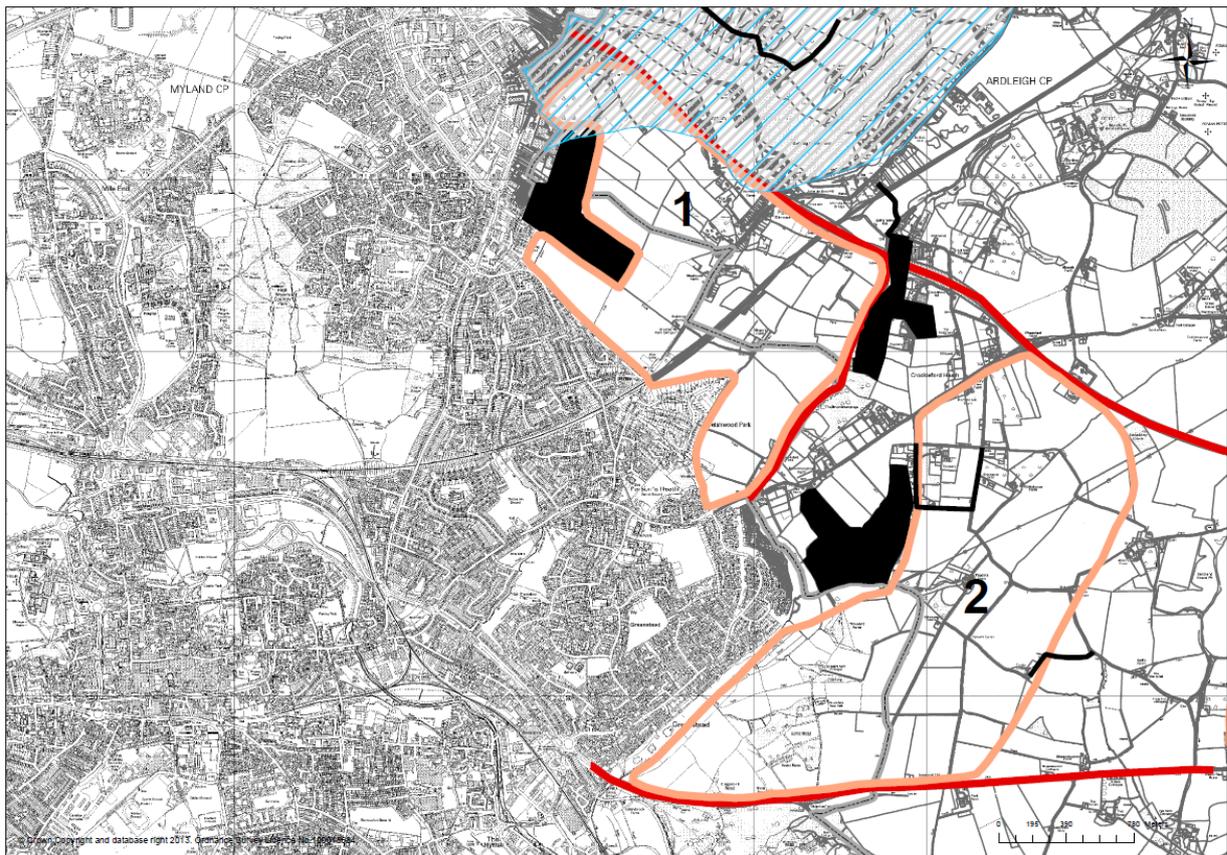
- 4.1 This Chapter goes through each of the settlements within the following categories of settlement listed in Chapter 2 of this assessment and identified broad locations where development could potentially be located:
- Strategic Urban Settlements;
  - Smaller Urban Settlements;
  - Strategic Rural Service Centre; and
  - Rural Service Centres.
- 4.2 For each settlement, a 'sieve map analysis' has been undertaken which provides a broad graphical rationale behind identifying these areas, drawing upon the principles explained in Chapter 3.
- 4.3 The broad locations are identified in orange showing areas where growth could potentially be located. Significant environmental designations are shaded black whereas local considerations are shaded green. Areas where 'ribbon development' is an issue are marked with a red spot and strong defensible boundaries are marked with a red line. Areas already allocated for housing in the 2012 Draft Local Plan are shaded grey.
- 4.4 The following sections explain how the broad areas have been identified through the 'sieving out' of other sensitive or inappropriate areas.
- 4.5 Specific sites are not identified or assessed at this stage. The findings of this assessment will provide a shortlist of locations where more detailed assessments will be undertaken to inform decisions on which housing allocations are included in the new Local Plan.

### **Strategic Urban Settlements**

#### **Colchester Fringe**

- 4.6 The sieve map below identifies two broad areas of significant scale where future development around the Colchester Fringe could be justified subject to more detailed consideration. Both of these straddle the administrative boundary between Colchester and Tendring and, if it were determined that development in this location was the preferred strategy for both Councils, it would need to be carefully planned, most likely through a separate Local Plan prepared jointly.

**Figure 1 – Sieve map analysis of East Colchester/West Tendring**



- Broad area 1 lies between the A120 and the north-eastern edge of Colchester’s built up area, north of the area known as Welshwood Park. This broad area is bisected by the A137 and the railway line and contains the small hamlet known as Fox Street, which is identified in the 2012 Draft Local Plan as a Smaller Rural Settlement. Salary Brook to the east and Churn Wood beyond form a natural barrier that could contain development in this location.
- Broad area 2 lies between the A120 to the north and the A133 to the south and much of this land has been promoted by developers for a major mixed-use development associated with plans for growth at Essex University which could incorporate new business parks, housing, a link road between the A120 and the A133, a park and ride facility and other community benefits. This area extends toward the village of Elmstead Market and includes land at and around the small hamlet of Crockleford Heath.

Environmental Designations:

4.7 There are three significant areas of ancient woodland in this location which are considered to be absolute constraints. Bullock Wood to the rear of the former Betts Factory site (the front of which is in Colchester Borough and the back of which is in Tendring) is an area of ancient woodland and a SSSI and therefore an overriding constraint to development. This significantly restricts the potential for expansion of the existing built up area around the Betts Factory Site into the Tendring District. Wall’s Wood and Churn Wood are also areas of ancient woodland and are Local Wildlife Sites and so should also be treated as overriding constraints to development. Wall’s Wood (and Salary Brook immediately to the west of this) act as a sensible edge that could guide development in broad area 1. The area also contains many pockets of undesignated woodland and hedgerows which contribute to

the rural character of the open countryside and which would need to be the subject of detailed assessment at a later stage.

#### Strong Defensible Boundaries:

- 4.8 The A120 and the A133 provide the most obvious strong defensible boundaries in this location and so no housing development should be encouraged beyond these because it would be isolated from the rest of the settlement. Furthermore, land to the north of the A120 falls within the Ardleigh Reservoir Catchment Area, where development should be discouraged. Salary Brook also provides a strong defensible barrier which could provide a natural boundary to contain any expansion around broad area 1. A railway line bisects this broad area but land to the east of this could easily be accessed from Bromley Road to the south and so it is not considered to provide as strong a defensible boundary as it does in other locations in the district.
- 4.9 Broad area 2 could also be a possibility although major development here would result in the urban area extending into an area of relatively unconstrained open countryside and reduce the gap between Colchester and the neighbouring settlements of Elmstead Market, Alresford and Wivenhoe. The need to maintain a degree of separation between Colchester and these settlements should therefore be taken into consideration.

#### Ribbon Development:

- 4.10 Ribbon development is not an issue in this area. Any development in this location is likely to be of a strategic nature, comprehensively planned with its own facilities and infrastructure.

#### Inaccessible Land:

- 4.11 The area of land to the south of the A120 and to the east of Bullock Wood (broad area 1) could be fairly easy to access via the existing built-up area but a large scale development in this location (particularly if considered with the adjoining area – broad area 2 – and if containing non-residential uses) would require a more strategic access point off the A120.
- 4.12 The larger area of land to the east of the Greenstead Estate (broad area 2) cannot be accessed via the existing built-up area due to Salary Brook which forms a barrier between the existing housing estate and the open countryside beyond. Development at a strategic scale would therefore require an access point off the A133 to the south and possibly the A120 to the north, which could also help serve development to the west (broad area 1). Any additional access points along the A133 and A120 would be technically and financially difficult to achieve and would require Highways Agency support. However, a large-scale mixed-use development might help fund and justify any new access points required and may help to alleviate traffic problems currently experienced in Colchester and along these busy routes. Clearly, the impact of further residential development in this area on traffic would need to be carefully assessed, particularly as public transport provision in this area is limited.

#### Settlement Shape and Form:

- 4.13 Any development in this area would result in the extension of Colchester's built-up area eastwards into the surrounding countryside so 'rounding off', in any sense, would not be possible. However, development would be comprehensively planned where settlement shape and form would be taken into consideration.

#### Local Considerations:

- 4.14 There are very few localised material considerations affecting this area and so it is relatively unconstrained compared to other areas in the district around the coast that are affected by Coastal Protection Belt and/or Strategic Green Gaps. There are two local wildlife sites in the vicinity of Crockleford Heath and a protected lane to the north-west of Alresford, which should be protected and would need to be taken into account when considering development. The area, however, does contain many pockets of undesignated woodland and hedgerows which contribute to the rural character of the open countryside and which would need to be the subject of detailed assessment at a later stage.

#### Residential Environment:

- 4.15 This area has the potential to offer a good residential environment if the noise from the A120 and A133 and railway line can be mitigated against.

#### Third Party Housing Sites:

- 4.16 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:
- Land at Plains Farm, Ardleigh (part of broad area 1); and
  - Land east of Colchester between the A133 and the A120 (part of broad area 2).
- 4.17 These submissions effectively covered a large part of the eastern periphery of Colchester and demonstrate an interest and willingness of landowners to release sites for housing in this location.

#### Other Local Factors:

- 4.18 Much of the land to the north-east of the Colchester urban area is covered by the 'Ardleigh Reservoir Catchment Area' policy in the Local Plan (this is shown shaded blue on the sieve map). That policy seeks to ensure that development does not reduce the quality of water draining into Ardleigh Reservoir. This effectively rules out this area of land for potential growth but there is potential for development within broad area 1 to extend into this catchment area. Any development, therefore, on the eastern fringe of Colchester would need a Flood Risk Assessment which would look closely at surface run-off in relation to the reservoir.
- 4.19 Another factor is the need to match housing with employment. The strategic importance of Colchester will be recognised in the new Local Plan as it provides a good opportunity for employment growth, as recognised in the Council's 2013 Employment Strategy, being close to the A120/A12 interchange. The need to deliver suitable employment land may therefore reduce the overall amount of land available for housing. Growth in this area would need to be comprehensively planned and carefully designed to ensure the right uses are delivered in the right locations.
- 4.20 There are many small areas of undesignated woodland around the eastern fringe of Colchester and other natural features that add to the rural character of the open countryside. Any option for growth would result in the permanent loss of this character but there would be an expectation that the land is properly assessed and as many natural features retained and incorporated into development as much as practically possible.

4.21 Any large-scale growth in this area would require full co-operation between Tendring District Council and Colchester Borough Council to ensure the aims and objectives of both areas are met and any potential issues are minimised.

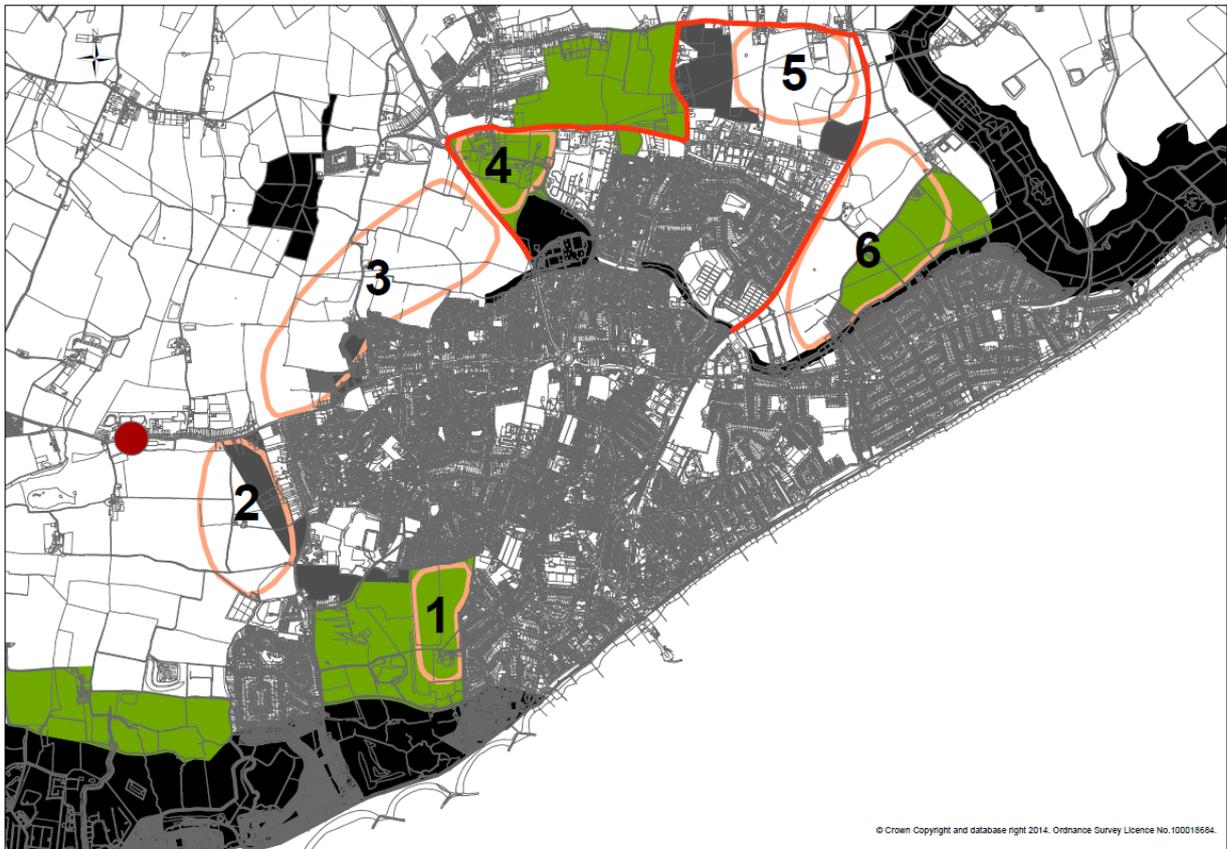
Conclusion:

4.22 The land to the east of Colchester is relatively free from any overriding constraints or local constraints and is well placed by being adjacent to a regionally important town with a wide range of jobs, shops, services and facilities and between two strategic road networks in and out of the district (the A120 and A133). From this initial desk-top sieving exercise, this area is more than capable (in theory) of delivering major new housing and employment growth.

**Clacton-on-Sea**

4.23 The sieve map below identifies six broad areas of significant scale where future development around the periphery of Clacton could be justified subject to more detailed consideration if it were determined that development in this location was the preferred strategy. The Clacton-on-Sea urban area is the district's largest settlement and, in recent years, has been the location of, by far, the greatest proportion of the district's housing development. Consequently, Clacton is no stranger to peripheral expansion and has undergone many urban extensions over recent decades.

**Figure 2 – Sieve map analysis of the Clacton urban area**



- Broad area 1 lies to the west of the urban area in the gap of open land between Clacton and the separate community of Jaywick, to the west. The area is farmland and is defined by the existing settlement edge to the north and east, land allocated for

development and open space in the 2012 Draft Local Plan to the west and Clacton Aero Club to the south.

- Broad area 2, also to the west of the Clacton urban area, is farmland that lies between Rouses Lane to the west, the rear boundaries of properties in Jaywick Lane to the east, St. John's Road to the north and Sackett's Grove holiday park to the south.
- Broad area 3 is a large swathe of farmland land to the north-west of the existing urban area, north of the Cann Hall area of housing and the housing development under construction off Little Clacton Road. This broad area lies immediately to the west of the A133 and is bisected by Little Clacton Road, which is a narrow road that links Clacton to the nearby village of Little Clacton.
- Broad area 4 lies to the north of the urban area between the A133 to the west, Progress Way to the north, Centenary Way to the east and the Brook Country Park to the south. The land is in a number of uses and there is some existing development but it is predominantly open in nature.
- Broad area 5 lies to the north-east of the existing urban area between the Gorse Lane Industrial Estate/Clacton Factory Shopping Village/Oakwood Business Park to the south, the railway line to the east, Thorpe Road to the west and Holland Road to the north. Much of the land is currently farmland but there is some existing residential development along both Thorpe Road and Holland Road.
- Broad area 6 lies in the gap of farmland between the railway line and existing built up area of Clacton known as 'Burrsville' to the north and Holland-on-Sea to the south. Pickers Ditch runs along the southern boundary. The area is bisected by Sladbury's Lane and Burrs Road.

#### Environmental Designations:

- 4.24 Being a coastal town, there are significant areas of land around the periphery of Clacton that are affected by flood risk (mainly Flood Zone 3), particularly around Jaywick, the gap between Jaywick and Clacton and parts of Martello Bay in the south-west of the town, which effectively prevents the westward expansion of the town along the coast. The land around Pickers Ditch and Holland Brook in the east of Clacton is also at risk of flooding, particularly along the northern edge of Holland-on-Sea, which effectively prevents the eastwards expansion of the town along the coast. The Country Parks north of Brook Retail Park and at Holland Haven also affect the periphery of the settlement. Much of the area around Holland Brook to the east of Holland-on-Sea is also a designated SSSI. Elsewhere, the periphery of this urban settlement is relatively unconstrained although there is a large area of ancient woodland to the north-west of the town.

#### Strong Defensible Boundaries:

- 4.25 With the exception of the coast itself, there are no obviously strong defensible boundaries around the periphery of Clacton that would act as a logical inland edge to the settlement that, as a matter of principle should be retained at all costs; particularly as this area has been identified as being capable of accommodating strategic housing growth.
- 4.26 The examples of well-defined defensible boundaries that exist include the railway line, which provides a strong defensible edge to the urban area to the east beyond which there is the 'wedge' of open countryside between north-east Clacton and Holland-on-Sea. Another logical defensible boundary is Centenary Way/Progress Way to the north of the town which provides a strong physical break between the urban edge (incorporating the

Morrison's Superstore and Highfield's Holiday Park) and the open countryside between Clacton and the nearby village of Little Clacton, which could help contain any growth within broad area 4. Holland Road (to the north) also provides a strong, logical and defensible boundary to the north of the town and, if defended, could maintain a degree of separation between the northern edge of Clacton and Little Clacton, which is of importance to local people to maintain the individual character and identity of Little Clacton and which could help contain any growth in broad area 5.

- 4.27 It could be argued that the A133 provides a strong settlement edge but there is potential for a new access to be provided off this road to release the large area of land to the north-west of Clacton (broad area 3) for housing growth and provide a new 'gateway' development of commercial uses, opposite the now established Brook Retail Park.
- 4.28 The strong settlement edge at the railway line could be maintained depending on the amount of land required for housing development and the consideration of other factors (including the suitability of alternatives) but in this initial sieving exercise, it is suggested that the land abutting this settlement edge (option 6) be considered as a possible development option at this initial stage.

#### Ribbon Development:

- 4.29 Clacton is a settlement that has grown almost in concentric circles from the historic centre at Great Clacton that, over time, has also engulfed the small settlements of Jaywick and Holland-on-Sea. It is consequently a relatively compact settlement as opposed to a more linear one like nearby Little Clacton.
- 4.30 The only main area where ribbon development is evident and which ought to be controlled is along the northern side of St. John's Road to the west of Clacton. A key principle of any option for settlement expansion would be to avoid any further development on this road beyond the current extent of the existing ribbon development to prevent the coalescence of Clacton with the nearby village of St. Osyth.

#### Inaccessible Land:

- 4.31 For the purposes of this initial sieving exercise, generally all parts of the periphery of the Clacton urban area could obtain vehicular access to serve new development if required. The only area that appears to be inaccessible is the area of land immediately to the west of the 'Tudor Estate' area of Jaywick as there is no immediately obvious means of access to this land without the acquisition and demolition of existing properties.
- 4.32 One area where achieving a sufficient access could be an issue is the gap between Holland-on-Sea and the railway line where the only existing access points are provided by Sladbury's Lane (which is a narrow winding rural road) and Burrs Road (via a railway crossing). These roads would need significant upgrading if a large-scale housing development were to be allowed in this area; something that would need further detailed consideration when assessing broad area 6.
- 4.33 Any major expansion of the town north-westwards (broad area 3) would require a major new access off the A133 but this could present an opportunity to enhance the existing junction around Brook Retail Park as a new commercial 'gateway' to the town. Land to the north-east of the town (broad area 5) would need to be accessed via Thorpe Road, to avoid an increase in traffic using the more rural lanes to the north. The potential for access through the adjoining industrial area/ Factory Shopping Village should also be explored.

### Settlement Shape and Form:

- 4.34 The only obvious opportunities for ‘rounding off’ the settlement would be to develop in the gap between the railway line and the northern edge of Holland-on-Sea (broad area 6) and extend the town north-westwards (broad area 3). Whilst these options would be in keeping with the way the town has developed in concentric circles over time there are other factors that would need to be taken into consideration which would influence whether or not these areas are suitable for housing.

### Local Considerations:

- 4.35 Large parts of the periphery of Clacton not affected by any of the ‘absolute constraints’ are affected by a number of local considerations, in particular Strategic Green Gaps the Coastal Protection Belt and significant areas of open space. However, the land to the north-west of Clacton (broad area 3), west of Rouses Lane (broad area 2) and east of Thorpe Road (broad area 5) is relatively unconstrained and not affected by any local considerations.
- 4.36 The Strategic Green Gaps in the 2012 Draft Local Plan are primarily designed to retain the open breaks between Clacton and nearby Little Clacton and between Clacton and Jaywick and the Burrsville area of Clacton and Holland-on-Sea.
- 4.37 From a desk-top exercise it can be seen that the opportunities for development within the gap between Clacton and Jaywick are few due to the concentration of recreational activities in the area (which include the airstrip, golf course and driving range and the flood risk in this area. Any sensible development in this gap would need to be immediately adjoining Cherry Tree Avenue (broad area 1) although, because this gap is almost a perfect square with strongly defined boundaries and there is potential for the existing recreational facilities to expand or for new ones to be promoted, the function of the gap would be eroded and so it is unlikely that growth in this broad area will be supported.
- 4.38 The gap of open countryside between the northern edge of Clacton and neighbouring Little Clacton can be divided into two distinct portions. The smaller gap located between the A133, Centenary Way and London Road is quite small and whilst the principle of development in this vicinity is strongly opposed by local residents of Little Clacton, it would be relatively self-contained within these strong defensible boundaries and so is worthy of consideration as a potential option for growth from a desk-top exercise (broad area 4). Whereas, the area of land to the north of Centenary Way and west of Thorpe Road provides a much more important function in maintaining a degree of separation between Clacton and Little Clacton and in helping Little Clacton to retain its individual identity and character as a village and so develop here is not considered an option at this stage.
- 4.39 Part of the ‘wedge’ of open land between the railway line and the northern edge of Holland-on-Sea is identified as a Strategic Green Gap in the 2012 Draft Local Plan to maintain a degree of separation between the residential area of Burrsville and the Holland-on-Sea area. Whilst both areas are now considered to be part of the continuous built up urban area of Clacton, it is understood that there is a strong sense of local feeling to retain some form of green gap and break in the built form. Due to the floodplain of Pickers Ditch acting as an absolute constraint, there would always be some form of green gap keeping Holland-on-Sea separate from Burrsville but there remains potential for some housing in this location (broad location 6), in theory, provided all other issues such as vehicular access are addressed. If this were to happen, the wedge of open countryside would be significantly thinner and the gap would effectively become no more than a green corridor but this could help to formalise this area of green space and provide a more joined-up green corridor

through the settlement. The views over open countryside for people on both sides of the gap would be lost entirely if this area were developed.

#### Residential Environment:

- 4.40 A factor to bear in mind when considering where Clacton could expand is what residential environment would be created by the potential impact of existing (or proposed) activities and uses around the edge of the town. In considering the expansion of the town north-eastwards (broad area 5), there is a need to take into account the potential impact of the adjoining industrial area. Additionally, whilst it can be argued that it would not be desirable to access new housing through the existing industrial area, the potential to create a new neighbourhood centre in this location should be explored.
- 4.41 Previously, it was important to safeguard this land for potential expansion of the existing industrial area but latest evidence in the 2013 Employment Land Review suggests that there is limited demand for additional employment land for traditional industrial and manufacturing employment so it is not considered necessary to reserve this land for future employment use, as was the thinking previously. This is also consistent with the thrust of national planning policy which states that land should not be safeguarded for employment uses if there is no reasonable prospect of those uses coming forward in the plan period.
- 4.42 Elsewhere, locations on the periphery of the settlement would provide a good residential environment although the impact on residential amenity from the recently constructed wind-turbines at Earls Hall Farm to the north west of the town will be a material factor in the detailed consideration of broad area 3 for growth. Additionally, the impact of existing recreational activities, in particular the airstrip, will need to be taken into consideration when considering broad area 1.

#### Third Party Housing Sites:

- 4.43 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:
- Land within the gap between Clacton and Jaywick, west of Cherry Tree Avenue and east of Rush Green Road (broad area 1);
  - Further land between Jaywick Lane and Rouses Lane (broad area 2);
  - Land north-west of Clacton, north of St. Johns Road and west of the A133 (broad area 3);
  - Land north of Clacton, between the A133 and London Road (part of broad area 4);
  - Land between London Road and Centenary Way (part of broad area 4);
  - Further land to the east of Thorpe Road, north of the Oakwood Business Park and the Gorse Lane Industrial Estate to the railway line (part of broad area 5); and
  - Land between the railway line and Holland-on-Sea (part of broad area 6).
- 4.44 These submissions demonstrate an interest and willingness of landowners to release sites for housing effectively around the entire periphery of the Clacton urban area.

#### Other Local Factors:

- 4.45 Clacton Coastal Academy, the fairly new secondary school built in Jaywick Lane on the western edge of Clacton has a large surplus of places and there may be pressure for significant housing growth in the vicinity of the school to help sustain it in the medium to long term. All the growth options are likely to have some impact on the area's existing

infrastructure, which would need to be carefully considered when looking at each broad area in more detail.

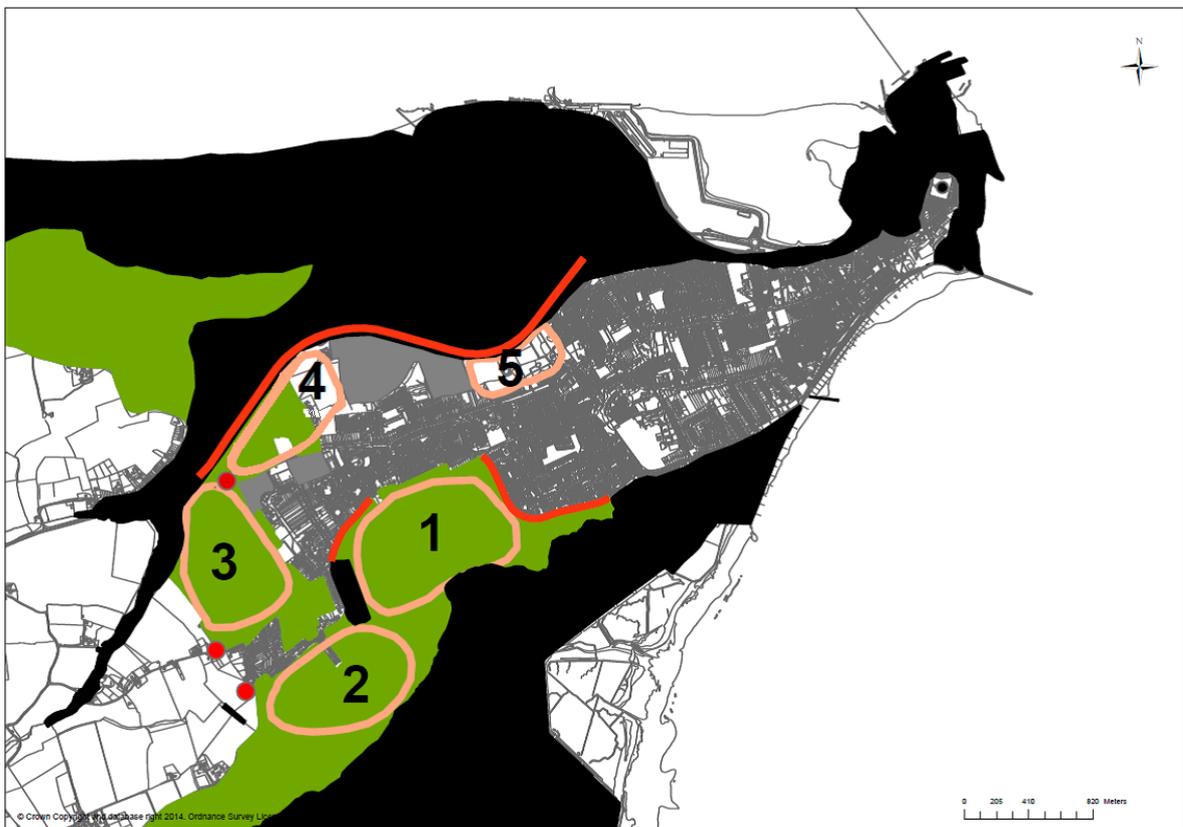
Conclusion:

- 4.46 Compared to the other urban areas in Tendring, land around Clacton is relatively unconstrained by absolute or local constraints and Clacton is a suitable contender for strategic housing growth due to it being the largest town in the district, with a wide range of jobs, shops, services and facilities and being located at the end of a strategic road network (the A133). From this initial desk-top sieving exercise, there are a number of locations around the periphery where settlement expansion could easily take place.

**Harwich & Dovercourt**

- 4.47 The sieve map below identifies five broad areas of significant scale where future development around the periphery of Harwich could be justified subject to more detailed consideration if it were determined that development in this location was the preferred strategy. Harwich & Dovercourt provides an important 'gateway into Europe' with the presence of the existing Harwich International Port and the proposed port expansion at Bathside Bay. The area is rich in historic character but it has received a significant amount of development on brownfield sites in recent years and has expanded westwards along the Harwich and Dovercourt peninsular towards the separate small settlement of Ramsey. The proposed port expansion at Bathside Bay is expected to bring about an increased demand in land for business and ancillary uses wishing to locate near to the port for logistical reasons, which needs to be weighed up against the need for housing land in this location.

**Figure 3 – Sieve map analysis of the Harwich & Dovercourt urban area**



- Broad area 1 lies to the south of the urban area in the gap of countryside between Low Road to the east, Oakley Road to the north and Harwich to the west. The area is farmland and is defined by the existing settlement edge to the west, north and east with open coastal landscape to the south.
- Broad area 2 lies to the south of the village of Little Oakley, which is part of the continuous built up area of Harwich. The area is also farmland and is defined by the existing settlement edge to the north along Harwich Road and open coastal landscape to the south.
- Broad area 3 lies to the west of the Harwich built up area and north of Little Oakley. The land is defined by the existing settlement edge to the east and south, the junction of the A120 and B1352 to the north and a creek to the west. The area is currently farmland.
- Broad area 4 lies between the north-western edge of the built up area and the A120 around the vicinity of the Grade II listed Michaelstowe Hall. The land is in a number of uses and there is some existing development but it is predominantly open in nature.
- Broad area 5 is an area of farmland between the northern edge of the built up area and the A120 to the north, east of the land at Pond Hall Farm allocated for mixed-use development in the 2012 Draft Local Plan.

#### Environmental Designations:

- 4.48 Being on the north eastern 'point' of the district, much of the periphery of the Harwich & Dovercourt urban area is affected by the sea and consequently flood risk, particularly the areas to the north and east around Old Harwich, Dovercourt Bay, Bathside Bay and Parkeston. Land to the south is also at risk of flooding, which effectively only leaves a relatively narrow area of land that could potentially accommodate any growth at all, meaning that Harwich is relatively constrained compared to the other large urban areas in the district such as Clacton and Frinton/Walton. However, much of the land that is not at risk of flooding is affected by one of more local considerations (see below).
- 4.49 The land immediately east of Harwich Road, Little Oakley is the Little Oakley Channel Deposit, designated as a SSSI.

#### Strong Defensible Boundaries:

- 4.50 A strong physical boundary is provided by the A120 although most of the land to the north of this is at risk of flooding and should not be developed for housing anyway. There is, however, potential for land to the south between the A120 and the existing built up area (broad areas 4 and 5) to be considered, provided other issues such as access are addressed. Other strong boundaries are provided by Low Road and Oakley Road although with Harwich being so heavily constrained it is considered that these boundaries should be given limited weight at this stage or else Harwich's growth options could very limited. Broad area 1, therefore, could be a possibility although there are other issues such as landscape sensitivity that would need to be taken into consideration.

#### Ribbon Development:

- 4.51 The only real areas of concern in terms of ribbon development include Little Oakley and the general direction of growth westwards in recent years along the peninsula and development along the main road towards Ramsey Village. Any expansion of the settlement beyond

these extremities should not be considered, in principle, to maintain a compact settlement form close to existing shops, services and facilities which are located towards the east.

Inaccessible Land:

- 4.52 The land between the A120 and the existing built up area (broad areas 4 and 5) could be difficult to access because additional access points along the A120 would be technically and financially difficult to achieve and would need support from the Highways Agency. There may, however, be potential for these broad areas to share the new access that will be created for the adjoining area of land east of Pond Hall Farm that is allocated for mixed-use development in the 2012 Draft Local Plan. There could also be potential for access to be provided via the existing built up area from Main Road but this is likely to require reconfiguration of a protected green.
- 4.53 Access to the land to the west of the Harwich urban area (broad area 3) might also be problematic as the only feasible points of access would be from the existing built up area to the south.
- 4.54 Elsewhere around the settlement, access should be achieved quite easily but detailed assessment would be required to determine what impact any large scale growth would have on the existing transport network. The issue of connectivity with the existing urban area is more likely to be an issue when considering the suitability of potential broad areas for settlement expansion around the Harwich area as most of the broad areas may result in development that is poorly connected with established residential communities.

Settlement Shape and Form:

- 4.55 The land around Low Road and Oakley Road (broad area 1) provides an opportunity for rounding off, or indeed 'squaring off' the southern edge of the urban area. Additionally, broad areas 4 and 5 provide the opportunity to fill in the gap between the existing built up area and the A120 to effectively round off the northern edge of the settlement without it protruding further north beyond the A120. Broad area 3 would provide the opportunity to provide a neater, rounder settlement edge to the west of the settlement, but this is likely to not be supported due to the high quality landscape in this location. Elsewhere, there are no obvious opportunities for rounding off.

Local Considerations:

- 4.56 Almost every part of the unconstrained periphery of the urban area is affected by local considerations in particular, Strategic Green Gap and/or Coastal Protection Belt and the large swathe of land north of the A120 is part of the proposed new 'Linear Country Park'. The only parts of the periphery that are not affected by a local consideration include land to the west of Little Oakley which, to avoid ribbon development, should not be considered as an area for growth; and land to the south of the A120 (broad areas 4 and 5) and the land allocated for mixed-use development in the 2012 Draft Local Plan at Pond Hall Farm (from which the Strategic Green Gap and Coastal Protection Belt was removed deliberately to make way for this important allocation).
- 4.57 Land to the south of the urban area (especially broad area 1 off Low Road and Oakley Road and broad area 2 to the south of Little Oakley village) is affected by the Coastal Protection Belt; not surprising given the way the land slopes away towards Hamford Water offering views over towards Walton-on-the-Naze and so development in these locations is unlikely to be a preferred choice but should still at least be worthy of further consideration as part of this assessment due to the fact the periphery of Harwich is so highly constrained.

- 4.58 The area of land north of Little Oakley (broad area 3) is also highly sensitive from a landscape perspective and so this is not a preferred location for housing but there is still potential for the area to at least be considered. Some of the land around Michaelstowe Hall (which is Listed) is a Local Wildlife Site in the 2012 Draft Local Plan and heavily wooded so these factors would need to be taken into consideration if when considering the suitability of this area (broad area 4) for potential settlement expansion.
- 4.59 Land to the west of the urban area between Dovercourt and Ramsey (broad area 3) and part of the area of land to the north of Ramsey Road (broad area 4) are part of the Strategic Green Gap in the 2012 Draft Local Plan designed to prevent the coalescence of Dovercourt and Ramsey Village but the A120 provides a strong defensible boundary that will keep the two areas separate meaning that these broad areas should at least be considered for possible settlement expansion at this stage.
- 4.60 The small area of land to the west of Parkeston has been discounted as a potential area for settlement expansion as this area is covered by the Coastal Protection Belt notation and for other reasons given below.

#### Residential Environment:

- 4.61 The small area of unconstrained land to the west of Parkeston has been discounted as a potential development option purely due to its proximity to Carless Refinery. Not only would the refinery make a poor residential neighbour, there are also risks attached to being so close in the event of a fire or explosion so further development in this location should be avoided.
- 4.62 If the mixed-use development on land south of the A120 at Pond Hall Farm is developed, there may be issues of compatibility of housing being built adjacent to that site and the residential environment that will be offered; although not as much of a concern as land around the refinery, particularly if uses are less industrial in nature and more retail/commercial.
- 4.63 Elsewhere, the locations on the periphery of the urban area will generally offer a good residential environment.

#### Third Party Housing Sites:

- 4.64 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:
- Land at Greenfields Farm off Main Road (broad area 5);
  - Delford Site, Main Road, Dovercourt;
  - Land south and Land west of Low Road (part of broad area 1); and
  - Land between Ramsey and Little Oakley (broad area 3).
- 4.65 These submissions effectively covered significant lengths of the urban area's periphery and demonstrate an interest and willingness of landowners to release sites for housing in these locations. Interestingly broad areas 2 and 3 and most of broad area 1 have not been promoted for development.

#### Other Local Factors:

- 4.66 If the proposed port expansion at Bathside Bay materialises, there will be an expectation that Harwich will become an area of significant employment growth, not only from the port

itself, but also from the 'spin off' businesses (particularly transport and distribution and other ancillary uses) that will seek to locate close to the port to reduce transportation costs this side of the North Sea. Consequently, the need for housing land will need to be balanced with the need for employment land and the creation of job opportunities. Locations around the A120 will undoubtedly be the most desirable areas for employment.

Conclusion:

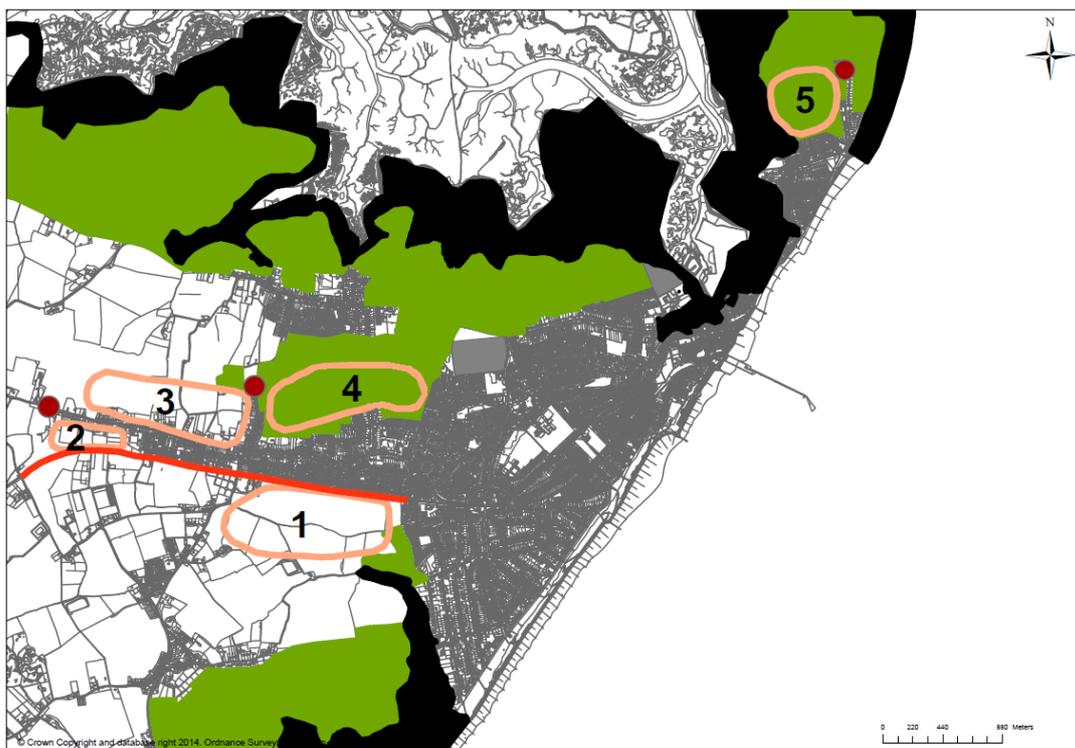
- 4.67 Compared to Clacton, the Harwich urban area is highly constrained by absolute and local constraints, by being a narrow peninsular surrounded by land to the south and north that is at risk of flooding and of a high landscape quality. Furthermore, the town is considered to perform an important economic role due to the presence of Harwich International Port and potential for expansion at Bathside Bay and it being located at the end of the strategic road network (A120) and so is more suitable for strategic employment growth than strategic housing growth. From this initial desk-top sieving exercise, there are only a limited number of locations around the periphery where settlement expansion could, in theory, take place.

**Smaller Urban Settlements**

**Frinton & Walton**

- 4.68 The sieve map below identifies five broad areas of significant scale where future development around the periphery of Frinton/Walton could be justified subject to more detailed consideration if it were determined that development in this location was the preferred strategy. The Frinton & Walton urban area, like Clacton, is no stranger to peripheral expansion, the most recent major examples being around Turpins Farm and Homelands, although that growth mainly took place in the 1980s and 90s. In recent decades, greenfield expansion has been largely minimised through a policy of constraint.

**Figure 4 – Sieve map analysis of Frinton & Walton**



- Broad area 1 is open farmland to the north-east of the village of Great Holland, west of Frinton-on-Sea and south of Kirby Cross. The land is defined to the north by the railway line, to the west by Kirby Road and to the east by the existing settlement edge of Frinton. To the south is further farmland and beyond is Frinton Golf Club.
- Broad area 2 lies between the railway line and the western end of Kirby Cross, to the rear of properties in Thorpe Road, to the north. Much of the land is open paddock/rear gardens of existing residential properties.
- Broad area 3 lies to the north of Kirby Cross to the rear of properties in Thorpe Road to the south and Halstead Road to the east. Some of the land is paddock/rear gardens of existing residential properties but most of the land is currently farmland.
- Broad area 4 is farmland in the gap of countryside between the northern edge of Kirby Cross/Frinton and the village of Kirby-le-Soken. The land is defined to the west, south and east by the existing settlement edge.
- Broad area 5 is farmland to the north of Walton-on-the-Naze. This area is defined by the existing settlement edge to the south and east and further farmland to the north. To the west lies Walton Channel and the wider environmental area known as Hamford Water.

#### Environmental Designations:

- 4.69 Much of the periphery of Frinton & Walton in the coastal areas is affected by flood risk, particularly the western edge of Frinton, and parts of Walton around the backwaters. The backwaters themselves flow into Hamford Water which is designated as a National Nature Reserve (NNR), a Ramsar Site, a Special Protection Area (SPA) and a SSSI. Consequently, there is clearly only so much growth that this urban area could physically take before it reached its environmental capacity unlike Clacton which is relatively unconstrained by absolute constraints.

#### Strong Defensible Boundaries:

- 4.70 The most obvious strong defensible boundary in this area is the railway line running along the southern edge of Kirby Cross. This creates a strong physical line between the countryside and the built-up area and a logical edge to the settlement and therefore it makes sense to try to defend it. However, if there is a need to consider Frinton and Walton for further housing growth then this area (broad area 1) should at least be considered in principle, but there could be problems achieving suitable vehicular access to this and any development would be poorly connected with the existing built up area.

#### Ribbon Development:

- 4.71 Kirby Cross, particularly towards the western extremities is effectively one large area of ribbon development extending from the main bulk of the built-up area and is a significant distance from the town centres at Frinton and Walton. There is also ribbon development along Halstead Road towards Kirby-le-Soken and along the Naze peninsula along Old Hall Lane. Settlement expansion beyond the current extremities of the settlement is therefore discounted as a matter of principle.

#### Inaccessible Land:

- 4.72 For the purposes of this initial sieving exercise there does not appear to be any land that is physically incapable of being accessed but clearly detailed assessment would be required to determine whether the existing road network might be able to accommodate housing growth. The issue of connectivity with the existing urban area is more likely to be an issue when considering the suitability of potential broad areas for settlement expansion around the Frinton/Walton area as most of the broad areas may result in development that is poorly connected with established residential communities.

#### Settlement Shape and Form:

- 4.73 Opportunities for 'rounding off' are mainly found around Kirby Cross where the settlement edge is very irregular, particularly either side of the ribbon development in Halstead Road (broad areas 3 and 4). There is also an opportunity to round off the smaller area of development at the Naze (broad area 5). Elsewhere, there are no obvious opportunities for rounding off.

#### Local Considerations:

- 4.74 Much of the periphery is affected by either a Strategic Green Gap and/or Coastal Protection Belt designation.
- 4.75 There is a strong sense of local feeling against any development that would result in the loss of the gap of open countryside between Kirby Cross and Kirby-le-Soken and the merging of these settlements. It is therefore still a priority to retain separation between these settlements not only to protect the countryside gap, but also to retain the individual identity and character of Kirby-le-Soken as a smaller village. However, this gap is not strongly defined and if pressure for development justifies it, there may be a need to rationalise that gap, whilst still maintaining a degree of separation (broad area 4). Furthermore, the landscape around Kirby-le-Soken is particularly sensitive, sloping towards Hamford Water and if any development were to be allowed in the Strategic Green Gap in this location, it should be of as low sensitivity as possible.
- 4.76 The Coastal Protection Belt effectively covers everything north of Walton Road in Kirby-le-Soken and the area of land between Kirby-le-Soken and Walton. Landscape sensitivity is more of an issue in this location, as the land slopes down towards Hamford Water, so this area of land has been discounted from consideration in this assessment. It is therefore assumed that the Coastal Protection Belt can remain protected from development in this location.

#### Residential Environment:

- 4.77 It is considered that any location on the periphery of the Frinton and Walton urban area would provide a good residential environment, in principle.

#### Third Party Housing Sites:

- 4.78 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:
- Land east of Halstead Road, Kirby Cross (part of broad area 4);
  - Land west of Turpins Lane, Kirby Cross (part of broad area 4);
  - Land north of Lowe Chase, Walton;

- Walton Mere; and
- Land off First Avenue, Frinton.

4.79 These submissions covered key locations on the periphery of the urban area and demonstrate an interest and willingness of landowners to release sites for housing in those locations. However, there is a notable lack of interest from landowners or developers promoting land to the south of the railway (broad area 1) and to the north of Kirby Cross (broad area 3) which suggests these options are never likely to become available or be deliverable in the plan period.

Other Local Factors:

4.80 The need for housing land will need to be balanced with the need for employment growth. Unlike Clacton, which has large existing areas of employment land, Frinton and Walton has a limited amount of employment land and so there is unlikely to be an equivalent expansion of new jobs alongside major housing growth. Clearly, any large allocation of housing must also be accompanied by an equivalent number of new job opportunities to avoid people commuting out of the area or areas starting to decline and become deprived.

Conclusion:

4.81 The Frinton and Walton urban area is fairly highly constrained by absolute and local constraints, by being surrounded by land to the south and north that is at risk of flooding and of a high landscape quality. From this initial desk-top sieving exercise, there are only a limited number of locations where settlement expansion could realistically take place, in theory, to the west around Kirby Cross and around the Naze area of Walton.

**Manningtree, Lawford & Mistley**

4.82 The sieve map below identifies three broad areas of significant scale where future development around the periphery of Manningtree/Lawford/Mistley could be justified subject to more detailed consideration if it were determined that development in this location was the preferred strategy. Lawford, Manningtree and Mistley together form the district's most north-westerly urban area close to the border of Suffolk. Development in recent years has been concentrated in Manningtree and Mistley where there have been numerous conversions of redundant maltings buildings into apartments. The majority of recent greenfield estate development took place around the Lawford end of the settlement but more recently greenfield expansion has been minimised through a policy of constraint.

**Figure 5 – Sieve map analysis of Manningtree, Lawford & Mistley**



- Broad area 1 is open farmland to the south of the existing built up area of Lawford. The land is contained to the north by Long Road, to the south by Dead Lane and to the west by the area of land already allocated for housing in the 2012 Draft Local Plan.
- Broad area 2 is an area of open scrubland within the gap of countryside formed by Long Road to the south, Colchester Road to the west and Trinity Road to the east.
- Broad area 3 is an area of existing farmland to the south of Mistley Village and west of the smaller hamlet known as Mistley Heath.

Environmental Designations:

- 4.83 The major constraint affecting this urban area is the Dedham Vale Area of Outstanding Natural Beauty (AONB) that affects Lawford and effectively rules out any significant westward expansion.
- 4.84 There is also some land that runs to the west of Mistley Village that is at flood risk and so this helps to prevent the westward expansion of Mistley Village but as will be discussed later, there are many localised material considerations that need to be taken into account in this area.

Strong Defensible Boundaries:

- 4.85 Other than the coast, the most obvious strong defensible boundary is Cox's Hill that runs along the edge of the AONB. Whilst it has been breached to an extent by the recent enabling development at Lawford Place, the principle should still be to prevent development taking place to the west of that road.
- 4.86 Dead Lane to the south of Lawford also provides a strong defensible physical boundary to help guide any further expansion southwards (broad area 1) and Long Road currently

provides a good defensible boundary to contain expansion if broad area 2 is considered a possibility.

- 4.87 The railway line provides a clear physical boundary to the north, beyond which development would not be appropriate; particularly adjoining the sewerage works. Elsewhere, the railway line runs through the centre of the settlement where development, over time, has taken place either side of the railway and so in this location the railway is not considered to be a strong defensible boundary as it is in other locations, such as Frinton or Clacton.

#### Ribbon Development:

- 4.88 The western extremities of Lawford and the eastern end of Mistley Village provide the main areas of ribbon development. Elsewhere the settlement is fairly compact. In the interest of controlling ribbon development and encouraging a more compact settlement form, there is an assumption against peripheral growth anywhere beyond these points.

#### Inaccessible Land:

- 4.89 There are no areas of unconstrained land on the periphery of the urban area that appear to have obvious access problems although land to the south of Harwich Road, Mistley (broad area 3) would be difficult to access via Harwich Road due to the allotments that currently occupy the northern part of the site but could be accessed from either the existing residential area or further east along Harwich Road.

#### Settlement Shape and Form:

- 4.90 The area of land north of Long Road (broad area 2) is the only obvious area where the settlement could be rounded off but, as explained later, this area is covered by a Strategic Green Gap designation and is within the Conservation Area, so development here is not the preferred option and is unlikely to be supported but the broad area should at least be explored at this stage.

#### Local Considerations:

- 4.91 The area of land between Mistley Village and the main built up area is within the Manningtree and Mistley Conservation Area and much of this land is also within the proposed extension to the Suffolk Coast and Heaths AONB and is covered by a Strategic Green Gap notation in the 2012 Draft Local Plan. The northern part of this area, immediately to the south of 'The Walls' is also at risk of flooding and is safeguarded open space. It is therefore assumed that this area can remain protected from development as a matter of principle. Only the area of land to the north of Long Road (broad area 2) has potential to be considered but due to the small size of this gap any major development will undoubtedly result in its loss.
- 4.92 The land to the east of Mistley Village is covered by the Coastal Protection Belt notation and also lies within the proposed extension to the Suffolk Coast and Heaths AONB. This area has therefore also been discounted from this assessment.
- 4.93 The land to the south of Lawford contains areas of protected open space, a Scheduled Monument and Local Wildlife Sites and so this area has also been discounted from this assessment.

- 4.94 The land to the south of Lawford (broad area 1) and land around the southern periphery of New Mistley off Harwich Road (broad area 3) are the only areas that are unconstrained but these would extend the urban area southwards into the open countryside.

Residential Environment:

- 4.95 Of the unconstrained areas around the periphery of the urban area, all would offer a good residential environment.

Third Party Housing Sites:

- 4.96 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:

- Additional land east of Bromley Road/north of Dead Lane (part of broad area 1);
- Land south of Long Road (part of broad area 1);
- Land off Colchester Road and Trinity Road (broad area 2); and
- Land to the south of Harwich Road (part of broad area 3).

- 4.97 These submissions covered key locations on the periphery of the urban area and demonstrate an interest and willingness of landowners to release sites for housing in those locations.

Other Local Factors:

- 4.98 The Lawford Dale Industrial Estate is heavily constrained, physically, by the railway line and the estuary so there is limited scope for significant further industrial growth in that locality. If the Council's preferred spatial strategy seeks to allocate a significant number of new homes to the Manningtree, Lawford and Mistley area, there will need to be a related amount of job growth. The need to identify housing as well as employment land and job opportunities will need therefore to be given careful consideration.

- 4.99 Another local factor is the presence of non-designated woodland but these have either already been discounted for potential development as they lie within areas affected by localised material considerations. The areas of woodland around the secret bunker in Mistley are particular examples.

Conclusion:

- 4.100 The Manningtree, Lawford and Mistley urban area is fairly highly constrained by absolute and local constraints, by being surrounded by high quality landscapes and the need to retain important areas of open space that contribute to the historic character of the area. From this initial desk-top sieving exercise, there are only a limited number of locations around the periphery to the south of the urban settlement where expansion could realistically take place, in theory.

**Brightlingsea**

- 4.101 The sieve map below identifies five broad areas of significant scale where future development around the periphery of Brightlingsea could be justified subject to more detailed consideration if it were determined that development in this location was the preferred strategy. Brightlingsea is the district's most south-westerly urban area on the

River Colne. Development in recent years has mainly been in the form of flatted development on the waterfront. There has been a significant amount of greenfield estate development outside of the town's historic core in the past but certainly more recently, greenfield expansion has been minimised through a policy of constraint.

**Figure 6 – Sieve map analysis of Brightlingsea**



- Broad area 1 is a mix of farmland and open scrubland to the west of the built up area. To the east is Lodge Lane, to the north is development along Church Road and west is Lodge Wood. There is further farmland to the south.
- Broad area 2 is an area of farmland that lies to the north-west of the built up area, between Church Road to the east and former quarry pits to the west. To the south lies an area of public open space.
- Broad area 3 is an area of farmland to the north of Samson's Road that is contained, with further farmland beyond.
- Broad area 4 is farmland to the rear of existing development in Campernell Close. The land is contained by Morse's Lane to the west, the existing settlement edge to the south and woodland to the north.
- Broad area 5 is an area of open scrubland to the east of Brightlingsea that is defined by Robinson Road to the north and the existing built up area to the west (including the area of land already allocated for housing in the 2012 Draft Local Plan).

Environmental Designations:

4.102 Brightlingsea is surrounded on most sides by areas at risk of flooding. There are clear limits within which Brightlingsea could ever be expected to expand and these are defined by the

Colne Estuary to the south and the surrounding creeks that separate the town from the 'mainland' of Tendring.

- 4.103 The southern periphery of the town is constrained, not only by flood risk, but by the estuary's designation as a Special Protection Area (SPA), Special Area of Conservation (SAC), National Nature Reserve (NNR) and a Ramsar site.
- 4.104 Elsewhere, the actual periphery of the settlement is relatively unconstrained by absolute constraints but there are a couple of areas of ancient woodland at Wick's Wood and Lodge Wood to the west of Brightlingsea, which could, if required, provide a defensible edge to the settlement if it were to expand in a westerly direction.

Strong Defensible Boundaries:

- 4.105 With the exception of the riverside itself, the fringe of Brightlingsea, particularly to the east, consists of a patchwork of small fields, areas of scrubland, wooded areas, large curtilages of residential dwellings and areas used for open storage. Consequently, there are few locations on the periphery of Brightlingsea that are defined by a strong defensible boundary. The only strong defensible boundary that would make sense to try to defend is to the north of Robinson Road, which would help to prevent unwanted urban sprawl to the south east of the town and contain potential settlement expansion in this location (broad area 5).
- 4.106 Lodge Lane to the west also provides a potential defensible boundary but there is potential for the settlement to extend beyond this into an area (broad area 1) that is relatively well contained by Wick's Wood and Lodge Wood to the west.

Ribbon Development:

- 4.107 Ribbon development is not a major issue for Brightlingsea itself, being quite a compact settlement, but further north along the B1029 there is a significant stretch of ribbon development running from Rook Wood all the way to Thorrington Cross. Clearly therefore, any option that expands Brightlingsea northwards beyond All Saints Church and along the B1029 should be avoided and a more compact settlement form sought.

Inaccessible Land:

- 4.108 Most parts of Brightlingsea's periphery appear to be accessible however significant road widening would need to take place to gain suitable access to some of the land east of Brightlingsea, particularly around Folkards Lane (broad area 4) and Robinson Road (broad area 5).

Settlement Shape and Form:

- 4.109 From this initial desk top exercise there are no obvious opportunities to 'round off' the settlement, which is already fairly rounded and compact.

Local Considerations:

- 4.110 Much of the western and eastern fringes are affected by the Coastal Protection Belt designation or contain safeguarded areas of open space. Much of these areas are also of a high landscape quality and so development ought to be avoided where it could have a particularly adverse impact on the surrounding landscape and naturally sensitive sites. The potential to expand the town further eastwards (broad area 5) would need to be carefully considered in terms of the potential impact it could have on the visual landscape.

Landscape issues would also need to be taken into consideration if the town is to extend westwards (broad area 2) and northwards (broad area 3).

- 4.111 The Robinson Road Lakes are designated as a Local Wildlife Site, which limits options for settlement expansion to the north of Robinson Road. Much of this land is also affected by woodland and whilst not formally designated, the loss of these areas would not be desirable.

#### Residential Environment:

- 4.112 Of the unconstrained areas around the periphery of the urban area, the only area where there would be concern over residential environment is the land off Morses Lane (broad area 4) which lies to the north of the existing industrial estate. It would be more desirable to achieve access by an alternative means, such as via Folkards Lane, further to the east. When considering this broad area, the potential for the industrial area to expand and the potential impact of the existing industrial and commercial uses and activities on any new housing would need to be taken into consideration.

#### Third Party Housing Sites:

- 4.113 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:

- Land north of Samson Road;
- Further land east of Brightlingsea, off Robinson Road (broad area 5); and
- Land at Brightlingsea Hall Farm, south of Church Road (broad area 2).

- 4.114 The lack of submissions around the periphery, particularly to the north of the town, demonstrates there is not much interest or willingness from landowners to release sites for housing in Brightlingsea.

#### Other Local Factors:

- 4.115 The land in the vicinity of Folkards Lane (broad area 4) is divided up into small parcels and, if identified as a housing growth option, might prove complicated to deliver. Combined with the access problems this broad area is unlikely to be deliverable or supported.
- 4.116 There are also a number of small to medium sized wooded areas on or close to the periphery of Brightlingsea that are not formally designated but their loss would still be undesirable and therefore development that would affect these is not supported. In particular, the land to the north of Robinson Road contains a fairly large wooded area and north of Samson's Road and Morses Lane.

#### Conclusion:

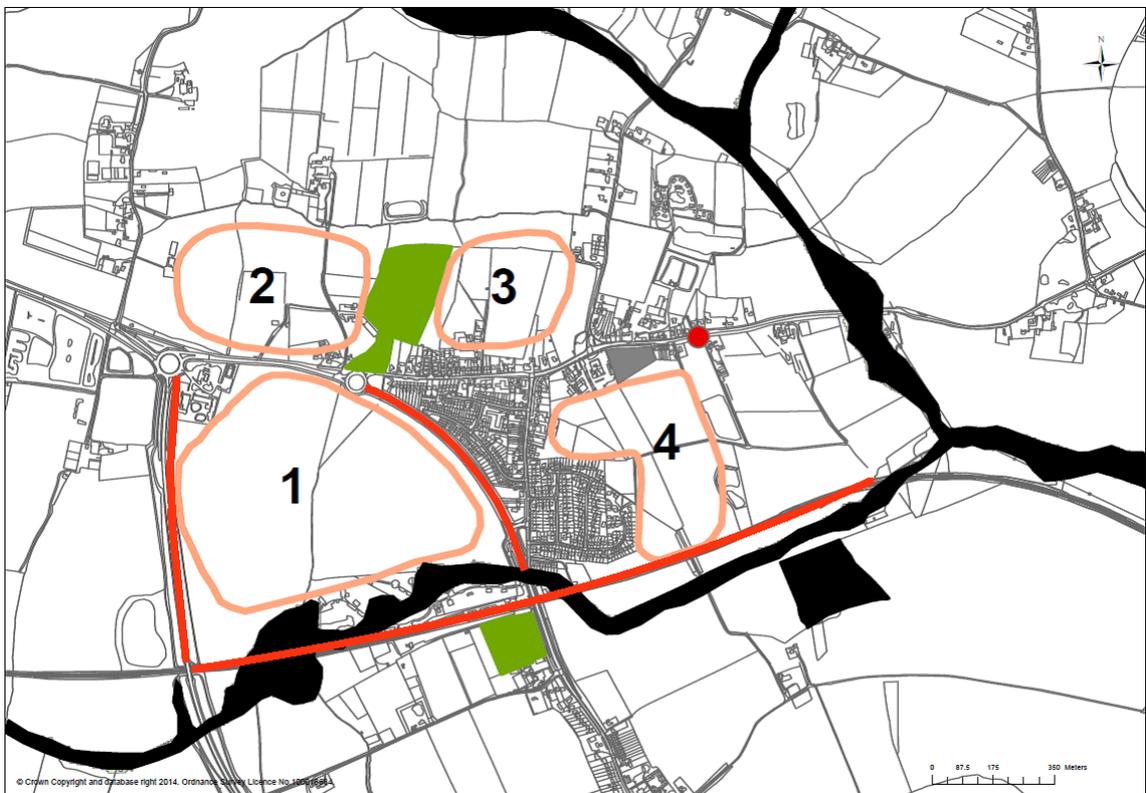
- 4.117 Brightlingsea is highly constrained by absolute and local constraints, by being surrounded by land at risk of flooding, environmentally sensitive land and high quality landscapes. From this initial desk-top sieving exercise, there are only a limited number of locations around the periphery where settlement expansion could, in theory, be located, towards the north-west and south-east of the urban area where the land is less constrained.

## Strategic Rural Service Centre

### Weeley

4.118 The sieve map below identifies four broad areas of significant scale where future development around the periphery of Weeley could be justified subject to more detailed consideration if it were determined that development in this location was the preferred strategy. Weeley is a village located in the heart of the district approximately five miles north of Clacton, at the junction of the A133 (Colchester to Clacton Road) and the B1033 (road to Frinton/Walton). Weeley is the only village in the district that is considered suitable for strategic housing growth (for the reasons set out in Chapter 3 of this paper). Following a period of post-war expansion, growth in Weeley in recent decades has been minimised through a policy of constraint (together with most villages in the district) as growth has traditionally been directed to the district's towns.

**Figure 7 – Sieve map analysis of Weeley**



- Broad area 1 is a large area of farmland to the west of the existing built up area between the A133 to the west, the railway line and Weeleybridge Caravan Park to the south, Weeley Bypass to the east and Colchester Road/Tending Park Services to the north.
- Broad area 2 is situated to the north-west of the existing built up area to the north of Colchester Road and to the west of the Crematorium. The land is used for a variety of uses but the majority is currently open farmland.
- Broad area 3 lies to the north of the existing built up area to the rear of properties in Colchester Road. The land lies to the east of the Crematorium and to the west of Crow Lane.

- Broad area 4 is an area of farmland to the south-east of the built up area between the Council Offices and residential development to the north along Thorpe Road, the railway line to the south and the existing built up area to the west. To the east lies further farmland.

#### Environmental Designations:

- 4.119 The southern part of the village is affected by flood risk associated with Weeley Brook, which follows the railway line. There is also flood risk to the east along the course of Holland Brook. Elsewhere, the periphery of this settlement is relatively unconstrained.

#### Strong Defensible Boundaries:

- 4.120 The Weeley Bypass provides a strong defensible boundary but this boundary could be given limited weight at this stage, particularly if the Local Plan spatial strategy does identify Weeley as a strategic growth location and allocates a large proportion of the district's growth to the Weeley area. If expansion westwards is supported (broad area 1) the A133 to the west of the village provides a strong defensible boundary and would help to contain new development and prevent further protrusion into the surrounding countryside.
- 4.121 The railway line also provides a strong defensible boundary to the south of the village and effectively cuts Weeley off from the nearby smaller settlement of Weeley Heath.

#### Ribbon Development:

- 4.122 Weeley is a relatively compact settlement that has seen little ribbon development, unlike the neighbouring settlement of Weeley Heath, which has sprawled along the length of Clacton Road (the main road between Weeley and Clacton) over time, effectively linking Weeley and Little Clacton. The only real area of concern in terms of ribbon development is along Thorpe Road, to the east, which, if not controlled could result in the further spread of Weeley along this road eastwards towards Thorpe-le-Soken. Clearly any option that expands Weeley eastwards beyond this point should be avoided and a more compact settlement form sought.

#### Inaccessible Land:

- 4.123 For the purposes of this initial sieving exercise there does not appear to be any land around the periphery of Weeley that is physically incapable of being accessed but clearly detailed assessment would be required to determine whether the existing road network might be able to accommodate housing growth. The issue of connectivity with the existing built up area is more likely to be an issue when considering the suitability of potential broad areas for settlement expansion, particularly broad areas 2 and 3, which may result in development that is poorly connected with established residential communities.

#### Settlement Shape and Form:

- 4.124 Should the strategy include major development at Weeley, any major growth around the periphery will inevitably alter the shape and form of the settlement. The only potential for settlement expansion that would 'round off' the existing shape is broad area 4, which would fill the gap between Thorpe Road and the existing area of housing off First and Second Avenue to the south-east of the existing built up area.

#### Local Considerations:

- 4.125 Most of the periphery of Weeley is unaffected by local considerations. The only exceptions are the Weeley Crematorium to the north-west and the school playing field to the south, which are shown as safeguarded areas of open space in the 2012 Draft Local Plan. The potential for the Crematorium to expand would need to be taken into consideration when considering growth around broad areas 2 and 3.

#### Residential Environment:

- 4.126 It is considered that any location on the periphery of Weeley would provide a good residential environment if the noise from the A133 and railway line can be mitigated against. Proximity to the Crematorium would also need to be taken into consideration (especially for any growth around broad areas 2 and 3).

#### Third Party Housing Sites:

- 4.127 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:

- Land between Tendring Park Services and Weeley Bridge (broad area 1);
- Land at Hawk Farm (broad area 2);
- Land at Saxon Lodge (part of broad area 2);
- Field West of Crematorium (part of broad area 2);
- Land East of Crematorium (part of broad area 3); and
- Land at Ash Farm, Thorpe Road (part of broad area 4).

- 4.128 Land was also promoted in Weeley Heath to the south but this settlement is not considered to be capable of accommodating strategic housing growth. The above submissions effectively covered the entire periphery of the settlement and demonstrate an interest and willingness of landowners to release sites for housing effectively anywhere. It is important to note that broad area 2 was not specifically promoted for development through the preparation of the 2012 Draft Local Plan but this land has since been promoted for development.

#### Other Local Factors:

- 4.129 The Weeley Bridge Caravan Park is heavily constrained to the south and is keen to expand. Whilst the expansion of this is not specifically supported in the 2012 Draft Local Plan the need to identify housing as well as the creation of further job opportunities will need to be given careful consideration when considering broad area 1. Furthermore, opportunities to expand the existing Tendring Park service area and the creation of additional facilities and services will need to be taken into account to ensure there is a related amount of job growth.

#### Conclusion:

- 4.130 Weeley is relatively free from any absolute and local constraints and is well placed by being located in the centre of the district at the interchange of two important routes through the district (the A133 and B1033). From this initial desk-top sieving exercise, there are a number of locations around the periphery where settlement expansion could, in theory, take place and which are worthy of further consideration.

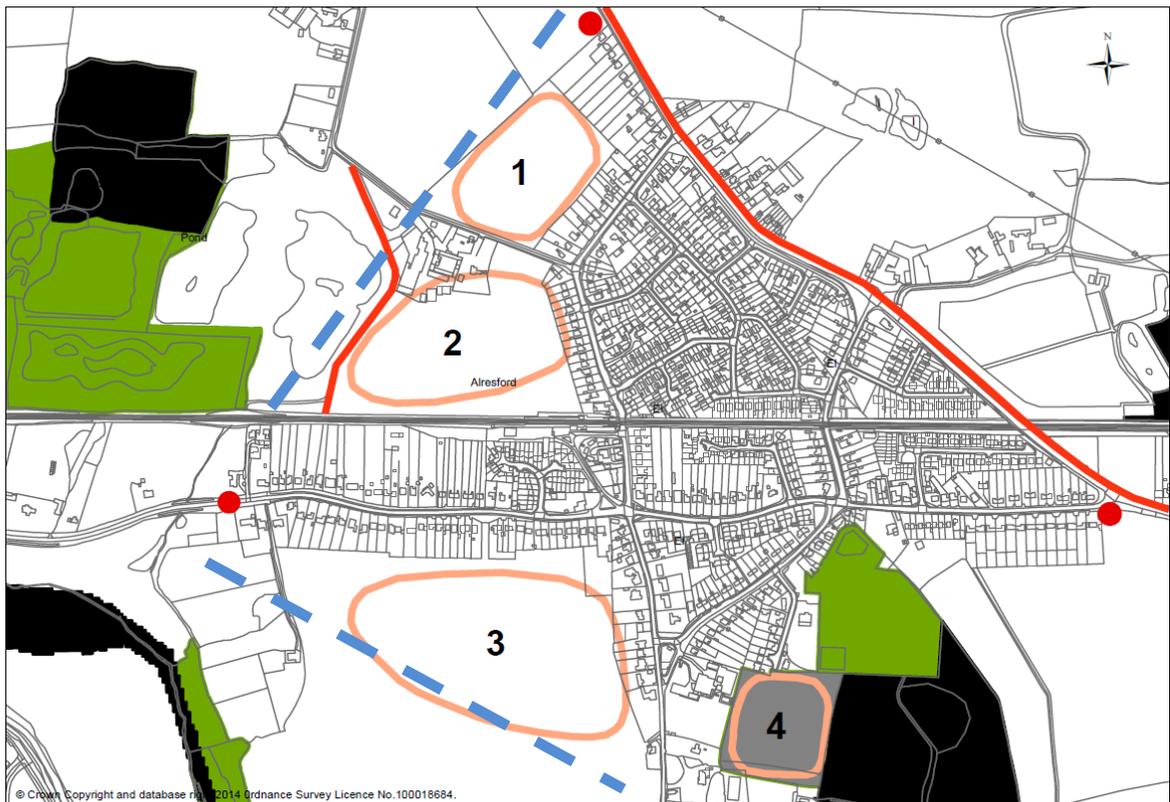
## Rural Service Centres

4.131 It is recommended in the proposed new settlement hierarchy that growth around the district's Rural Service Centres should be related (amongst other things) to the settlement's existing character. Therefore, for the purposes of the search for land around each Rural Service Centre, only broad areas of land around the periphery that would not significantly alter the existing character and shape of each settlement have been identified. To represent this graphically, each sieve map includes a blue dashed line that represent the limits within which development could, in theory, take place whilst maintaining the existing shape and form of each settlement.

### **Alresford**

4.132 The sieve map below identifies four broad areas of significant scale where future development around the periphery of Alresford could be justified subject to more detailed consideration if it were determined that development in this location was the preferred strategy. Alresford is a village located to the west of the district approximately three miles east of Colchester and lies on the B1027 (Colchester to Clacton Road). The settlement has a strong affinity to Colchester but has poor connections to the strategic road network.

**Figure 8 – Sieve map analysis of Alresford**



- Broad area 1 is farmland that lies to the rear of properties in Station Road to the east and the B1027 to the north. To the south lies Cockaynes Lane and to the west is further farmland.
- Broad area 2 lies between the railway line to the south and the rear of properties in Station Road to the east. To the north is Cockaynes Lane, a small employment area and some residential properties. To the west are the former quarry pits.

- Broad area 3 is farmland to the south-west of the existing built up area to the rear of properties in Wivenhoe Road to the north and Church Road to the east. To the south is further farmland.
- Broad area 4 is an area of open grassland to the south of St. Andrew's Close. The land is enclosed by existing development to the north and west and Crestland Wood to the east.

#### Environmental Designations:

- 4.133 The areas of absolute constraint affecting the edge of Alresford include the ancient Crestland Wood on the southern periphery of the village and the ancient Cockaynes Wood to the west. The remainder of the periphery is free from absolute constraints.

#### Strong Defensible Boundaries:

- 4.134 Whilst there is some built form north of the B1027, the vast majority of Alresford (along with all its services and facilities) is located to the south of this road. The road effectively defines the northern edge of the village. Given that the B1027 is a busy secondary distributor road, it would not be prudent to encourage further pedestrian movement across that road by considering northward expansion of the village; particularly given the relatively modest numbers likely to be required. The former quarry pits to the west also provide a strong defensible settlement edge, beyond which it would not be sensible to encourage growth, but there is potential for the land to the east of this (broad area 2) to be considered as an option for growth (subject to overcoming access problems).

#### Ribbon Development:

- 4.135 Ribbon development is an issue along Wivenhoe Road to the west of the village and along the B1027 to the west and east. Any peripheral growth that would expand the village further beyond these points should therefore be avoided in the interest of encouraging a more compact settlement form.

#### Inaccessible Land:

- 4.136 Access to land either side of Cockaynes Lane (broad areas 1 and 2) would only be achievable with significant upgrading of Cockaynes Lane, which is not supported by local people due to the environmental attributes of this rural lane that may be lost, or the acquisition of properties. Expansion south of the village to the west of Church Road (broad area 3) could be problematic without acquisition of properties in Wivenhoe Road or Church Road to provide a suitable access but is still presented as an option at this stage. Land off St. Andrew's Close (broad area 4) would be easy to access via the existing road network but there are concerns about potential loss of wildlife habitat. Land to the east of Crestland Wood could prove difficult without dwelling acquisition or providing an access very close to the B1027/Wivenhoe Road junction and so is ruled out at this stage from being considered as a possible option.

#### Settlement Shape and Form:

- 4.137 The village is relatively compact but development around Cockaynes Lane (broad areas 1 and 2) might provide an opportunity to create a more rounded settlement shape surrounding the village centre. Development to the south-west (broad area 3) would also help to round off the shape of the village but there are concerns about access to this land. There are no other obvious opportunities to round off the settlement around its periphery.

#### Local Considerations:

- 4.138 The only areas affected by local considerations include the playing field to the east of St. Andrew's Close and the proposed Local Wildlife Site south of St. Andrew's Close. At this stage, however, this site has been identified as a possible area for settlement expansion (broad area 4) due to it being relatively easy to access and the fact that it is well contained.

#### Residential Environment:

- 4.139 It is considered that any location on the periphery of Alresford would provide a good residential environment.

#### Third Party Housing Sites:

- 4.140 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:

- Land north of Cockaynes Lane (broad area 1);
- Land south of Cockaynes Lane (broad area 2) (this was initially allocated for mixed-use development in the 2012 Draft Local Plan but subsequently abandoned during the 2014 Focussed Changes in favour of allocating land off St. Andrew's Close);
- Land off St. Andrew Close (broad area 4) (this became allocated for housing through the Focussed Changes);
- Land off the B1027 to the north of the village; and
- Land off Wivenhoe Road.

- 4.141 These submissions covered key locations on the periphery of the settlement and demonstrate an interest and willingness of landowners to release sites for housing in those locations. However, there is a notable lack of interest from landowners or developers to the south-west of the settlement (broad area 3) which suggests this option is never likely to become available or be deliverable in the plan period.

#### Other Local Factors:

- 4.142 None.

#### Conclusion:

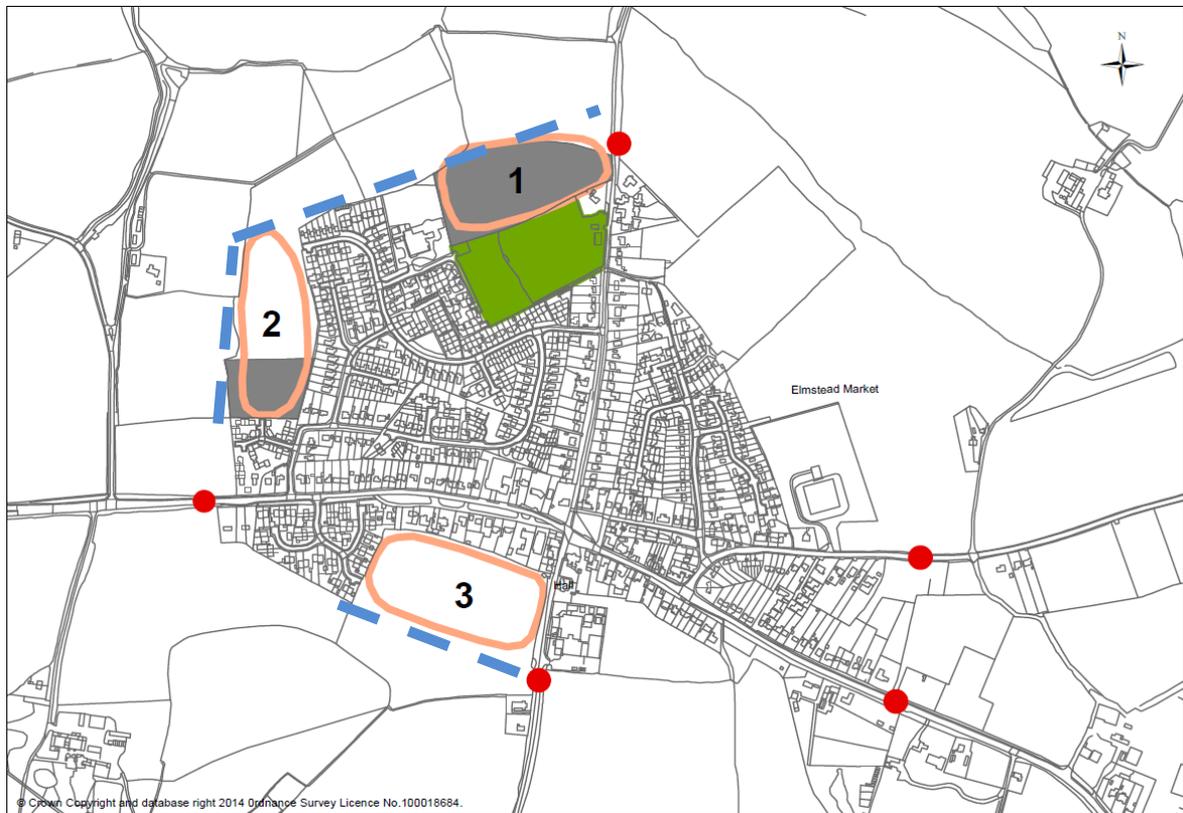
- 4.143 Alresford is relatively free from any absolute and local constraints but much of the land around the periphery is difficult to access without upgrading existing roads or through the acquisition of existing properties. From this initial desk-top sieving exercise, there are only a limited number of locations where the settlement could expand, in theory, towards the west and south of the settlement, without compromising the existing size and character of the village.

### **Elmstead Market**

- 4.144 The sieve map below identifies three broad areas of significant scale where future development around the periphery of Elmstead Market could be justified subject to more detailed consideration if it were determined that development in this location was the preferred strategy. Elmstead Market is a village located to the west of the district

approximately three miles east of Colchester and lies on the A133 (Colchester to Clacton Road). The settlement has a strong affinity to Colchester and lies on the strategic road network (A133).

**Figure 9 – Sieve map analysis of Elmstead Market**



- Broad area 1 is the area of land currently allocated for housing in the Draft Local Plan (through the Focussed Changes version). The land is currently farmland and is located to the west of Church Road.
- Broad area 2 is farmland to the west of the existing built up area off Holly Way to the east and Meadow Close to the south. The southern portion is allocated for housing in the Draft Local Plan (through the Focussed Changes version).
- Broad area 3 is farmland located to the south of the built up area in the gap that lies to the rear of existing properties in Alfells Road to the west and Clacton Road to the north and School Road to the east.

Environmental Designations:

4.145 The settlement is not affected by any absolute constraints around its periphery.

Strong Defensible Boundaries:

4.146 The village has no obviously strong defensible boundaries.

#### Ribbon Development:

- 4.147 Ribbon development exists at all the extremities of the village and so any peripheral growth that would expand the village further beyond these points should therefore be avoided in the interest of encouraging a more compact settlement form.

#### Inaccessible Land:

- 4.148 The only obvious problems exist on the eastern side of the village where significant dwelling acquisition would be required to provide access into this land. No land on this side of the village is therefore considered as an option for growth, as a matter of principle.

#### Settlement Shape and Form:

- 4.149 There are three obvious locations for rounding off the shape of the village: to the north (broad area 1 to the west of Church Lane), to the west (broad area 2) off Holly Way and to the south (broad area 3) between Alfels Road and School Road. The remainder of the settlement is relatively compact in shape with no other obvious opportunities for rounding off.

#### Local Considerations:

- 4.150 The only part of the periphery of Elmstead Market affected by a local consideration is the playing field to the north of the village.

#### Residential Environment:

- 4.151 It is considered that any location on the periphery of Elmstead Market would provide a good residential environment.

#### Third Party Housing Sites:

- 4.152 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:

- Land west of Church Road (broad area 1);
- Land off Holly Way (broad area 2) (most of this was allocated in the 2012 Draft Local Plan for mixed-use development but the allocation was reduced in size in the 2014 Focussed Changes and land west of Church Road allocated);
- Land Between Bromley Road and Clacton Road; and
- Between Alfels Road and School Road (broad area 3).

- 4.153 These submissions covered key locations on the periphery of the settlement and demonstrate an interest and willingness of landowners to release sites for housing in those locations.

#### Other Local Factors:

- 4.154 The A133 is a busy road taking traffic through the district from the Clacton and Frinton areas into the heart of Colchester and the prospect of further traffic through the village is therefore a major concern to local people.

Conclusion:

4.155 Elmstead Market is relatively free from any absolute and local constraints but much of the land around the periphery is difficult to access without the acquisition of existing properties. From this initial desk-top sieving exercise, there are only a limited number of locations around the periphery where settlement expansion could realistically take place, towards the west, north and south of the settlement, without compromising the existing size and character of the village.

**Great Bentley**

4.156 The sieve map below identifies five broad areas of significant scale where future development around the periphery of Great Bentley could be justified subject to more detailed consideration if it were determined that development in this location was the preferred strategy. Great Bentley is a village located at the heart of the district approximately five miles north-west of Clacton but has poor connections to the strategic road network.

**Figure 10 – Sieve map analysis of Great Bentley**



- Broad area 1 is farmland to the north of the village between Heckford's Road to the east and Sturric Lane to the west.
- Broad area 2 is farmland to the south-west of the village to the rear of properties in Thorrington Road to the north and Plough Road to the east.
- Broad area 3 lies to the south of the village to the west of Plough Road.

- Broad area 4 is farmland to the east that lies between the railway line to the east and existing development to the west and north.
- Broad area 5 is located to the north of the village to the rear of properties in Moors Close.

Environmental Designations:

- 4.157 The settlement is not affected by any absolute constraints around its immediate periphery but the land following the course of Bentley Brook to the west of the village is at risk of flooding.

Strong Defensible Boundaries:

- 4.158 There are no obviously strong defensible boundaries other than perhaps the railway line but even that has been significantly breached by development along Plough Road. Only the railway line to the east can be considered a sensible boundary.

Ribbon Development:

- 4.159 Ribbon development exists at the west, east and southern peripheries of the settlement in Thorrington Road, Weeley Road and Plough Road respectively and so any peripheral growth that would expand the village further beyond these points should therefore be avoided in the interest of encouraging a more compact settlement form.

Inaccessible Land:

- 4.160 Access does not appear to be achievable to the north-west and south-east of the village without property acquisition and so these locations are not considered suitable for potential settlement expansion. Elsewhere around the periphery access does not seem to pose as much of a problem.

Settlement Shape and Form:

- 4.161 There are a no immediately obvious opportunities for rounding off the settlement as it is already relatively compact but some rounding off could be achieved to the south of the village to mirror the development on the opposite side of Plough Road (broad area 3) and to the east (broad area 4) to round off this corner of the village.

Local Considerations:

- 4.162 At the centre of Great Bentley lies its large village green which is protected open space and lies within the Conservation Area and so development here should be avoided. The allotment to the rear of the village hall and the Local Wildlife Site to the north of the village are also areas where development should be avoided.

Residential Environment:

- 4.163 It is considered that any location on the periphery of Great Bentley would provide a good residential environment with perhaps the exception of land south east of the railway station adjoining the Plough Road Industrial Estate because access would have to be through the existing industrial area or through the acquisition of existing dwellings. This area is therefore not considered as a potential location for settlement expansion at this stage.

### Third Party Housing Sites:

- 4.164 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:
- Land at Crabtree Farm (part of broad area 1); and
  - Land south of Weeley Road (broad area 4).
- 4.165 These submissions covered key locations on the periphery of the settlement and demonstrate an interest and willingness of landowners to release sites for housing in those locations. However, there is a notable lack of interest from landowners or developers to the south-west (broad area 2) and north-east of the settlement (broad area 5) which suggests these options are never likely to become available or be deliverable in the plan period.

### Other Local Factors:

- 4.166 None

### Conclusion:

- 4.167 The immediate periphery of Great Bentley is free from any absolute constraints but the large village green and conservation area rules out any expansion in the centre of the village. Land around parts of the periphery is difficult to access without the acquisition of existing properties, particularly to the north-west and south-east. From this initial desk-top sieving exercise, there are only a limited number of locations around the periphery where settlement expansion could take place, in theory, without compromising the existing size and character of the village.

## **Little Clacton**

- 4.168 The sieve map below identifies four broad areas of significant scale where future development around the periphery of Little Clacton could be justified subject to more detailed consideration if it were determined that development in this location was the preferred strategy. Little Clacton is a village located to the north of Clacton. It has a strong affinity to Clacton and is close to the strategic road network (A133).

**Figure 11 – Sieve map analysis of Little Clacton**



- Broad area 1 is an area of farmland to the north-west of the village to the west of Weeley Road and north of Bateman's Lane.
- Broad area 2 is an area of farmland in the gap of countryside between the two halves of the village to the west of The Street.
- Broad area 3 is an area of farmland to the east of The Street, between the two halves of the village.
- Broad area 4 is an area of farmland that is defined to the west by existing housing, to the south by Feverills Road and to the east by Grove Road.

#### Environmental Designations:

- 4.169 The southern portion of the village in places is affected by flood risk associated with ditches but elsewhere the village is fairly unconstrained.

#### Strong Defensible Boundaries:

- 4.170 The A133 lies some distance west of the village but would provide a strong defensible boundary if the village were to be expanded westwards. To the south of the village, Progress Way and Centenary Way, the link road from the A133 through to the northern edge of Clacton and in particular the Oakwood & Crusader Business Park and the Gorse Lane Industrial Estate would also provide a strong defensible boundary and a logical settlement edge if the village were to expand southwards. It is not considered that any stretch of the settlement's current periphery constitutes a strong defensible boundary in its own right.

#### Ribbon Development:

- 4.171 The whole village is effectively ribbon development so certainly any development that extends the 'fingers' of the village further from the centre should be avoided in favour of a more compact settlement form. In addition, it would not be sensible to encourage ribbon development east of 110 Harwich Road towards Tan Lane. Any development in this area would represent a consolidation of ribbon development a considerable distance from the defined centre of the village. There would also be a need to prevent further development southwards which would effectively result in the 'joining-up- of Little Clacton with nearby Clacton.

#### Inaccessible Land:

- 4.172 Being a linear settlement, a lot of the village consists of long rows of dwellings along the roads offering few gaps of sufficient size from which access to land to the rear can be obtained without significant dwelling acquisition. The main potential problem areas are north and south of Holland Road and east of The Street so none of this land is considered an option at this stage although if broad area 3 is to be considered it is noted this could extend further south, in theory.

#### Settlement Shape and Form:

- 4.173 There are clear opportunities for rounding off the northern portion of the settlement (broad areas 1 to 4) and providing a more compact settlement form. However, there are no clear opportunities for rounding off the southern portion due to the concerns about access.

#### Local Considerations:

- 4.174 The southern periphery of the village is affected by the Strategic Green Gap designed to maintain separation between Little Clacton and the northern edge of the Clacton urban area. There may be an opportunity to rationalise the green gap boundary through some development north of Progress Way on land already allocated for housing in the 2012 Draft Local Plan, which would then provide a strong logical edge to the green gap, but there are no further logical opportunities for growth in this location without further eroding this gap.

#### Residential Environment:

- 4.175 It is considered that any location on the periphery of Little Clacton would provide a good residential environment.

### Third Party Housing Sites:

- 4.176 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:
- Land West of The Street (broad area 2);
  - Land between Talbot Road, Homing Road and Bateman's Road (part of broad area 2); and
  - Land to the rear of Hayes Garage.
- 4.177 These submissions covered key locations on the periphery of the northern portion of the settlement and demonstrate an interest and willingness of landowners to release sites for housing in those locations. However, there is a notable lack of interest from landowners or developers to the south-east of the northern portion of the settlement (broad area 3) which suggests this option is never likely to become available or be deliverable in the plan period.

### Other Local Factors:

- 4.178 The Firs Caravan Park is keen to expand and whilst the principle of some expansion is supported in the 2014 Focussed Changes version of the Draft Local Plan it is understood that the park wishes to expand further eastwards. The need to identify housing as well as the creation of further job opportunities will need to be given careful consideration.

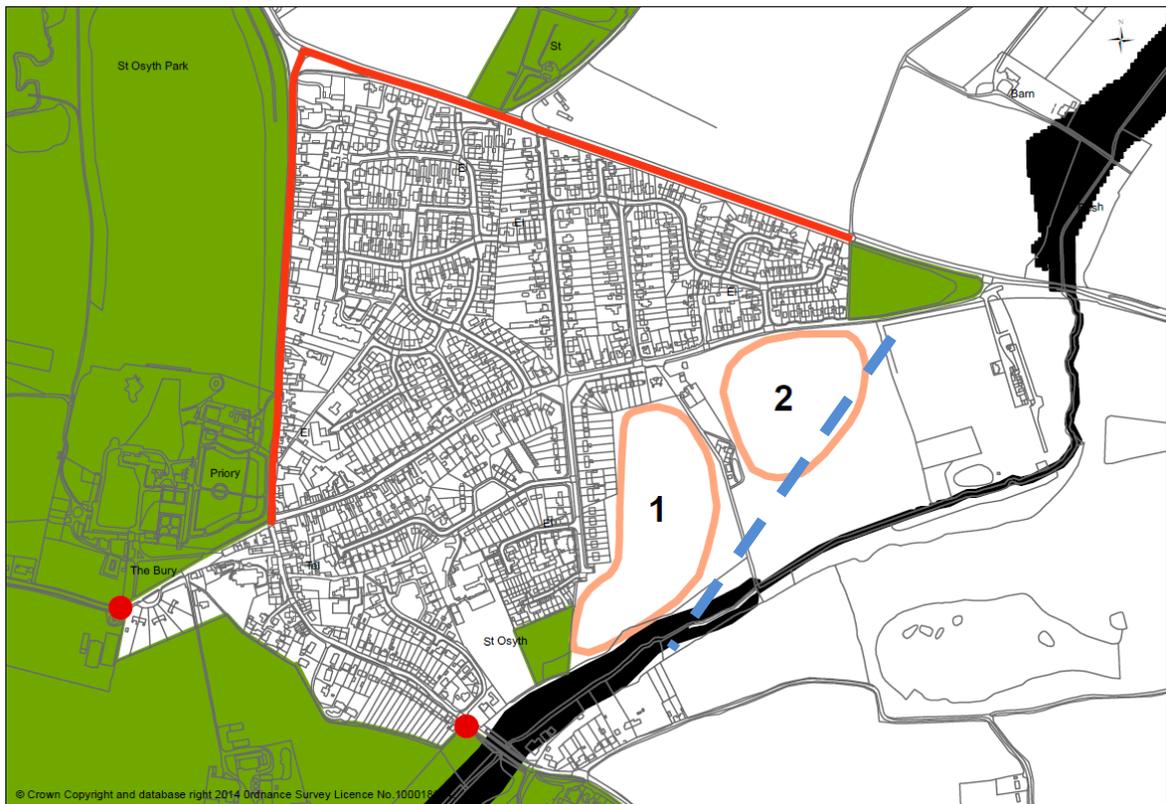
### Conclusion:

- 4.179 Little Clacton is relatively free from any absolute constraints but much of the land to the south of the southern half of the village is part of the Strategic Green Gap between the village and nearby Clacton. Furthermore, much of the land around the periphery of the southern half of the village is difficult to access without the acquisition of existing properties. From this initial desk-top sieving exercise, there are only a limited number of locations around the periphery of the northern portion of the settlement where settlement expansion could take place, in theory, without compromising the existing size and character of the village.

## **St. Osyth**

- 4.180 The sieve map below identifies two broad areas of significant scale where future development around the periphery of St. Osyth could be justified subject to more detailed consideration if it were determined that development in this location was the preferred strategy. The historic settlement of St. Osyth is a village located approximately two miles west of Clacton. It has a strong affinity to Clacton but has poor connections to the strategic road network.

**Figure 12 – Sieve map analysis of St. Osyth**



- Broad area 1 is an area of farmland to the south of the village to the rear of existing properties in Rochford Road to the west and Clacton Road to the north. To the south is a small brook.
- Broad area 2 is also an area of farmland to the south of the village on the south side of Clacton Road.

Environmental Designations:

- 4.181 The only absolute constraint around the periphery of the settlement is along the course of the brook south of St. Osyth which is at risk of flooding.

Strong Defensible Boundaries:

- 4.182 The main part of the village is well contained within strong defensible boundaries i.e. Colchester Road and the Priory to the West, Bypass Road to the north and a brook to the south.

Ribbon Development:

- 4.183 Ribbon development exists west of the priory along Mill Street leading to Point Clear and to the south along Spring Road. Any potential for settlement expansion should aim to avoid extending the sprawl beyond the existing extent of development and aim for a more compact settlement form.

Inaccessible Land:

- 4.184 Of the unconstrained areas on the periphery of St. Osyth there does not appear to be any obvious access problems.

Settlement Shape and Form:

- 4.185 Being a well-defined nuclear settlement, there are no obvious areas that could benefit from being 'rounded off' apart from the land to the south-east (broad areas 1 and 2), which would help provide a neater settlement edge.

Local Considerations:

- 4.186 St. Osyth Priory, west of Colchester Road, is a registered park and garden and, as such, is considered to be a local constraint to planned residential development which virtually rules out westward expansion. There are also a number of open spaces that are protected against development affecting the periphery of the settlement, mainly in the vicinity of the Priory but also south of the recent Priory Meadows development off Rochford Road. The Priory and land south of Mill Street, Spring Road and Daltes Lane are affected by the Coastal Protection Belt, which effectively rules out expansion south-westwards.

Residential Environment:

- 4.187 It is considered that any location on the periphery of St. Osyth would provide a good residential environment.

Third Party Housing Sites:

- 4.188 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:

- Land at St. Osyth Priory;
- Land at Folly Farm (broad areas 1 and 2); and
- Land north of Clacton Road;

- 4.189 These submissions covered key locations on the periphery of the settlement and demonstrate an interest and willingness of landowners to release sites for housing in those locations.

Other Local Factors:

- 4.190 An important factor is the historic and narrow road layout in the village centre which suffers badly from congestion. The crossroads not only feeds the residential and holiday accommodation at Point Clear to the west, it also feeds the major holiday parks at Seawick to the south. Clearly the impact on traffic through the village would need to be taken into consideration with any development that takes place in the village. Furthermore, there is understood to be a covenant on much of the land to the south-east of the village (broad areas 2 and 3) which may render this land undeliverable. More detailed assessment would be required but this land should continue to be identified as a broad location at this stage.

Conclusion:

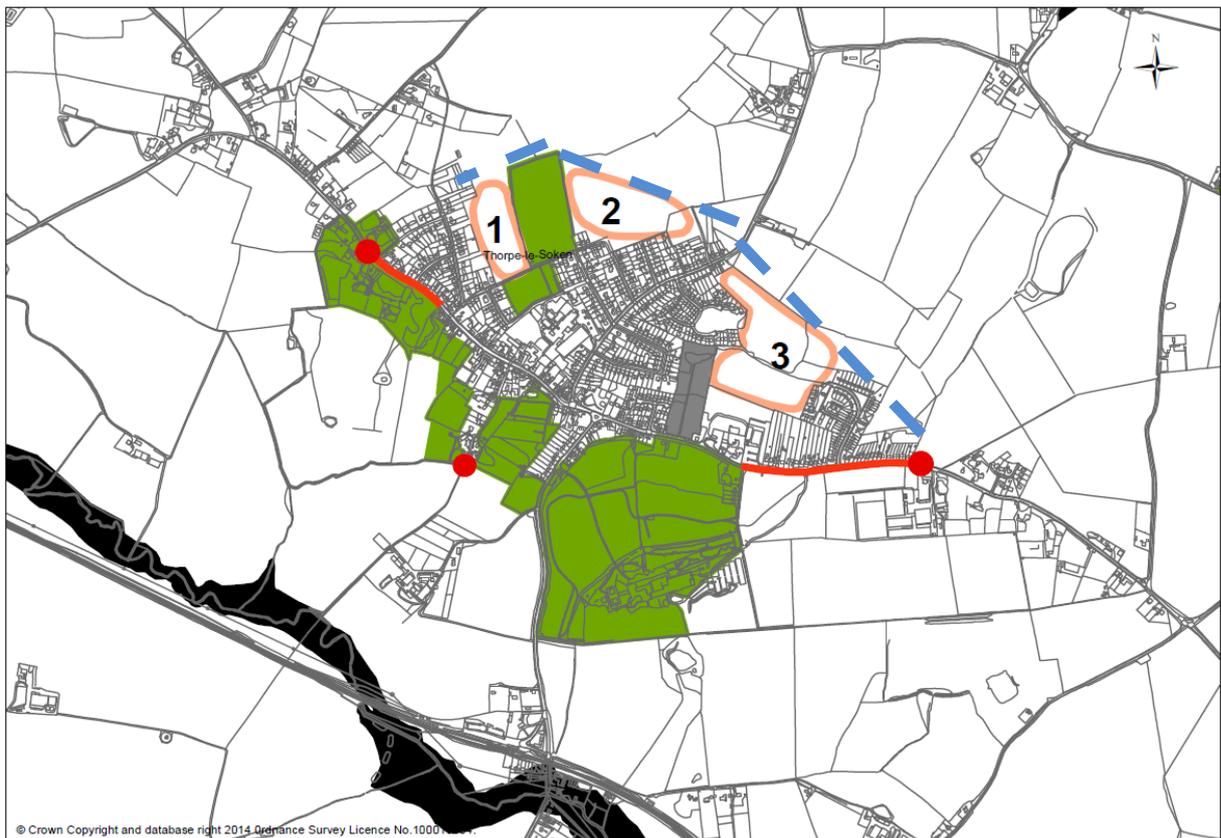
- 4.191 Much of St. Osyth is relatively free from any absolute constraints but much of the land to the west of the village is within a conservation area or is registered historic park and land to

the south is within the Coastal Protection Belt so development to the west and south is effectively ruled out. Furthermore, development to the north would breach a well-established defensible boundary so is not considered to be an option. From this initial desk-top sieving exercise, there are only a limited number of locations around the periphery of the settlement where settlement expansion could take place towards the south-east, in theory, without compromising the existing size and character of the village.

## Thorpe-le-Soken

4.192 The sieve map below identifies three broad areas of significant scale where future development around the periphery of Thorpe-le-Soken could be justified subject to more detailed consideration if it were determined that development in this location was the preferred strategy. The historic settlement of Thorpe-le-Soken is a village located approximately four miles north of Clacton and 4 miles west of Frinton. It has poor connections with the strategic road network but lies on a major route through the district from Frinton/Walton to Colchester.

**Figure 13 – Sieve map analysis of Thorpe-le-Soken**



- Broad area 1 lies to the north of the village and is a gap of farmland off the unmade New Town Road, between existing housing in St. Michael's Road to the west and a playing field to the east. Further farmland lies to the north.
- Broad area 2 is an area of farmland north of the village, off the unmade roads of New Town Road, Kenilworth Grove, Spencer Road, Palmerston Road and Lonsdale Road.
- Broad area 3 is an area of farmland between the main village to the west and the smaller area of housing off Byng Crescent to the east.

#### Environmental Designations:

- 4.193 There are no absolute constraints affecting the immediate periphery of Thorpe-le-Soken. However, land along the course of Holland Brook, to the south, is at risk of flooding. This is shown black on the sieve map.

#### Strong Defensible Boundaries:

- 4.194 One reasonably defensible boundary is provided by Frinton Road in the eastern part of the village (south of the housing in Byng Crescent), separating the built development on the north of the road to the countryside on the south. Another is formed by the distinctive brick wall and the trees beyond it fronting the grounds around 'Comarques' south of Colchester Road at the western end of the village.

#### Ribbon Development:

- 4.195 Ribbon development exists on all routes out of the village (Colchester Road, Frinton Road, Landermere Road and Station Road). Any growth option should aim to avoid extending the sprawl beyond the existing extent of development and aim for a more compact settlement form.

#### Inaccessible Land:

- 4.196 Whilst the options to expand the village northwards (broad areas 1 and 2) appear logical (in terms of settlement shape) they would need to be accessed by unmade narrow roads, which would need upgrading. There is a distinct lack of opportunities to obtain access to the land south of the High Street, which effectively rules out expansion of the village south of the High Street. The potential to expand eastwards would also be problematic in terms of access, with the only real option being to gain access to the north off Landermere Road.

#### Settlement Shape and Form:

- 4.197 There is a clear opportunity to infill the gap between the two separate parts of the village (broad area 3). Expansion northwards would also provide an opportunity to round off and neaten the northern edge of the settlement. There are no opportunities to the south of the village for rounding off due to the local constraints that exist.

#### Local Considerations:

- 4.198 Much of the land to the south of the village is within the Conservation Area and the land to the south-east is a registered historic park. Growth in these locations is therefore not considered as an option at this stage due to the need to preserve the character of these areas. This effectively rules out the expansion of Thorpe-le-Soken southwards.

#### Residential Environment:

- 4.199 It is considered that any location on the periphery of Thorpe would provide a good residential environment.

#### Third Party Housing Sites:

- 4.200 The following notable alternative sites were submitted throughout the preparation of the 2012 Draft Local Plan that promoted land in the following locations around the periphery of the settlement but which were not supported as housing allocations in that plan:

- Land to the south of Frinton Road;
- Land north of New Town Road (broad area 1);
- Land off Lonsdale Road (broad area 2);
- Land east of Landermere Road (part of broad area 3);
- Land at Elm Farm (part of broad area 3); and
- Land at Triangle Nursery.

4.201 These submissions covered key locations on the periphery of the northern portion of the settlement and demonstrate an interest and willingness of landowners to release sites for housing in those locations.

Other Local Factors:

4.202 The Elm Farm Caravan Park is keen to expand. The need to identify housing as well as the creation of further job opportunities will need to be given careful consideration. Traffic congestion is also an issue with the village as it lies on a key route through the district between Colchester and Frinton/Walton and between Clacton and Harwich.

Conclusion:

4.203 Thorpe-le-Soken is relatively free from any absolute constraints but much of the land to the south of the village is within a conservation area or is registered historic park and so development to the south is effectively ruled out. Furthermore, much of the land around the remainder of the periphery is difficult to access without upgrading existing roads or through the acquisition of existing properties. From this initial desk-top sieving exercise, there are only a limited number of locations around the periphery of the settlement towards the north where settlement expansion could take place, in theory, without compromising the existing size and character of the village.

**Initial List of Possible Growth Areas**

4.204 The following is a list of all the broad areas identified in this Chapter where some form of planned peripheral housing growth, in theory, might be an option:

**Strategic Urban Settlements**

**East Colchester/West Tendring**

- Broad area 1 – Land at Plains Farm, south of A120
- Broad area 2 – Land east of Colchester between A133 and A120

**Clacton-on-Sea**

- Broad area 1 – Land west of Cherry Tree Avenue, Clacton
- Broad area 2 – Land at Rouses Farm, Clacton
- Broad area 3 – Land in north-west Clacton, west of A133
- Broad area 4 – Land between A133 and Centenary Way, Clacton
- Broad area 5 – Land north of Gorse Lane Industrial Estate, Clacton
- Broad area 6 – Land between railway line and north of Holland-on-Sea

## **Harwich and Dovercourt**

- Broad area 1 – Land west of Low Road and south of Oakley Road, Dovercourt/Little Oakley
- Broad area 2 – Land south of Harwich Road, Little Oakley
- Broad area 3 – Land between Ramsey and Little Oakley
- Broad area 4 – Land in the vicinity of Michaelstow Hall, Ramsey
- Broad area 5 – Land at Greenfields Farm, Dovercourt

## **Smaller Urban Settlements**

### **Frinton and Walton**

- Broad area 1 – Land south of Kirby Cross and railway line
- Broad area 2 – Land south of Kirby Cross and north of railway line
- Broad area 3 – Land west of Halstead Road, Kirby Cross
- Broad area 4 – Land east of Halstead Road, Kirby Cross
- Broad area 5 – Land west of Old Hall Lane, Walton-on-the-Naze

### **Manningtree, Lawford and Mistley**

- Broad area 1 – Land south of Long Road, Lawford
- Broad area 2 – Land north of Long Road, Lawford/Mistley
- Broad area 3 – Land south of Mistley Village

### **Brightlingsea**

- Broad area 1 – Land west of Lodge Lane, Brightlingsea
- Broad area 2 – Land west of Church Road, Brightlingsea
- Broad area 3 – Land north of Church Road, Brightlingsea
- Broad area 4 – Land off Moses Lane, Brightlingsea
- Broad area 5 – Land north of Mill Street, Brightlingsea

## **Strategic Rural Service Centre**

### **Weeley**

- Broad area 1 – Land west of Weeley Village between A133 and Weeley Bypass
- Broad area 2 – Land at Hawk Farm, west of Crematorium, Weeley
- Broad area 3 – Land east of Crematorium, Weeley
- Broad area 4 – Land to the rear of Council Offices, Weeley

## **Rural Service Centres**

### **Alresford**

- Broad area 1 – Land north of Cockaynes Lane
- Broad area 2 – Land south of Cockaynes Lane
- Broad area 3 – Land south of Wivenhoe Road and west of Church Road
- Broad area 4 – Land off St. Andrew's Close

### **Elmstead Market**

- Broad area 1 – Land west of Church Road
- Broad area 2 – Land off Holly Way and Meadow Close
- Broad area 3 – Land off Alfels Road and west of School Road

### **Great Bentley**

- Broad area 1 – Land off Sturrick Lane
- Broad area 2 – Land south of Thorrington Road
- Broad area 3 – Land west of Plough Road
- Broad area 4 – Land south of Weeley Road
- Broad area 5 – Land north of Moors Close

### **Little Clacton**

- Broad area 1 – Land west of Weeley Road
- Broad area 2 – Land west of The Street
- Broad area 3 – Land east of The Street
- Broad area 4 – Land west of Grove Road

### **St. Osyth**

- Broad area 1 – Land off Rochford Road
- Broad area 2 – Land south of Clacton Road

### **Thorpe-le-Soken**

- Broad area 1 – Land north of New Town Road
- Broad area 2 – Land off Lonsdale Road
- Broad area 3 – Land east of Landermere Road

## 5 Assessing the Housing Potential of Broad Areas

- 5.1 Following the above initial sieving exercise in Chapter 4, this Chapter provides a more detailed assessment of each of the identified broad areas looking at the main issues affecting each area and providing an initial indication as to their potential suitability for housing development.
- 5.2 This involved:
- Identifying and measuring specific parcels of land;
  - Estimating the number of dwellings that could theoretically be accommodated; and
  - Identifying other factors that might affect their suitability for housing development.
- 5.3 This assessment has helped to identify reasonable options for further assessment through the Strategic Housing Land Availability Assessment (SHLAA), which will take other factors into account to determine not only the suitability of each site but also whether each site is available and deliverable and the Sustainability Appraisal, which will consider the sustainability of each area. Both documents will form part of the detailed technical evidence in support of the new Local Plan. The information provided at this stage is therefore purely theoretical and may be further refined when these assessments are carried out.

### Principles underlying the identification of specific portions of land

- 5.4 The exercise of identifying specific parcels of land was carried out using aerial photography to identify clear and succinct areas of land where housing growth could be accommodated (in theory), using existing physical boundaries wherever possible (such as roads, paths, railway lines, field boundaries, existing development) and taking into consideration the 'absolute constraints' and 'localised material considerations' identified earlier in this assessment.
- 5.5 This assessment does not look into the ownership of each area of land and only broadly takes into account other issues such as access, local wildlife and landscape considerations. These issues are considered as part of the SHLAA. Please note that the following aerial photos are at different scales to aid their clear presentation in this document.

### Estimating the number of homes that can be accommodated on each parcel of land

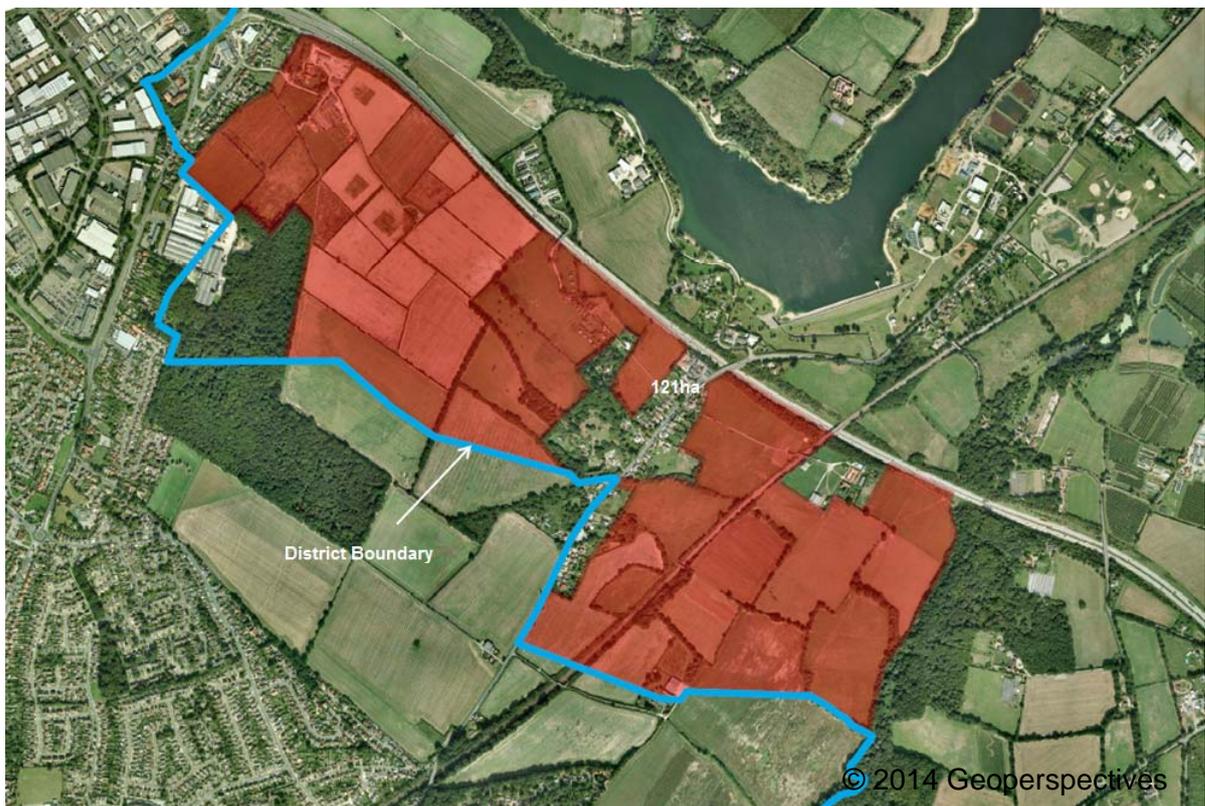
- 5.6 For the purposes of this exercise, around the larger urban settlements (Colchester Fringe, Clacton, Harwich and Frinton/Walton), a density of 25 dwellings per hectare was used to provide an estimate of the number of dwellings each area of land could theoretically accommodate in those areas. A density of 20 dwellings per hectare was applied to the settlements of Manningtree, Lawford and Mistley, Brightlingsea, Weeley and the Rural Service Centres.
- 5.7 In reality, some sites on the edge of the district's urban areas might be able to accommodate development at a higher density (say 30 dwellings per hectare) but given the character of the district, lower densities are often more appropriate to ensure new development is compatible with its surroundings. The number of dwellings identified in this assessment should therefore only be used as an initial 'ball park' estimate at this stage.
- 5.8 Also it has been assumed that only 90% of a site area will be developable, assuming at least 10% will be required to provide on-site open space. In reality, it is highly likely that less than 90% would be developable land, taking into account the provision of other uses, the need to provide roads and on-site infrastructure and taking into account existing site

characteristics and other policy requirements, but this provided a useful starting point for the purposes of this assessment.

## Strategic Urban Settlements

### East Colchester/West Tendring

Figure 14 – Land at Plains Farm, south of A120

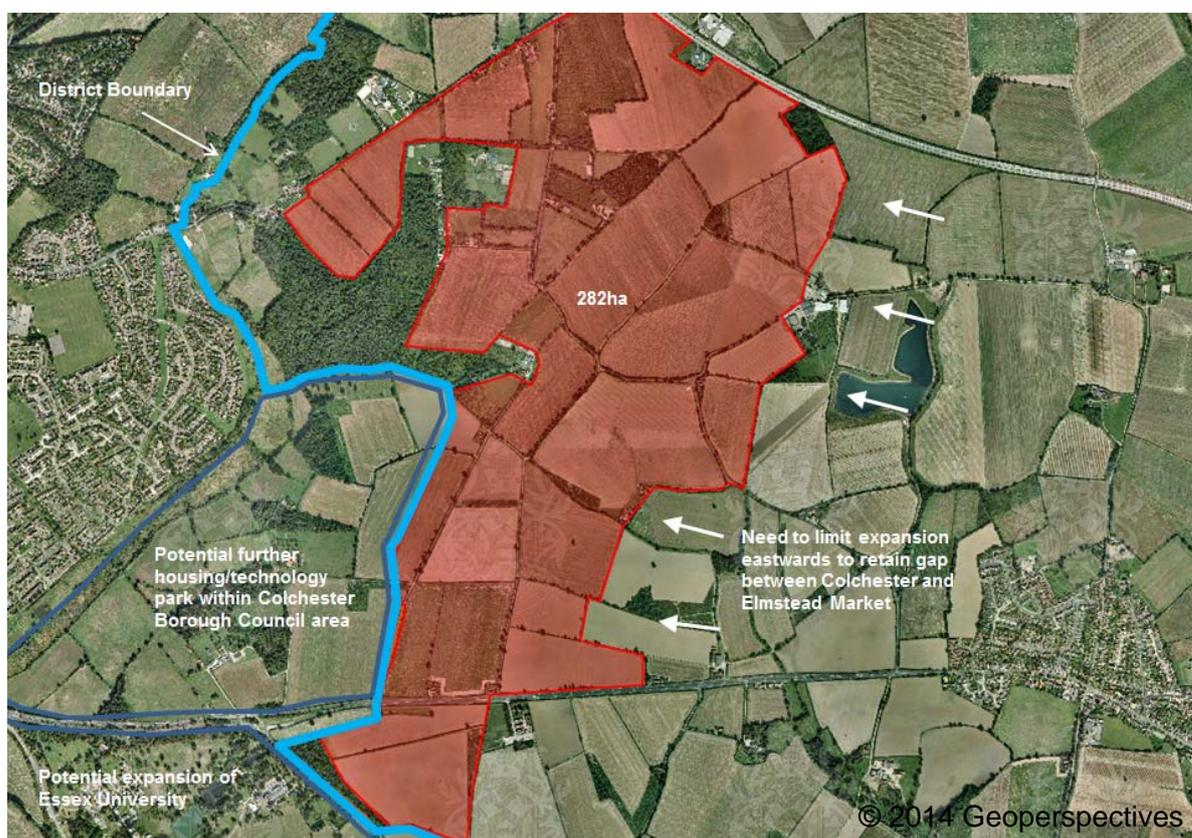


- 5.9 This large broad area of land (shaded red) lies between the district boundary (in blue) and the A120. It is assumed that the land to the south that falls within the Colchester Borough Council area could also be considered. Any development in this location would require full co-operation between Tendring District Council and Colchester Borough Council and for it to be identified as a strategic option for growth in the Local Plans of both Councils. Development in this location along the A120 would effectively fill the gap of open countryside between the present eastern urban edge of Colchester and the small hamlets of Fox Street and Crockleford Heath.
- 5.10 The A120 to the north and Salary Brook/Churn Wood to the east would provide a robust new settlement edge. As identified in Chapter 4, the northern portion of the area is affected by the Ardleigh Reservoir Catchment Area, which could limit the amount of growth in this area. It is also important to note that this area of land is bisected by the Colchester to Ipswich railway line, which might affect the connectivity of any new housing to the existing Colchester urban area.
- 5.11 At 121ha this broad area might be able to accommodate **2,720** dwellings if 90% of the area was developed at a density of 25dph but a development at this scale would be expected to provide a mix of uses, essential infrastructure and strategic open space which may reduce the number of dwellings the area could realistically accommodate. Furthermore, due to its

proximity to the A120 and being on the edge of Colchester this location might be able to deliver employment development, which also may reduce the number of dwellings this area might be able to accommodate.

- 5.12 Only two small portions of this broad area have been promoted for development during the preparation of the 2012 Draft Local Plan: land at Plains Farm and land to the north of the former Betts Factory Site, but these were discounted because the spatial strategy in that plan did not include the promotion of major growth east of Colchester. The remainder of the land has not been promoted and so it is not known whether it is available.
- 5.13 It is assumed any large-scale development in this location would require a new strategic access point off the A120, which would require the agreement of the Highway Agency but there appears to be some opportunities for access via the existing road network (such as the A137 that bisects the area) and Bromley Road to the south. The land is also bisected by the Colchester to Ipswich railway line and so without the adjoining land to the south that falls within the Colchester Borough Council area housing would be poorly connected to the existing built up area.

**Figure 15 – Land east of Colchester between A133 and A120**



- 5.14 This large broad area of land (shaded red) lies to the east of the district boundary (in blue), between the A120 to the north and the A133 to the south. Most of this area of land, together with land to the west within Colchester Borough, has been promoted for development and a masterplan was submitted as an objection to the 2012 Draft Local Plan. Any development in this location would require full co-operation between Tendring District Council and Colchester Borough Council and for it to be identified as a strategic option for growth in the Local Plans of both Councils.

- 5.15 The broad area of land is defined to the north by the A120 but follows existing field boundaries to the east and west. There would be a need to limit expansion eastwards to retain a sizeable gap of countryside between the edge of Colchester and the nearby villages of Elmstead Market and Alresford and appropriate landscaping would be required to provide a robust new settlement edge.
- 5.16 At 282ha this broad area might be able to accommodate **6,345** dwellings if 90% of the area was developed at a density of 25dph but a development at this scale would be expected to provide a mix of uses, essential infrastructure and strategic open space which may reduce the number of dwellings the area could realistically accommodate. The masterplan submitted by the developer indicated that approximately 3,000 homes would fall within the Tendring District boundary and included a mix of uses including community facilities and retail uses and employment associated with the University, which would appeal to research-based and high-tech industries. It also included an indicative new link road between the A120 and A133, which would require the agreement of the Highway Agency.

## Clacton-on-Sea

**Figure 16 – Land west of Cherry Tree Avenue, Clacton**



- 5.17 This broad area (shaded red) is well defined by the uses that surround it including exiting residential development to the north and east and Clacton Aero Club and the Golf Courses/Driving Range that constitute the recreational elements of the Strategic Green Gap to the south and west. The land to the west is already allocated for housing and proposed open space in the 2012 Draft Local Plan.

- 5.18 At 30ha this broad area might be able to accommodate **675** dwellings if 90% of the area was developed at a density of 25dph but other uses and essential infrastructure may reduce the number of dwellings the area could realistically accommodate.
- 5.19 Access might be possible via the existing built up area to the east (via Cherry Tree Avenue) but this would need to be carefully assessed.
- 5.20 The land was promoted for development during the preparation of the 2012 Draft Local Plan but discounted due to concerns the impact development would have on the character and function of the Strategic Green Gap.

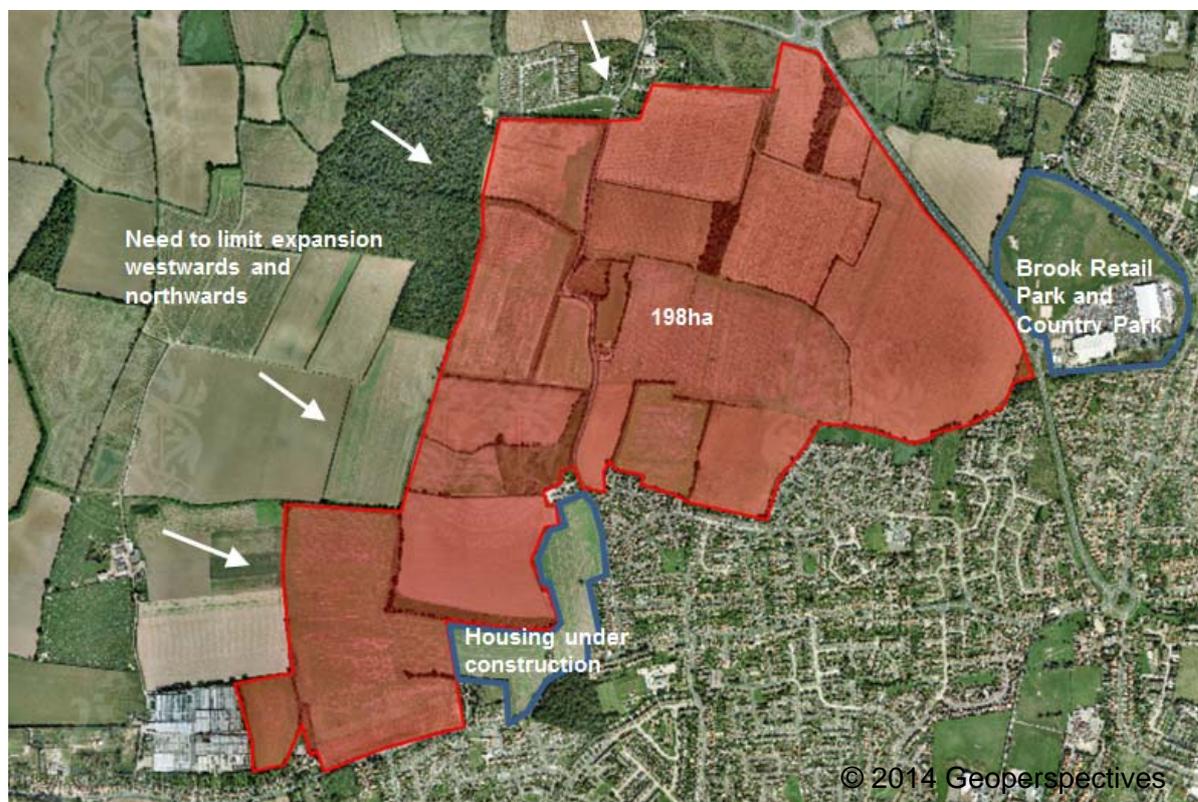
**Figure 17 – Land at Rouses Farm, Clacton**



- 5.21 The 17ha of land shaded orange is already allocated for housing in the 2012 Draft Local Plan for 350 houses. The remainder of the land identified in red above has its western limit defined by Rouses Lane to prevent uncontrollable sprawl in a westerly direction towards the village of St. Osyth and its southern limit defined by the Tudor Estate in Jaywick. The eastern boundary of the allocated site is defined by the rear gardens of existing properties and holiday parks in Jaywick Lane but there is potential for this land to also accommodate housing, if it becomes available and this location is deemed to be suitable for further expansion.
- 5.22 At 48ha the whole broad area (the land shaded in red together with the area of land already allocated in orange) might be able to accommodate **1,080** dwellings if 90% of the area was developed at a density of 25dph. A development of the size suggested above would likely need to comprise a mix of uses and new infrastructure such as a new primary school which may reduce the number of dwellings that could realistically be accommodated. Access is likely to be possible from Jaywick Lane to the east and St. John's Road to the north.

5.23 The larger site area was promoted for development during the preparation of the 2012 Draft Local Plan but only part was allocated to be in accordance with the 'fair and proportionate' approach to housing growth set out in that plan.

**Figure 18 – Land in north-west Clacton, west of A133**



5.24 This large area of land (in red) lies to the north of the existing built up area of Clacton and is defined to the east by the A133, to the south by the existing residential edge of Clacton and field boundaries to the west and north. There would be a need to limit expansion northward and westwards to prevent continuous sprawl into the countryside and to provide a robust new settlement edge. Most of this area of land has been promoted for development and a masterplan was submitted during the preparation of the Council's Draft Core Strategy in 2010.

5.25 At 198ha this broad area might be able to accommodate **4,455** dwellings if 90% of the area was developed at a density of 25dph but a development at this scale would be expected to provide a mix of uses and new infrastructure such as a new primary school and there is potential for commercial development, which may reduce the number of dwellings that might be accommodated. The masterplan submitted by the developer indicated that approximately 2,000 new homes together with community uses, open space and commercial development to the east off the A133. It also included an indicative new relief road between the A133 and the B1027.

5.26 Any large urban extension in this area would require a new relief road as there are concerns about the suitability of the existing local road network to accommodate large scale development and to avoid an increase in traffic through Little Clacton.

5.27 This broad area was discounted as an option during the preparation of the 2012 Draft Local Plan due to major public objection against any development in this location and because

land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Clacton.

**Figure 19 – Land between A133 and Centenary Way, Clacton**



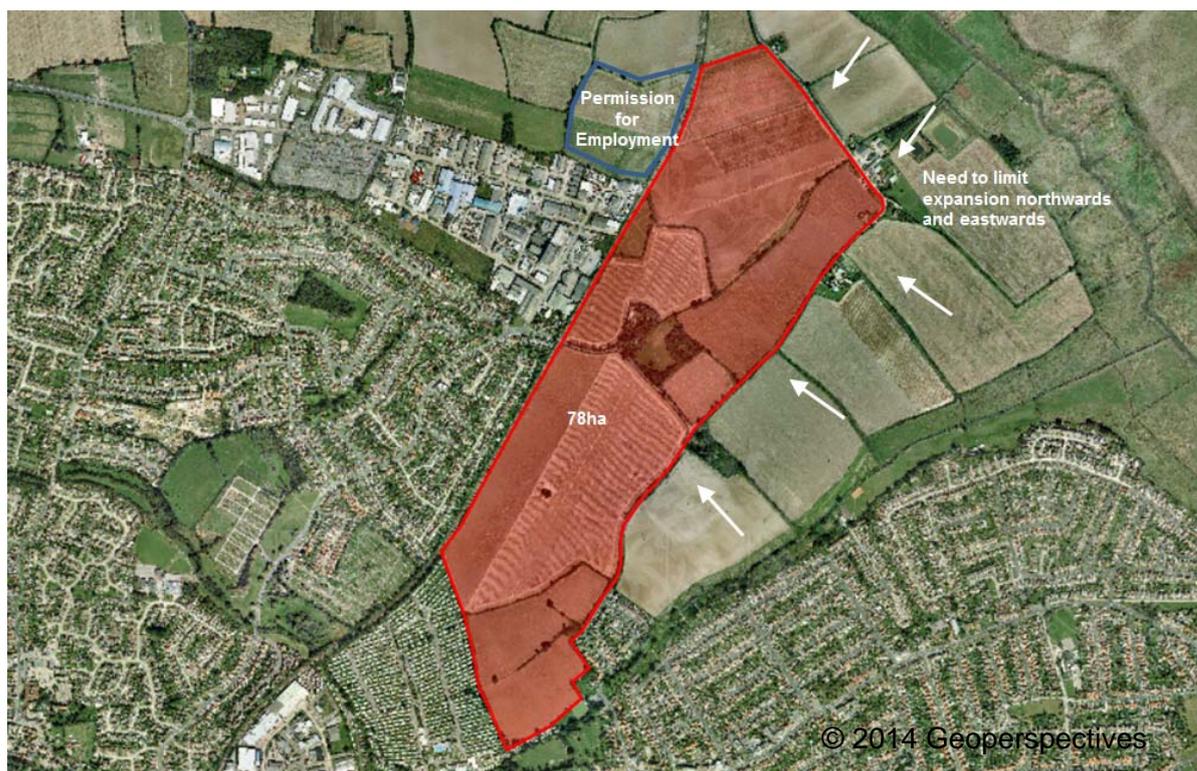
- 5.28 This broad area of land (in red) is defined by the A133 to the west, Progress Way/Centenary Way to the north, the Brook Country Park to the south and existing residential development/Highfields Holiday Park to the east.
- 5.29 At 30ha this broad area might be able to accommodate **675** dwellings if 90% of the area was developed at a density of 25dph but other uses and essential infrastructure may reduce the number of dwellings the area could realistically accommodate.
- 5.30 This broad area is comprised of a number of parcels of land in different ownerships and contains a number of existing dwellings and businesses. The availability of the land is therefore not known. Access is likely to be possible directly from London Road but this would need to be assessed and agreed by the Highway Authority.
- 5.31 Parts of the area were promoted for development during the preparation of the 2012 Draft Local Plan but were discounted due to concerns about availability and deliverability, because the land currently forms part of the Strategic Green Gap between Clacton and Little Clacton and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Clacton.

**Figure 20 – Land north of Gorse Lane Industrial Estate**



- 5.32 The area of land in orange is already allocated for housing in the 2012 Draft Local Plan for 350 houses. The larger area of land shaded red above is defined by the railway line to the east, the Gorse Lane Industrial Estate and Oakwood Business Park to the south, Thorpe Road to the west and Holland Road to the north. There would be a need to limit expansion northwards and westwards to prevent the uncontrollable sprawl of Clacton into the surrounding countryside that would reduce the gap between Clacton and Little Clacton.
- 5.33 At 93ha this broad area might be able to accommodate **2,090** dwellings if 90% of the area was developed at a density of 25dph but a development at this scale would be expected to provide a mix of uses and new infrastructure such as a new primary school which may reduce the number of dwellings that could realistically be accommodated. The number of dwellings could also be less if the adjoining employment area is expanded.
- 5.34 This broad area is comprised of a number of parcels of land in different ownerships and contains a number of existing dwellings and businesses. The availability of the larger area of land to the east beyond the area already allocated for housing is therefore not known. It is likely that the principle point of access would need to be via a new spine road off Thorpe Road to the west and/or by reconfiguring Clacton Factory Shopping Village to minimise direct access onto Holland Road and the rural lanes to the north, thereby avoiding an increase of traffic through Little Clacton.
- 5.35 This area was part of a larger area of land promoted for development during the preparation of the 2012 Draft Local Plan but the majority was discounted due to major public objection to development in the gap between Clacton and Holland-on-Sea, concerns about availability and deliverability and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Clacton.

**Figure 21 – Land between railway line and north of Holland-on-Sea**



- 5.36 This broad area of land lies between the railway line to the west and the existing built up area of Holland-on-Sea to the east. The area is bounded to the west by the railway line, to the south-west by Valley Farm Holiday Park and Sladbury's Lane to the north and east (to avoid land at risk of flooding and to retain a green gap between the development and the northern edge of Holland-on-Sea).
- 5.37 At 78ha this broad area might be able to accommodate **1,755** dwellings if 90% of the area was developed at a density of 25dph but other uses and essential infrastructure may reduce the number of dwellings the area could realistically accommodate.
- 5.38 The only points of access into this broad area of land would be via Sladbury's Lane to the south and Burrs Road (over a railway crossing) to the north but there are some concerns at this stage about the suitability of these to serve a development at this scale and that development would be poorly connected with existing residential communities.
- 5.39 This area is part of a larger area of land promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to major public objection to development in this location, concerns about access, the loss of the green gap and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Clacton.

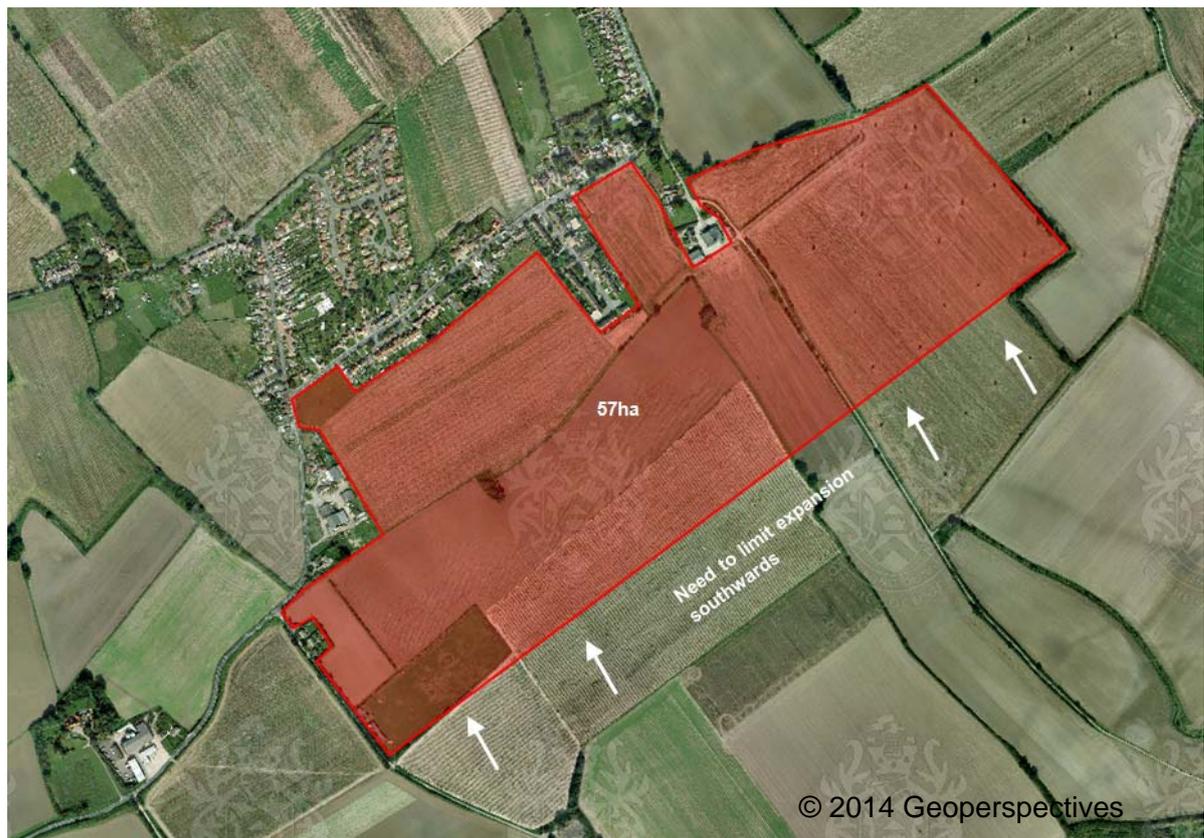
## Harwich and Dovercourt Urban Area

Figure 22 – Land west of Low Road and south of Oakley Road, Dovercourt/Little Oakley



- 5.40 This broad area of land (shown in red) lies to the south of the existing built up area of Dovercourt. There would be a need to avoid urban sprawl southwards beyond the existing limit of the built up area in Low Road, to avoid land at risk of flooding and land where potential impact on landscape quality becomes more of an issue.
- 5.41 At 63ha this broad area might be able to accommodate **1,415** dwellings if 90% of the area was developed at a density of 25dph but other uses and essential infrastructure may reduce the number of dwellings the area could realistically accommodate.
- 5.42 It is likely that access could be achieved easily directly off Oakley Road or Low Road.
- 5.43 A portion of the land to the east off Low Road was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to the landscape sensitivity of this location and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Harwich/Dovercourt.

**Figure 23 – Land south of Harwich Road, Little Oakley**



- 5.44 This broad area of land (in red) lies to the south of the existing built up area of Little Oakley. The northern limit of the area is defined by the existing built up area and the western limit is defined by a small rural lane. There would be a need to limit expansion southwards to avoid land at flood risk, land that is environmentally sensitive and land where potential impact on landscape quality becomes more of an issue. The above area extends eastwards beyond the existing limit of the built up area along Harwich Road but this would only be acceptable if the adjoining land to the north and east is also considered for development (see Figure 22 above).
- 5.45 At 57ha this broad area might be able to accommodate **1,280** dwellings if 90% of the area was developed at a density of 25dph but other uses and essential infrastructure may reduce the number of dwellings the area could realistically accommodate.
- 5.46 It is likely that access could be achieved directly off Clacton Road/Harwich Road but development would be fairly poorly connected to the existing built up area and would be located some distance from the town centre at Dovercourt.
- 5.47 The land has not been promoted and so it is not known whether it is available.

**Figure 24 – Land between Ramsey and Little Oakley**



- 5.48 This broad area of land (in red) lies to the west of the existing Harwich/Dovercourt built up area, to the north of the village of Little Oakley and to the east of Ramsey Village. There would be a need to limit expansion further westwards beyond the existing extent of the built up area of Little Oakley to the south but the small creek to the west would act as a logical boundary.
- 5.49 At 57ha this broad area might be able to accommodate **1,280** dwellings if 90% of the area was developed at a density of 25dph but other uses and essential infrastructure may reduce the number of dwellings the area could realistically accommodate.
- 5.50 There may be some opportunities for access to be achieved via the existing built up area to the south (Rectory Road, Oakridge and Harwich Road) and possibly from the A120 to the north but at this stage there is some concern that development in this location would be poorly connected with the existing built up area. There is also some concern at this stage about the suitability of the land for development due to the potential impacts on landscape sensitivity.
- 5.51 The majority of this area was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to the impact of development on the landscape, the loss of the green gap between the built up area of Harwich/Dovercourt and the village of Little Oakley and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Harwich/Dovercourt.

**Figure 25 – Land in the vicinity of Michaelstow Hall, Ramsey**



- 5.52 This broad area of land (in red) lies to the north-west of the existing built up area of Harwich/Dovercourt. The northern and western limit of the area is defined by the A120 and the southern limit is defined by the existing built up area. To the north lies Pond Hall Farm. Land to the east of this (in orange) is allocated for a mix of uses in the 2012 Draft Local Plan.
- 5.53 At 26ha this broad area might be able to accommodate **585** dwellings if 90% of the area was developed at a density of 25dph but other uses and essential infrastructure may reduce the number of dwellings the area could realistically accommodate.
- 5.54 It is likely that access could be achieved directly off Church Hill/Ramsey Road and there is potential for there to be connections with the adjoining area of land allocated for mixed-use development in the 2012 Draft Local Plan.
- 5.55 The land has not been promoted and so it is not known whether it is available.

**Figure 26 – Land at Greenfields Farm, Dovercourt**



- 5.56 This area of land (in red) lies to the north of the existing built up area of Harwich/Dovercourt. The northern limit of the area is defined by the A120 and the southern and eastern limit is defined by the existing built up area. Land to the west (in orange) is allocated for a mix of uses in the 2012 Draft Local Plan.
- 5.57 At 7ha this broad area might be able to accommodate **155** dwellings if 90% of the area was developed at a density of 25dph.
- 5.58 Access might be possible via Main Road to the south through Vicarage Farm/Greenfields Farm, but this would need to be tested and agreed by the Highways Authority. This might also involve the reconfiguration of the existing village green. There may also be potential for there to be connections with the adjoining area of land allocated for mixed-use development in the 2012 Draft Local Plan.
- 5.59 The land was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to concerns about access and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Harwich/Dovercourt, although the area was included within the Harwich Settlement Development Boundary in the 2012 Draft Local Plan to enable proposals to be considered on their merits through the development management process.

### **Smaller Urban Settlements**

- 5.60 The Smaller Urban Settlements in the new Local Plan will not be expected to accommodate strategic housing growth and so there will be less pressure to find land capable of

accommodating major housing growth, which was taken into account when refining the broad locations in these areas.

## Frinton and Walton Urban Area

Figure 27 – Land south of Kirby Cross and railway line



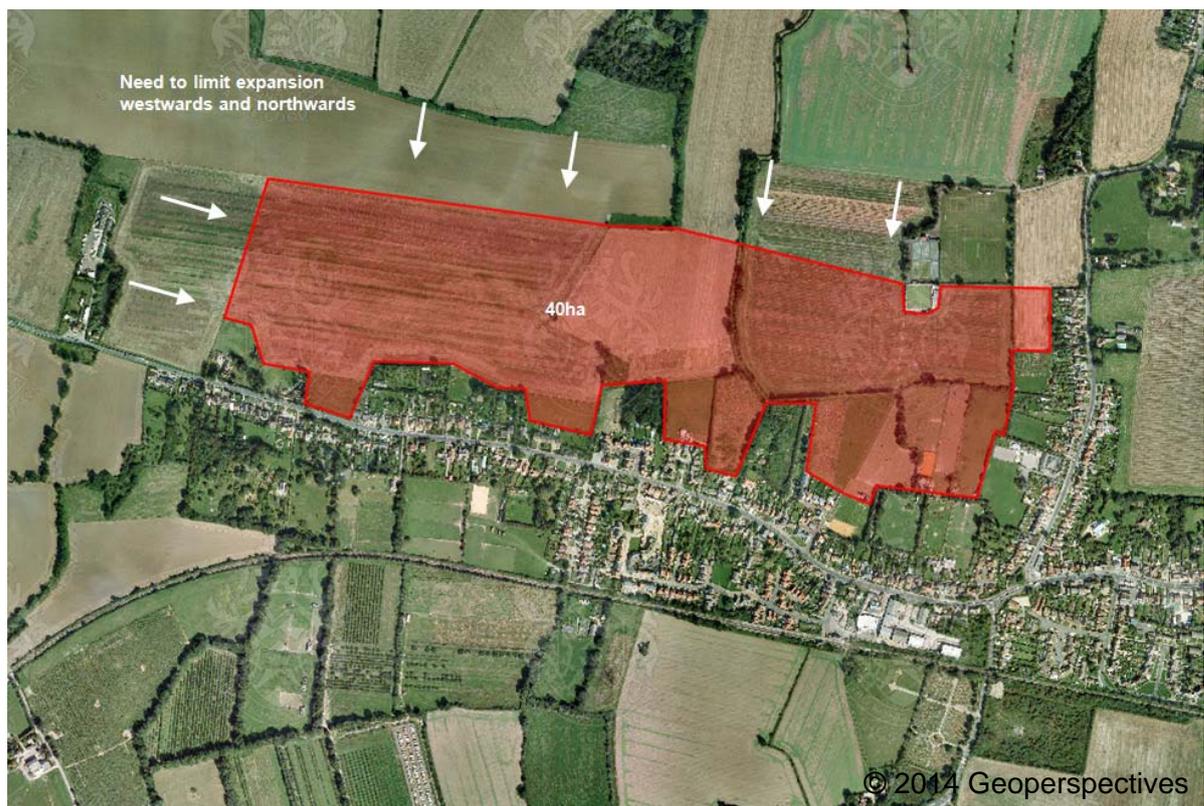
- 5.61 This large broad area of land (in red) lies to the south of the railway line and to the south and west of the existing Frinton urban area. The western edge is defined by Kirby Road and existing development in Great Holland whilst the southern edge is defined by field boundaries. There would be a need to limit expansion southwards to maintain a degree of separation between the Frinton urban area and the neighbouring village of Great Holland and where potential impact on landscape quality becomes more of an issue.
- 5.62 At 73ha this broad area might be able to accommodate **1,640** dwellings if 90% of the area was developed at a density of 25dph but other uses and essential infrastructure may reduce the number of dwellings the area could realistically accommodate. This area is too large for Frinton/Walton, which is not recommended for inclusion in the new Local Plan as a settlement capable of accommodating strategic housing growth.
- 5.63 The only location where access might be possible is via Kirby Road to the west but this would result in a development that is poorly connected with the existing urban area and it therefore may not be sensible to breach the railway line, which is considered to be a strong defensive boundary.
- 5.64 This land has not been promoted and so it is not known whether it is available.

**Figure 28 – Land south of Kirby Cross and north of railway line**



- 5.65 This broad area of land (in red) lies to the north of the railway line and to the south of the existing Kirby Cross urban area. The eastern edge is defined by existing residential development whilst the western edge is defined by field boundaries. There would be a need to limit expansion westwards to prevent further sprawl westwards beyond the existing limit of development along Thorpe Road.
- 5.66 At 12ha this broad area might be able to accommodate **270** dwellings if 90% of the area was developed at a density of 25dph.
- 5.67 The only place where access could be provided without the acquisition of existing dwellings is via Thorpe Road to the west but there is a concern at this stage that development would be poorly connected to the existing built up area.
- 5.68 This land is comprised of a number of parcels of land that have not all been promoted and so it is not known whether it is all available.

**Figure 29 – Land west of Halstead Road, Kirby Cross**



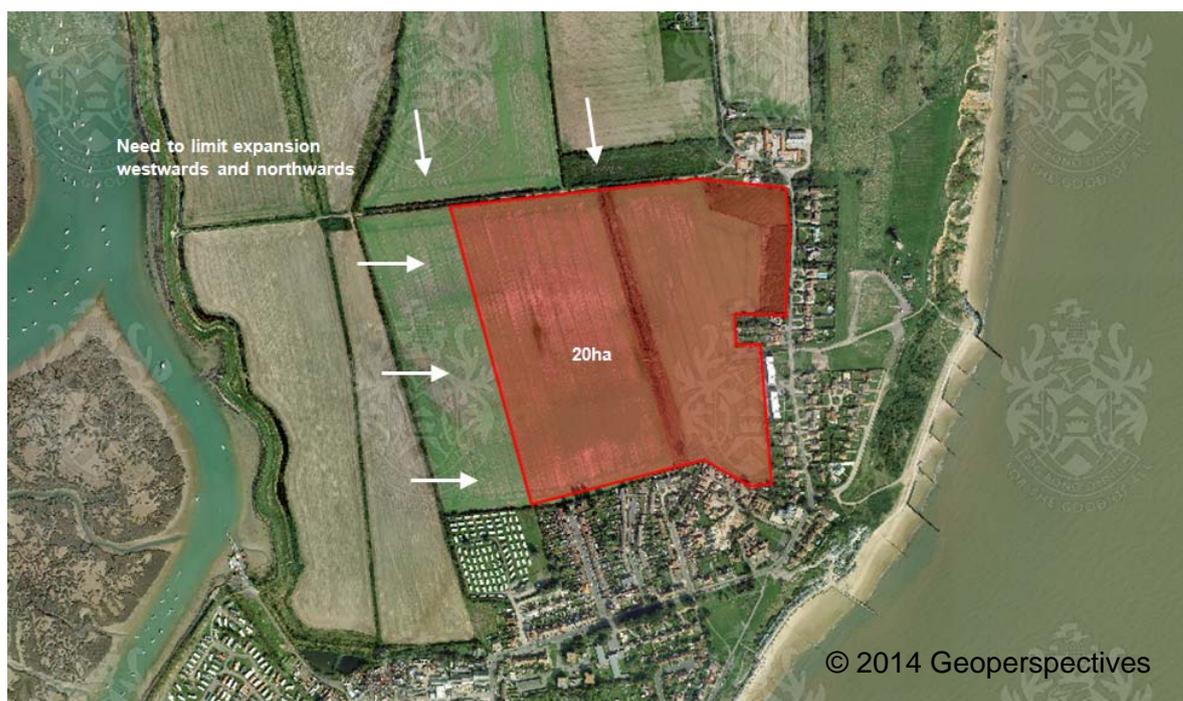
- 5.69 This large broad area of land (in red) lies to the north of the existing built up area of Kirby Cross. There are few obvious existing features to define the northern limit of this area, but there would be a need to avoid further sprawl northwards or westwards beyond the existing limits of the built up area.
- 5.70 At 40ha this broad area might be able to accommodate **900** dwellings if 90% of the area was developed at a density of 25dph but other uses and essential infrastructure may reduce the number of dwellings the area could realistically accommodate. This area is too large for Frinton/Walton, which is not recommended for inclusion in the new Local Plan as a settlement capable of accommodating strategic housing growth.
- 5.71 Access may be possible via Thorpe Road to the south but this would need to be assessed and agreed by the Highways Authority.
- 5.72 The land is comprised of a number of parcels of land that have not all been promoted and so it is not known whether it is all available.

**Figure 30 – Land east of Halstead Road, Kirby Cross**



- 5.73 This large broad area of land (in red) lies to the north of the existing built up area of Kirby Cross. There are few obvious existing features to define the northern limit of this area, but there would be a need to limit expansion northwards to retain a degree of separation between Kirby Cross and the neighbouring village of Kirby-le-Soken.
- 5.74 At 56ha this broad area might be able to accommodate **1,260** dwellings if 90% of the area was developed at a density of 25dph but other uses and essential infrastructure may reduce the number of dwellings the area could realistically accommodate. This area is too large for Frinton/Walton, which is not recommended for inclusion in the new Local Plan as a settlement capable of accommodating strategic housing growth.
- 5.75 Access might be possible via Halstead Road to the west but this would need to be assessed and agreed by the Highways Authority. There may also be opportunities for additional access points via the existing built up area to the south and east.
- 5.76 A large portion of the land was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to public objection to development in this location, the loss of the green gap and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Frinton/Walton.

**Figure 31 – Land west of Old Hall Lane, Walton-on-the-Naze**



- 5.77 This broad area of land (in red) lies to the north of the north of the existing built up area of 'the Naze' area of Walton-on-the-Naze. There are few obvious existing features to define the western limit of this area, but there would be a need to avoid further sprawl northwards beyond the existing limit of the built up area along Old Hall Lane. There would also be a need to limit expansion westwards to avoid land at flood risk, to avoid land that is environmentally sensitive and land where potential impact on landscape quality becomes more of an issue.
- 5.78 At 20ha this broad area might be able to accommodate **450** dwellings if 90% of the area was developed at a density of 25dph.
- 5.79 The only location where access might be possible is via the private and unmade Old Hall Lane to the east but this would need to be assessed and agreed by the Highways Authority.
- 5.80 Only a small part of the land to the east off Old Hall Lane was promoted for development during the preparation of the 2012 Draft Local Plan for inclusion in the Settlement Development Boundary but discounted due to landscape concerns. The remainder of the land has not been promoted and so it is not known whether it is available.

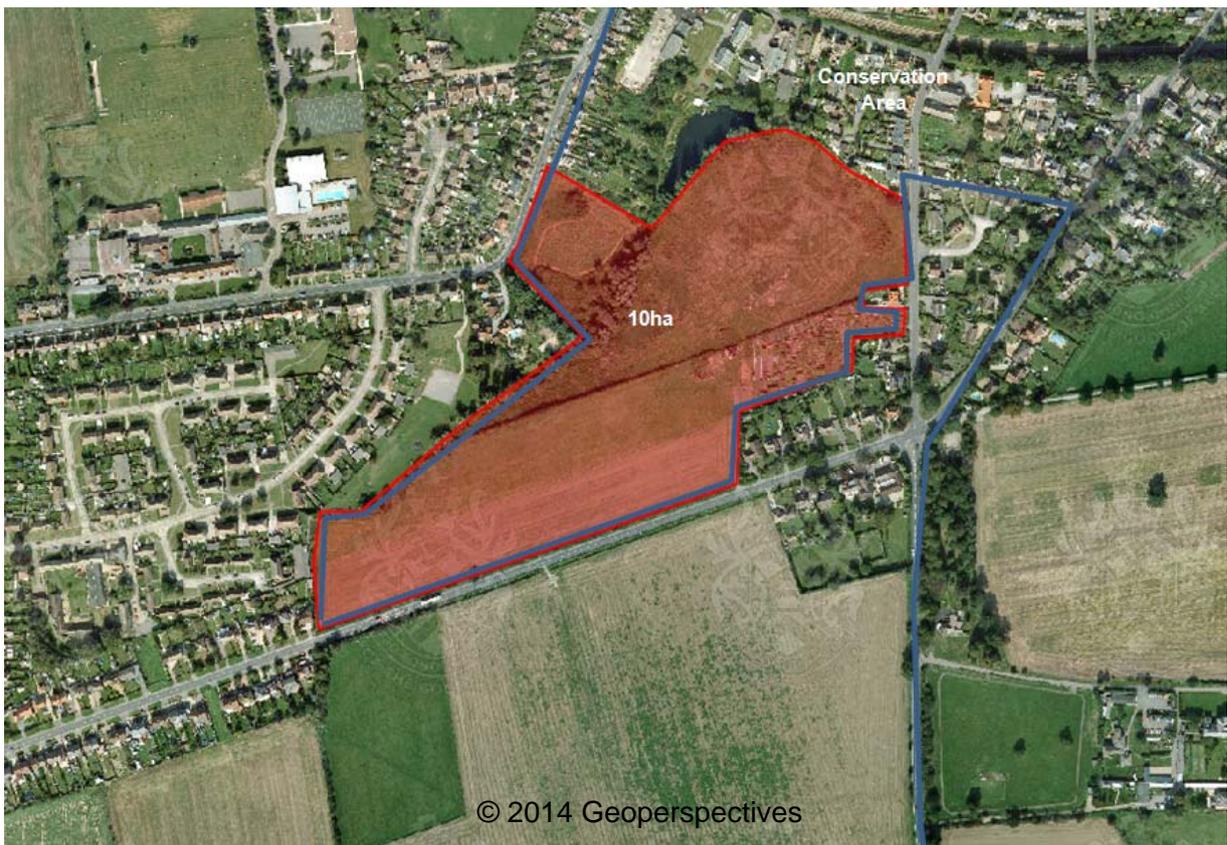
## Manningtree, Lawford and Mistley Urban Area

Figure 32 – Land south of Long Road, Lawford



- 5.81 This broad area of land lies to the south of the existing built up area of Lawford. The northern limit of the area is defined by Long Road and development in Long Road. The eastern limit is defined by Clacton Road and the southern limit is defined by Dead Lane. Land to the west (in orange) is allocated for a mix of uses in the 2012 Draft Local Plan. There would be a need to limit expansion southwards to prevent sprawl into the countryside and avoid development beyond the existing limits of the built up area.
- 5.82 At 20ha the whole area in red together with the land already allocated for housing in orange might be able to accommodate approximately **360** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be capable of being achieved off Dead Lane to the south if considered together with the area of land already allocated to the west.
- 5.83 The land was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to concerns about impact on landscape character and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Manningtree, Lawford and Mistley.

**Figure 33 – Land north of Long Road, Lawford/Mistley**



- 5.84 This broad area of land (in red) lies in the gap of land between Lawford and Mistley to the north of Long Road. The area is designated a Strategic Green Gap in the 2012 Draft Local Plan and lies within the Manningtree and Mistley Conservation Area.
- 5.85 At 10ha the area might be able to accommodate approximately **180** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be capable of being achieved directly off Long Road to the south with secondary access points via the existing built up area to the west and east.
- 5.86 The land was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to concerns about impact on landscape character and potential impact on the Conservation Area, loss of the green gap and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Manningtree, Lawford and Mistley.

**Figure 34 – Land south of Mistley Village**



- 5.87 This broad area of land (in red) lies to the south of Mistley Village and to the west of the small hamlet Mistley Heath. The area is defined to the north by existing residential development and Harwich Road, to the east by Heath Road and to the south by a small track / field boundaries. There would be a need to limit expansion southwards to prevent sprawl into the countryside and eastwards to avoid development in an area that is considered for possible inclusion within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty.
- 5.88 At 19ha the area might be able to accommodate approximately **340** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be capable of being achieved directly off Harwich Road to the north or Heath Road to the east.
- 5.89 The western part of the area was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to concerns about the loss of allotments, access issues and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Manningtree, Lawford and Mistley.

## Brightlingsea Urban Area

Figure 35 – Land west of Lodge Lane, Brightlingsea



- 5.90 This broad area of land (in red) lies to the west of the Brightlingsea urban area and is defined to the north and east by existing residential development, to the south by field boundaries and to the west by Lodge Wood and Sick's Wood.
- 5.91 At 9ha the area might be able to accommodate approximately **160** dwellings if 90% of the area was developed at a density of 20dph. It is likely that access could only be achieved by Marennes Crescent over Lodge Lane.
- 5.92 The land has not been promoted and so it is not known whether it is available.

**Figure 36 – Land west of Church Road, Brightlingsea**



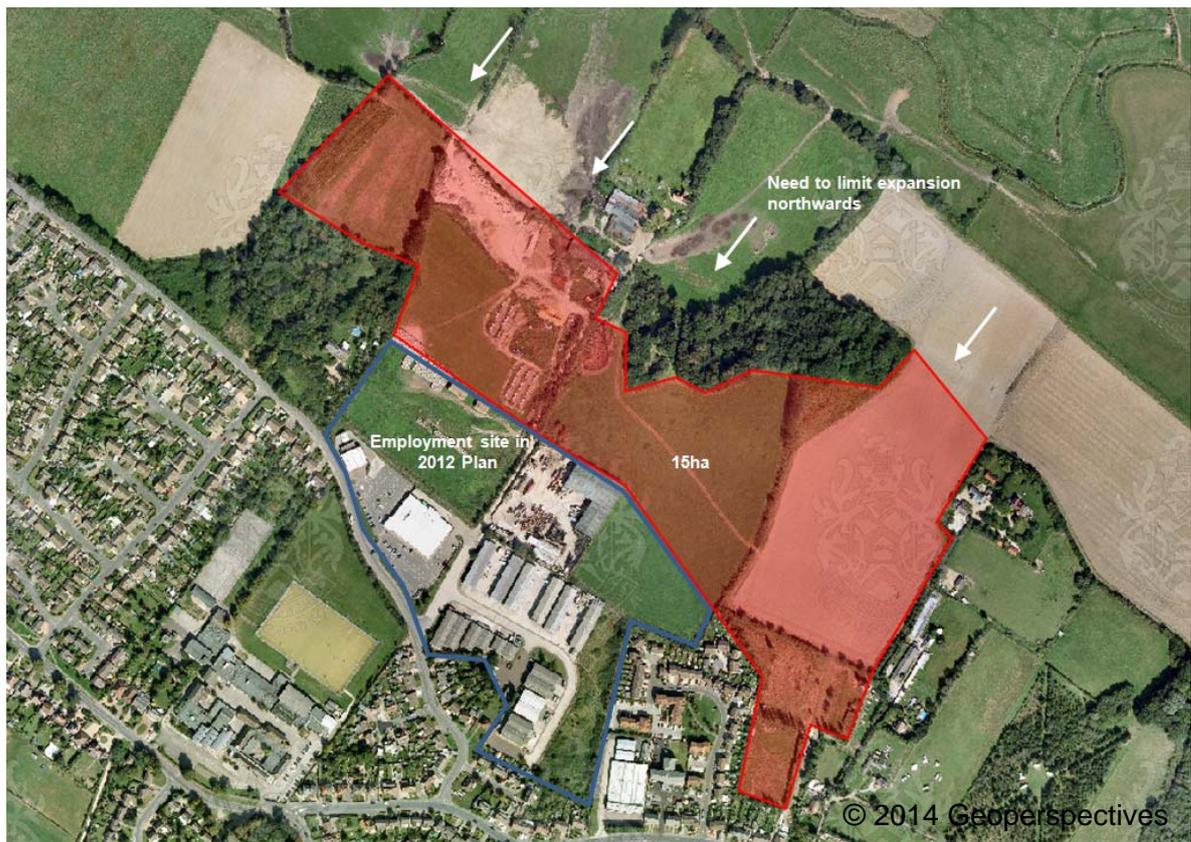
- 5.93 This broad area of land (in red) lies to the north-west of the Brightlingsea urban area. The land is defined to the north by Church Road, to the east by the existing built up area, to the south by field boundaries and to the west by woodland and the sand and gravel pits at Moverons Farm. The suitability of this land is questionable as it would result in housing beyond the existing established settlement edge some distance from the town centre.
- 5.94 At 17ha the area might be able to accommodate approximately **300** dwellings if 90% of the area was developed at a density of 20dph although this might need to be less to respect the conservation area setting to the north. It is likely that access could easily be achieved off Church Road.
- 5.95 The area was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to the distance away from the town centre and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Brightlingsea.

**Figure 37 – Land north of Church Road, Brightlingsea**



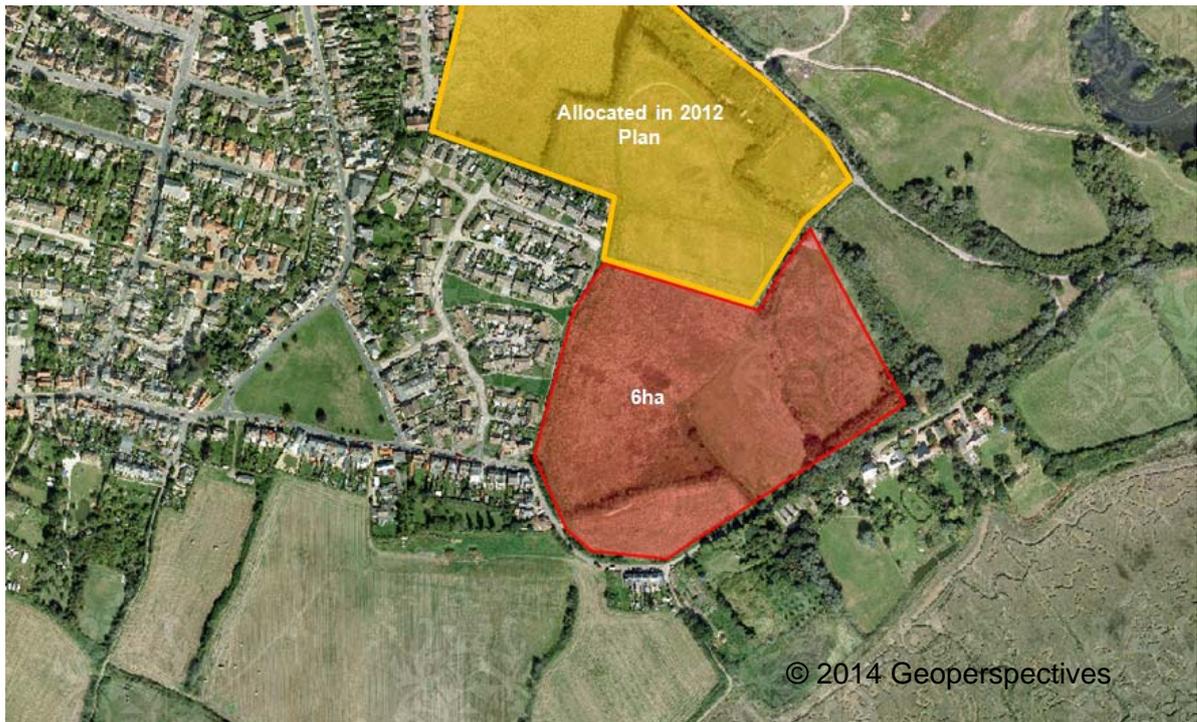
- 5.96 This broad area of land (in red) lies to the north of the Brightlingsea urban area. The land is defined to the south by Church Road and Samson's Road, to the west by the existing built up area and to the north and east by field boundaries and woodland. There would be a need to limit expansion northwards where landscape sensitivity becomes more of an issue. The suitability of this land is questionable as it would result in housing beyond the existing established settlement edge in an area of uncontained open countryside, some distance from the town centre.
- 5.97 At 13ha the area might be able to accommodate approximately **230** dwellings if 90% of the area was developed at a density of 20dph although this may be less to respect the conservation area setting to the west. It is likely that access could easily be achieved off Church Road and Samson's Road.
- 5.98 The land has not been promoted and so it is not known whether it is available.

**Figure 38 – Land off Morses Lane, Brightlingsea**



- 5.99 This broad area of land (in red) lies to the north of the Brightlingsea urban area. The land is defined to the south and east by the existing built up area and field boundaries and woodland to the north. The land to the south is an Employment Site in the 2012 Draft Local Plan. The suitability of this land is questionable as it would result in housing beyond the existing established settlement edge and is only realistically accessible via Morse Lanes to the south, which currently serves the employment area to the south of the area.
- 5.100 At 15ha the area might be able to accommodate approximately **270** dwellings if 90% of the area was developed at a density of 20dph.
- 5.101 The land has not been promoted and so it is not known whether it is available.

**Figure 39 – Land north of Mill Street, Brightlingsea**



- 5.102 This broad area of land lies to the east of the Brightlingsea urban area to the south of an area of land allocated for housing (in orange) in the 2012 Draft Local Plan. The land is currently shown in the 2012 Draft Local Plan as new open space. The land is defined to the west by existing residential development and to the south and east by Mill Street and Robinson Road.
- 5.103 At 14ha the whole area (the land in red together with the land already allocated in orange) might be able to accommodate approximately **250** dwellings if 90% of the area was developed at a density of 20dph. It is likely that access could be achieved directly off Mill Street and there is potential for there to be connections with the adjoining area of land allocated for housing development in the 2012 Draft Local Plan.
- 5.104 A portion of the land to the west was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Brightlingsea.
- 5.105 The remainder of the land has not been promoted and so it is not known whether it is available.

## Strategic Rural Service Centre

5.106 Weeley is the only village in the district that is considered to be suitable for strategic housing growth due to its central location at the junction of two important routes through the district (one of which is part of the strategic road network – the A133) and because it has its own railway station. This provided the opportunity to identify broad locations beyond those that might have been identified if the settlement had remained a Rural Service Centre.

### Weeley

**Figure 40 – Land west of Weeley village between A133 and Weeley Bypass**

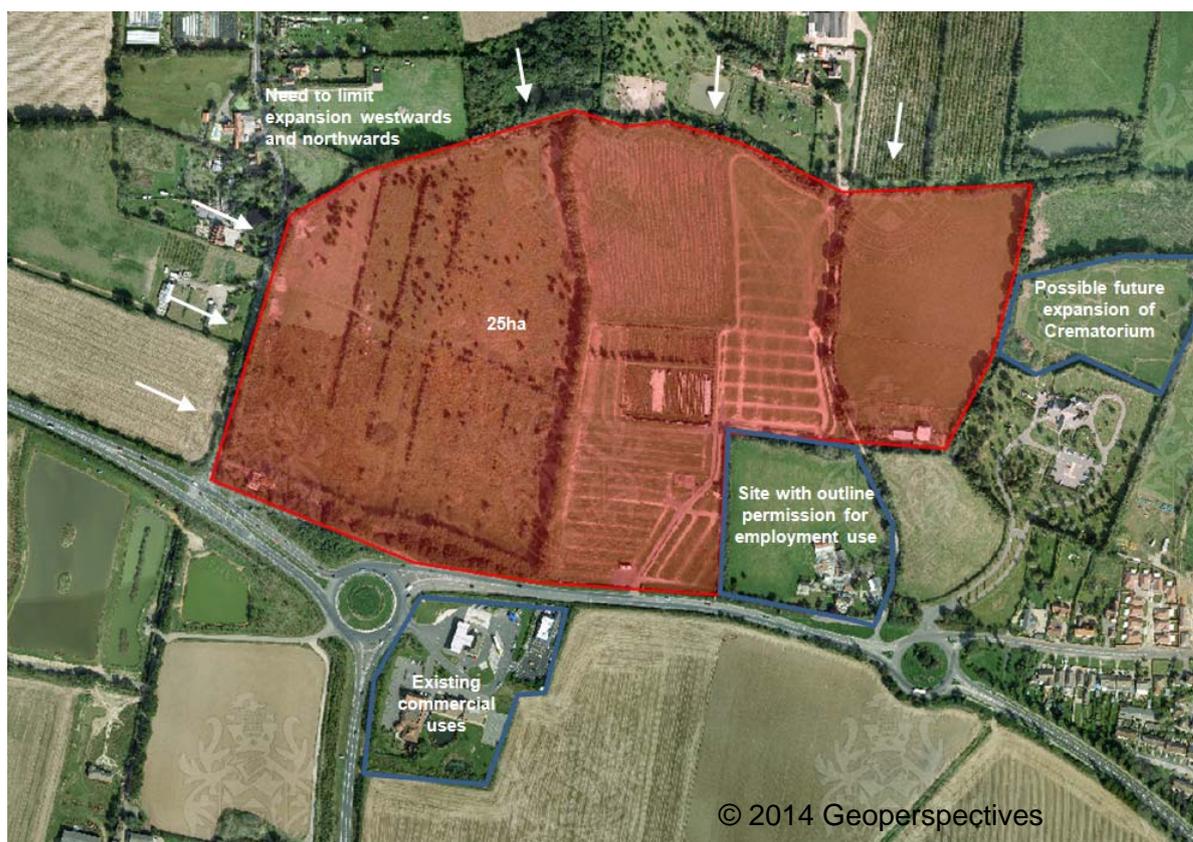


5.107 This large broad area of land (in red) lies to the west of Weeley Village. The land is defined to the west by the A133 (which would act as a sensible and logical defensible barrier), the north by Colchester Road, to the east by Weeley Bypass and to the south by Weeley Bridge Caravan Park. The area is therefore well contained within the wider landscape.

5.108 At 53ha the area might be able to accommodate approximately **1,000** dwellings if 90% of the area was developed at a density of 20dph but a development at this scale would be expected to provide a mix of uses and new infrastructure which may reduce the number of dwellings that could be accommodated. It is likely that access could be achieved directly off Colchester Road where there is already an existing roundabout or anywhere along the B1441. Access off the A133 to the west is unlikely to be supported as this would disrupt the flow of traffic along this busy road.

5.109 The land was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted as development at the scale proposed would have been contrary to the strategy for growth for Weeley contained in that plan. Also, because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Weeley.

**Figure 41 – Land at Hawk Farm, west of Crematorium, Weeley**



- 5.110 This broad area of land (in red) lies to the north-west of Weeley Village. The land is defined to the south by the A133 and Colchester Road, to the west by Crown Lane, to the east by existing development and the Crematorium and field boundaries to the north. There would be a need to limit expansion northwards and westwards to prevent sprawl into the countryside and to avoid areas of existing woodland. The suitability of this land is questionable as it would result in housing in an uncontained open countryside and on the opposite side of the B1033, which is the main Colchester to Frinton/Walton road.
- 5.111 At 25ha the area might be able to accommodate approximately **450** dwellings if 90% of the area was developed at a density of 20dph. It is likely that access could be achieved directly off Colchester Road where there is already an existing roundabout. Access off Crown Lane is unlikely to be supported.
- 5.112 The central portion of the area (Hawk's Farm) was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted as development at the scale proposed would have been contrary to the strategy for growth for Weeley contained in that plan. Also, because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Weeley.

Figure 42 – Land east of Crematorium, Weeley



- 5.113 This broad area of land (in red) lies to the north of Weeley Village. The land is defined to the south and west by existing development and the Crematorium, to the east by Crow Lane and field boundaries to the north. There would be a need to limit expansion northwards to prevent sprawl into the countryside. The suitability of this land is questionable as it would result in housing in an uncontained open countryside.
- 5.114 At 17ha the area might be able to accommodate approximately **300** dwellings if 90% of the area was developed at a density of 20dph. It is likely that access could be achieved directly off Thorpe Road but development would be poorly connected with the existing built up area. Access off Crow Lane to the east is unlikely to be supported.
- 5.115 The western portion of the area (east of the Crematorium) was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted as development at the scale proposed would have been contrary to the strategy for growth for Weeley contained in that plan. Also, because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Weeley.

**Figure 43 – Land to the rear of Council Offices, Weeley**



- 5.116 This broad area of land (in red) lies to the east of Weeley Village and is adjacent to two smaller areas of land that are allocated for housing in the 2012 Draft Local Plan (in orange). The land is defined to the west and north by existing development, to the south by the railway line and to the east by field boundaries. There would be a need to limit expansion eastwards to prevent sprawl into the countryside beyond the existing line of built development in Thorpe Road and to maintain a compact settlement shape.
- 5.117 At 21ha the area might be able to accommodate approximately **380** dwellings if 90% of the area was developed at a density of 20dph. It is likely that access could be achieved directly off Thorpe Road to the north.
- 5.118 A small portion of the area to the north around Ash Farm was promoted for development during the preparation of the 2012 Draft Local Plan but only a small portion was allocated for housing in accordance with that plan's 'fair and proportionate' approach to growth for Weeley. A larger portion of the area has since been promoted for development but the availability of land to the south towards the railway line is not known.

## Rural Service Centres

5.119 The Rural Service Centres in the new Local Plan will not be expected to accommodate major housing growth so growth should be relative to the existing size, character, function and role of each Rural Service Centre. There was therefore less pressure to find land capable of accommodating major housing growth. The limits identified in Chapter 4 within which development could, in theory, take place whilst maintaining the existing shape and form of each settlement was taken into account when refining the broad locations around these settlements.

### Alresford

**Figure 44 – Land north of Cockaynes Lane**



- 5.120 This broad area of land (in red) lies to the north-west of the existing built up area and is well defined by existing development to the north, to the east, Cockaynes Lane to the south and field boundaries to the west.
- 5.121 At 3.7ha the area might be able to accommodate approximately **70** dwellings if 90% of the area was developed at a density of 20dph. Access might be possible via Cockaynes Lane but only if this involved the acquisition and removal of properties in Station Road to create a suitable access, which would need to be assessed and agreed by the Highways Authority.
- 5.122 The area was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to concerns about the impact of development on the rural character of Cockaynes Lane and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Alresford.

**Figure 45 – Land south of Cockaynes Lane**



- 5.123 This broad area of land (in red) lies to the north-west of the existing built up area and is well defined by the railway line to the south, existing development to the east and north and the former gravel extraction pits to the west.
- 5.124 At 6.3ha the area might be able to accommodate approximately **115** dwellings if 90% of the area was developed at a density of 20dph. Access might be possible via Cockaynes Lane but only if this involved the acquisition and removal of properties in Station Road to create a suitable access, which would need to be assessed and agreed by the Highways Authority.
- 5.125 The area was promoted for development during the preparation of the 2012 Draft Local Plan and was allocated for mixed-use development but was subsequently abandoned in favour of alternative land off St. Andrew's Close due to concerns about the impact of development on the rural character of Cockaynes Lane.

**Figure 46 – Land south of Wivenhoe Road and west of Church Road**



- 5.126 This broad area of land (in red) lies to the south-west of the existing built up area and is well defined by existing development to the north and east and by field boundaries to the west but there are few obvious existing features to define the southern limit of this area that would act as a sensible defensible boundary to keep the settlement from protruding too far into the open countryside. There would therefore be a need to limit expansion southwards to maintain a compact settlement shape and to avoid the settlement protruding further south than the existing line of development in Church Road.
- 5.127 At 9.8ha the area might be able to accommodate approximately **176** dwellings if 90% of the area was developed at a density of 20dph. Access might be possible via Church Road to the east but this would need to be assessed and agreed by the Highways Authority.
- 5.128 This land has not been promoted and so it is not known whether it is available.

**Figure 47 – Land off St. Andrew’s Close**



- 5.129 This broad area of land (in orange – as it is allocated for housing in the Draft Local Plan) lies to the south of the existing built up area and is well defined by existing development to the west and north and by woodland to the south and east.
- 5.130 At 2.4ha the area might be able to accommodate approximately **40** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be possible directly from St. Andrew’s Close to the north, but this would need to be assessed and agreed by the Highways Authority.
- 5.131 The area was promoted for development during the preparation of the 2012 Draft Local Plan and was allocated for development as part of the 2014 Focussed Changes. The suitability of the land is questionable due to the presence of glow worms and other rare species on the site.

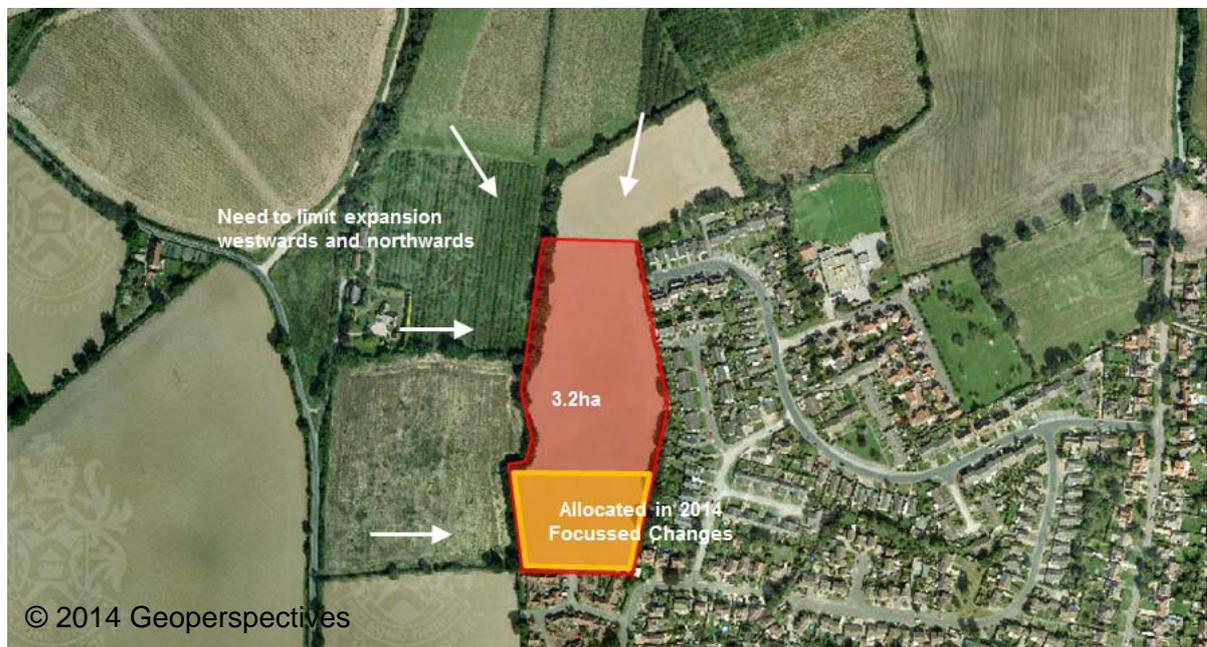
**Elmstead Market**

**Figure 48 – Land west of Church Road**



- 5.132 This broad area of land (in orange – as it is allocated for housing in the Draft Local Plan) lies to the north of the existing built up area and is well defined by existing development to the west and south but there are few obvious existing features to define the northern limit of this area that would act as a sensible defensible boundary to keep the settlement from protruding too far into the open countryside. There would therefore be a need to limit expansion northwards to maintain a compact settlement shape.
- 5.133 At 2.4ha the area might be able to accommodate approximately **40** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be possible directly from Church Road but this might need upgrading and would need to be assessed and agreed by the Highways Authority.
- 5.134 The area was promoted for development during the preparation of the 2012 Draft Local Plan and was allocated for development as part of the 2014 Focussed Changes.

**Figure 49 – Land off Holly Way and Meadow Close**



- 5.135 This broad area of land (in red) lies to the north-west of the existing built up area and is well defined by existing development to the south and east and field boundaries to the west but there are few obvious existing features to define the northern limit of this area that would act as a sensible defensible boundary to keep the settlement from protruding too far into the open countryside. There would therefore be a need to limit expansion northwards to maintain a compact settlement shape and to avoid the settlement protruding further north than the existing line of development in Holly Way.
- 5.136 At 3.2ha the whole area (area in red and area already allocated for housing in the Draft Local Plan in orange) might be able to accommodate approximately **58** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be possible directly from Holly Way to the north and Meadow Close to the south but this would need to be assessed and agreed by the Highways Authority.
- 5.137 The area was promoted for development during the preparation of the 2012 Draft Local Plan and was allocated for development in the 2012 Draft Local Plan but only part of the area stayed allocated for development as part of the 2014 Focussed Changes.

**Figure 50 – Land off Alfels Road and west of School Road**



- 5.138 This broad area of land (in red) lies to the south of the existing built up area and is well defined by existing development to the north, west and east but there are few obvious existing features to define the southern limit of this area that would act as a sensible defensible boundary to keep the settlement from protruding too far into the open countryside. There would therefore be a need to limit expansion northwards to maintain a compact settlement shape and to avoid the settlement protruding further south than the existing line of development in School Road.
- 5.139 At 3.6ha the area might be able to accommodate approximately **65** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be possible directly from either School Road to the east of Alfels Road to the west, which would need to be assessed and agreed by the Highways Authority.
- 5.140 The area was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Elmstead Market.

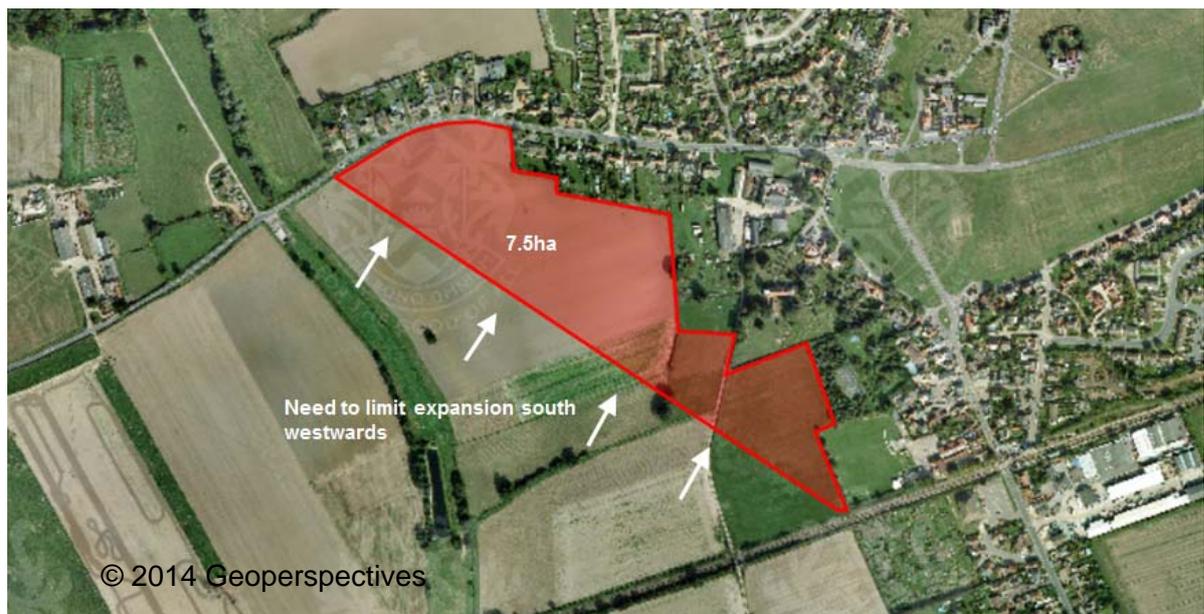
## **Great Bentley**

**Figure 51 – Land off Sturrick Lane**



- 5.141 This broad area of land (in red) lies to the north of the existing built up area and is well defined by existing development to the south, Sturrick Farm to the west and Heckford's Road to the east but there are few obvious existing features to define the northern limit of this area that would act as a sensible defensible boundary to keep the settlement from protruding too far into the open countryside. There would therefore be a need to limit expansion northwards to maintain a compact settlement shape and to avoid the settlement protruding further north than Sturrick Farm. Part of the area (in orange) is allocated for housing in the 2012 Draft Local Plan.
- 5.142 At 4.2ha the whole area (area in red and the area already allocated in orange) might be able to accommodate approximately **75** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be possible directly from either Sturrick Lane to the west or from Heckford's Road to the east, which would need to be assessed and agreed by the Highways Authority.
- 5.143 The area is part of a large area of land that was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Great Bentley.

**Figure 52 – Land south of Thorrington Road**



- 5.144 This broad area of land (in red) lies to the west of the existing built up area and is well defined by existing development to the north and east, the railway line to the south and Bentley Brook to the west. There would be a need to limit expansion south westwards to maintain a compact settlement shape.
- 5.145 At 7.5ha the area might be able to accommodate approximately **150** dwellings if 90% of the area was developed at a density of 20dph but a lower density might be more appropriate due to the historic character and low density of existing development to the east. Access is likely to be possible directly from Thorrington Road to the north, which would need to be assessed and agreed by the Highways Authority.
- 5.146 This land has not been promoted and so it is not known whether it is available.

**Figure 53 – Land west of Plough Road**



5.147 This broad area of land (in red) lies to the south of the existing built up area and is well defined by existing development to the north and east but there are few obvious existing features to define the western and southern limits of this area that would act as a sensible defensible boundary to keep the settlement from protruding too far into the open countryside. There would therefore be a need to limit expansion southwards to maintain a compact settlement shape and to avoid the settlement protruding further south than the existing line of development in Plough Road.

5.148 At 3.1ha the area might be able to accommodate approximately **56** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be possible directly from Plough Road, which would need to be assessed and agreed by the Highways Authority.

5.149 This land has not been promoted and so it is not known whether it is available.

**Figure 54 – Land south of Weeley Road**



- 5.150 This broad area of land (in red) lies to the east of the existing built up area and is well defined by existing development to the west and north and the railway line to the south but there are few obvious existing features to define the eastern limit of this area that would act as a sensible defensible boundary to keep the settlement from protruding too far into the open countryside. There would therefore be a need to limit expansion eastwards to maintain a compact settlement shape and to avoid the settlement protruding further east than the existing line of development in Weeley Road.
- 5.151 At 2.5ha the area might be able to accommodate approximately **45** dwellings if 90% of the area was developed at a density of 20dph but a lower density might be more appropriate due to the historic character and low density of existing development to the north. Access is likely to be possible directly from Plough Road, which would need to be assessed and agreed by the Highways Authority.
- 5.152 The area was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to concerns about access and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Great Bentley.

**Figure 55 – Land north of Moors Close**



- 5.153 This broad area of land (in red) lies to the north of the existing built up area and is well defined by existing development to the south and Heckford's Road to the west but there are few obvious existing features to define the northern and eastern limits of this area that would act as a sensible defensible boundary to keep the settlement from protruding too far into the open countryside. There would therefore be a need to limit expansion northwards to maintain a compact settlement shape.
- 5.154 At 5.6ha the area might be able to accommodate approximately **100** dwellings if 90% of the area was developed at a density of 20dph but a lower density might be more appropriate due to the historic character and low density of existing development to the south. Access is likely to be possible directly from Heckford's Road to the west, which would need to be assessed and agreed by the Highways Authority.
- 5.155 This land has not been promoted and so it is not known whether it is available.

## Little Clacton

Figure 56 – Land west of Weeley Road



- 5.156 This broad area of land (in red) lies to the west of the existing built up area of the northern portion of the village and is well defined by existing development to the east and south and field boundaries to the west and north.
- 5.157 At 5.5ha the area might be able to accommodate approximately **100** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be possible directly from Weeley Road to the east, which would need to be assessed and agreed by the Highways Authority.
- 5.158 Part of the area was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Little Clacton.

**Figure 57 – Land west of The Street**



- 5.159 This broad area of land (in red) lies to the west of the existing built up area between the northern and southern portions of the village and is well defined by existing development to the north, east and south and field boundaries to the west.
- 5.160 At 6.4ha the area might be able to accommodate approximately **115** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be possible directly from The Street to the east, which would need to be assessed and agreed by the Highways Authority.
- 5.161 The area was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Little Clacton and because there was major public concern at the principle of joining the two halves of the village together.

**Figure 58 – Land east of The Street**



5.162 This broad area of land (in red) lies to the east of the existing built up area between the northern and southern portions of the village and is well defined by existing development to the north, west and south but there are few obvious existing features to define the eastern limit of this area that would act as a sensible defensible boundary to keep the settlement from protruding too far into the open countryside. There would therefore be a need to limit expansion eastwards to maintain a compact settlement shape.

5.163 At 9.4ha the area might be able to accommodate approximately **170** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be possible directly from The Street to the west, which would need to be assessed and agreed by the Highways Authority.

5.164 This land has not been promoted and so it is not known whether it is available.

**Figure 59 – Land west of Grove Road**



- 5.165 This broad area of land (in red) lies to the east of the existing built up area of the northern portion of the village and is well defined by existing development to the west, north and south and field boundaries to the east. There would therefore be a need to limit expansion eastwards to maintain a compact settlement shape.
- 5.166 At 4.8ha the area might be able to accommodate approximately **86** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be possible directly from either Amerells Road or Feverills Road, which would need to be assessed and agreed by the Highways Authority. Access from Grove Road is unlikely to be supported.
- 5.167 This land has not been promoted and so it is not known whether it is available.

**St. Osyth**

**Figure 60 – Land off Rochford Road**



- 5.168 This broad area of land (in red) lies to the south-east of the existing built up area and is well defined by existing development to the west and north, a creek to the south and a track to the west.
- 5.169 At 5.3ha the area might be able to accommodate approximately **95** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be possible directly from Rochford Road, which would need to be assessed and agreed by the Highways Authority.
- 5.170 This land was allocated in the 2012 Draft Local Plan but removed as part of the 2014 Focussed Changes due to concerns about the availability of the land (due to restrictive

covenants). This would therefore need to be re-assessed for the land to be considered a suitable contender again in the new Local Plan.

**Figure 61 – Land south of Clacton Road**



- 5.171 This broad area of land (in red) lies to the south-east of the existing built up area and is well defined by existing development to the west and north but there are few obvious existing features to define the eastern limit of this area that would act as a sensible defensible boundary to keep the settlement from protruding too far into the open countryside and beyond its existing shape and form. There would therefore be a need to limit expansion eastwards to maintain a compact settlement shape.
- 5.172 At 4.6ha the area might be able to accommodate approximately **80** dwellings if 90% of the area was developed at a density of 20dph. Access is likely to be possible directly from Clacton Road to the north, which would need to be assessed and agreed by the Highways Authority.
- 5.173 Part of this land was allocated in the 2012 Draft Local Plan but removed as part of the 2014 Focussed Changes due to concerns about the availability of the land (due to restrictive covenants). This would therefore need to be re-assessed for the land to be considered a suitable contender again in the new Local Plan.

## Thorpe-le-Soken

Figure 62 – Land north of New Town Road



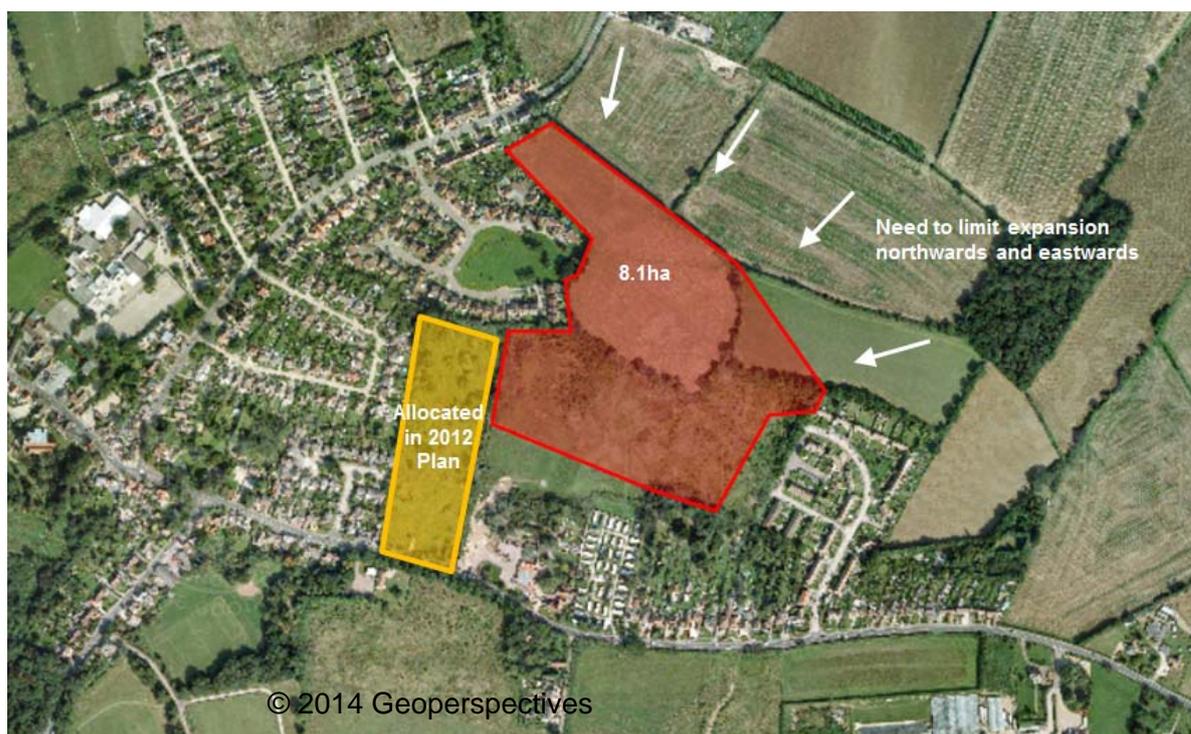
- 5.174 This broad area of land (in red) lies to the north of the existing built up area and is well defined by existing development to the west and south and field boundaries to the east but there are few obvious existing features to define the northern limit of this area that would act as a sensible defensible boundary to keep the settlement from protruding too far into the open countryside. There would therefore be a need to limit expansion northwards to maintain a compact settlement shape and avoid development extending further north than existing development in St. Michael's Road to the west.
- 5.175 At 3.3ha the area might be able to accommodate approximately **60** dwellings if 90% of the area was developed at a density of 20dph. Access may be possible from New Town Road but this is currently unmade and so access via this would need to be assessed and agreed by the Highways Authority.
- 5.176 The area was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to concerns about access and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Thorpe-le-Soken.

**Figure 63 – Land off Lonsdale Road**



- 5.177 This broad area of land (in red) lies to the north of the existing built up area and is well defined by existing development to the south and field boundaries to the west but there are few obvious existing features to define the northern and eastern limits of this area that would act as a sensible defensible boundary to keep the settlement from protruding too far into the open countryside. There would therefore be a need to limit expansion northwards and eastwards to maintain a compact settlement shape.
- 5.178 At 4.3ha the area might be able to accommodate approximately **83** dwellings if 90% of the area was developed at a density of 20dph. Access may be possible from New Town Road, Kenilworth Road, Spencer Road, Palmerston Road or Lonsdale Road to the south but these are currently private and unmade so access via these would need to be assessed and agreed by the Highways Authority.
- 5.179 The area was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to concerns about access and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Thorpe-le-Soken.

**Figure 64 – Land east of Landermere Road**



- 5.180 This broad area of land (in red) lies to the east of the existing built up area between the main built up part of the village and the small area of housing off Byng Crescent to the east. The land is well defined by existing development to the west and south and field boundaries to the north and east. There would therefore be a need to limit expansion northwards and eastwards to maintain a compact settlement shape.
- 5.181 At 8.1ha the area might be able to accommodate approximately **145** dwellings if 90% of the area was developed at a density of 20dph. Access may be possible from Landermere Road to the west or Byng Crescent to the east but this would need to be assessed and agreed by the Highways Authority.
- 5.182 The area was promoted for development during the preparation of the 2012 Draft Local Plan but was discounted due to concerns about access and because land elsewhere was considered more suitable, in principle, in accordance with that plan's 'fair and proportionate' approach to growth for Thorpe-le-Soken.

### **Summary of Findings**

- 5.183 The following table provides a summary of the potential numbers of dwellings that each broad area of land identified above could potentially accommodate (in theory), if deemed to be suitable for housing growth through the Local Plan.
- 5.184 Strategic housing growth will only be directed to those settlements identified as being capable of accommodating strategic housing growth in the proposed new settlement hierarchy that have a railway station, are located on the strategic road network, with existing jobs or access to jobs nearby and have sites large enough to accommodate 700 or more dwellings. This is considered to be the sensible minimum number of dwellings needed to justify the provision of a new primary school, which would be a key requirement for any strategic settlement expansion. The table also identifies the broad areas (shaded green)

which will be the subject of more detailed assessment during the preparation of the new Local Plan.

### **Strategic Urban Settlements**

Settlement / Broad Location	Area (ha) (approx)	Approx number of dwellings that could be accommodated
<b>Colchester Fringe</b>		
Land at Plains Farm, south of A120	121ha	2,720
Land east of Colchester between A133 and A120	282ha	6,345
	<b>403ha</b>	<b>9,065</b>
<b>Clacton-on-Sea</b>		
Land west of Cherry Tree Avenue, Clacton	30ha	675
Land at Rouses Farm, Clacton	48ha	1,080
Land in north-west Clacton, west of A133	198ha	4,455
Land between A133 and Centenary Way, Clacton	30ha	675
Land north of Gorse Lane Industrial Estate, Clacton	93ha	2,090
Land between railway line and north of Holland-on-Sea	78ha	1,755
	<b>477ha</b>	<b>10,730</b>
<b>Harwich &amp; Dovercourt</b>		
Land west of Low Road and south of Oakley Road, Dovercourt/Little Oakley	63ha	1,415
Land south of Harwich Road, Little Oakley	57ha	1,280
Land between Ramsey and Little Oakley	57ha	1,280
Land in the vicinity of Michaelstow Hall, Ramsey	26ha	585
Land at Greenfields Farm, Dovercourt	7ha	155
	<b>200ha</b>	<b>4,715</b>

- 5.185 From the table above, even if all the broad areas were considered to be suitable and available for development, no single settlement is capable of accommodating all the housing growth that is required in Tendring.
- 5.186 There is roughly the same amount of land around Colchester as there is around Clacton that might be capable of accommodating future housing growth. However, out of the 6 broad areas identified around Clacton only 4 are worthy for further consideration as potential locations for strategic housing growth (due to their size) but at this stage it is recognised that there may be concerns about the suitability of some of these broad areas in terms of physical access and other issues that may affect whether the land is suitable or available or development is achievable. These issues will be assessed fully in the Council's revised Strategic Housing Land Availability Assessment (SHLAA).
- 5.187 From this assessment, it is clear that Harwich is much more physically constrained than both the Colchester Fringe area and Clacton. Of the 5 broad areas identified around Harwich, only 3 are worthy for further consideration as potential locations for strategic housing growth (due to their size) but at this stage there are likely to be concerns about the suitability of these broad areas in terms of physical access, landscape sensitivity and poor connectivity to the existing urban area and other issues that may affect whether land is suitable or available or development is achievable. For these reasons, and to ensure there remains sufficient land for future economic development, Harwich is unlikely to be considered as a suitable contender for strategic housing growth in the new Local Plan.

5.188 There may also be potential for some small-scale developments around the periphery of Clacton and Harwich to take place within some of the smaller broad areas, but the suitability of these will be assessed in the SHLAA.

### Smaller Urban Settlements

Settlement / Broad Location	Area (ha) (approx)	Approx number of dwellings that could be accommodated
<b>Frinton &amp; Walton</b>		
Land south of Kirby Cross and railway line	73ha	1,640
Land south of Kirby Cross and north of railway line	12ha	270
Land west of Halstead Road, Kirby Cross	40ha	900
Land east of Halstead Road, Kirby Cross	56ha	1,260
Land west of Old Hall Lane, Walton-on-the-Naze	20ha	450
	<b>201ha</b>	<b>4,520</b>
<b>Manningtree, Lawford &amp; Mistley</b>		
Land south of Long Road, Lawford	20ha	360
Land north of Long Road, Lawford/Mistley	10ha	180
Land south of Mistley Village	19ha	340
	<b>49ha</b>	<b>880</b>
<b>Brightlingsea</b>		
Land west of Lodge Lane, Brightlingsea	9ha	160
Land west of Church Road, Brightlingsea	17ha	300
Land north of Church Road, Brightlingsea	13ha	230
Land off Morses Lane, Brightlingsea	15ha	270
Land north of Mill Street, Brightlingsea	14ha	250
	<b>68ha</b>	<b>1,210</b>

5.189 Frinton/Walton is the only other settlement in the district with broad areas of land around the periphery large enough to potentially accommodate 700 or more dwellings. However, this settlement is not considered suitable for strategic growth due to the lack of jobs and economic potential and poor connectivity to the strategic road network – which are all considered to be essential requirements for a settlement to be suitable for strategic growth (see separate settlement hierarchy paper for more information). However, there may be some opportunities for smaller-scale planned growth to take place within the broad areas identified but some are unlikely to be suitable due to concerns about access, landscape impact and other issues that may affect whether land is suitable or available or development is achievable. These issues will be assessed fully in the Council's revised SHLAA.

5.190 There is much less land around Manningtree, Lawford and Mistley and Brightlingsea that might be capable of accommodating future housing growth but there are some concerns at this stage about the suitability of some of these broad areas in terms of access and other issues that may affect whether land is suitable or available or development is achievable. These issues will be assessed fully in the Council's revised SHLAA. For these locations, the fact that each urban area is highly constrained and that their town centres are unlikely to be capable of any significant expansion will also be key considerations when determining whether any broad locations around these urban areas should become housing allocations in the new Local Plan.

## Strategic Rural Service Centre

Settlement / Broad Location	Area (ha) (approx)	Approx number of dwellings that could be accommodated
<b>Weeley</b>		
Land west of Weeley Village between A133 and Weeley Bypass	53ha	1,000
Land at Hawk Farm, west of Crematorium, Weeley	25ha	450
Land east of Crematorium, Weeley	17ha	300
Land to the rear of Council Offices, Weeley	21ha	380
	<b>116ha</b>	<b>2,130</b>

- 5.191 The findings of this assessment demonstrate that there is land around Weeley with the potential to accommodate additional housing growth but at this stage there are concerns about the suitability of all the broad areas due to concerns about connectivity with the existing residential community and introducing housing on the opposite side of a busy traffic route through the district. Only one of the broad areas identified is capable, in theory, of accommodating strategic housing growth due to its size.

## Rural Service Centres

Settlement / Broad Location	Area (ha) (approx)	Approx number of dwellings that could be accommodated
<b>Alresford</b>		
Land north of Cockaynes Lane	3.7ha	70
Land south of Cockaynes Lane	6.3ha	115
Land south of Wivenhoe Road and west of Church Road	9.8ha	176
Land off St. Andrew's Close	2.4ha	40
	<b>22.2ha</b>	<b>401</b>
<b>Elmstead Market</b>		
Land west of Church Road	2.4ha	40
Land off Holly Way and Meadow Close	3.2ha	58
Land off Alfels Road and west of School Road	3.6ha	65
	<b>9.2ha</b>	<b>163</b>
<b>Great Bentley</b>		
Land off Sturrick Lane	4.2ha	75
Land south of Thorrington Road	7.5ha	150
Land west of Plough Road	3.1ha	56
Land south of Weeley Road	2.5ha	45
Land north of Moors Close	5.6ha	100
	<b>22.9ha</b>	<b>426</b>
<b>Little Clacton</b>		
Land west of Weeley Road	5.5ha	100
Land west of The Street	6.4ha	115
Land east of The Street	9.4ha	170
Land west of Grove Road	4.8ha	86
	<b>26.1ha</b>	<b>471</b>

<b>St. Osyth</b>		
Land off Rochford Road	5.3ha	95
Land south of Clacton Road	5.6ha	100
	<b>10.9ha</b>	<b>195</b>
<b>Thorpe-le-Soken</b>		
Land north of New Town Road	3.3ha	68
Land off Lonsdale Road	4.3ha	83
Land east of Landermere Road	8.1	145
	<b>15.7ha</b>	<b>296</b>

5.192 The findings from this assessment demonstrate that for all the Rural Service Centres there is land where development could take place, in theory, that would not overly harm the existing shape and form of each settlement. However, at this stage there are concerns about the suitability of some of the broad areas identified around each settlement in terms of access and other issues that may affect whether land is suitable or available or development is achievable. These issues will be assessed fully in the Council's revised SHLAA. Furthermore, the Local Plan will need to also take into consideration the capability of each settlement's infrastructure to accommodate additional growth when deciding where and how to distribute growth amongst these settlements.



## 6 Conclusions and Recommendations

- 6.1 At this stage, this assessment can only make assumptions as to the theoretical capability of settlements to accommodate housing development based on an understanding of where settlements could expand, taking into account each settlement's opportunities and constraints.
- 6.2 The precise amount of housing that gets allocated to each settlement in the new Local Plan will depend on the following factors:
- the settlement's place within the new Local Plan settlement hierarchy;
  - the findings of more detailed technical evidence (in particular the revised Strategic Housing Land Availability Assessment and the Sustainability Appraisal); and
  - feedback from key stakeholders and consultation.
- 6.3 From this assessment, it can be concluded that no single settlement in the district is physically capable of accommodating all of the district's housing growth.
- 6.4 Of the settlements considered suitable (in theory) of accommodating strategic housing growth in the proposed new settlement hierarchy, there are only 10 broad areas that have been identified that are physically capable of accommodating housing development (in theory) at a strategic scale (i.e. large enough to accommodate a new primary school on site) and therefore are worthy for further consideration during the preparation of the new Local Plan.
- 6.5 As can be seen in this assessment, the Colchester Fringe area and the Clacton urban area are relatively unconstrained compared to the other urban settlements but there are issues about access for some of the broad locations identified and other technical issues, which may render some of these locations unsuitable for allocation as strategic development sites in the new Local Plan. Any major development on the Colchester/Tendring border would require full co-operation between Tendring District Council and Council Borough Council and significant upfront infrastructure investment and a joint Local Plan covering that area.
- 6.6 The Harwich/Dovercourt urban area is relatively more constrained than the other strategic urban locations (Colchester Fringe and Clacton) and for most of the broad areas identified there are issues about access, landscape impact and poor connectivity with the existing urban area, which may render some of these locations unsuitable for strategic allocation in the new Local Plan. The potential for strategic employment growth in the Harwich/Dovercourt area also needs to be taken into consideration especially if the proposed Bathside Bay Container Port development is expected to take place within the plan-period. For these reasons, this urban area is not considered suitable for strategic housing growth but there may be potential for some smaller-scale peripheral expansion for housing.
- 6.7 Weeley is the only village considered to be suitable for strategic housing growth due to its strategically-important location at the heart of the district at the junction of two important routes through the district and there is sufficient land around the periphery of the settlement capable of accommodating strategic development.
- 6.8 Out of the smaller urban areas, the Frinton/Walton urban area is relatively unconstrained but for most of the broad areas identified there are issues about access and poor connectivity with the existing urban area, which may render these sites to be unsuitable for

housing development. However, there appears to be some opportunities for small-scale peripheral expansion. The smaller towns of Brightlingsea and Manningtree, Lawford and Mistley are relatively highly constrained and their town centres are fairly small and not generally suitable for major expansion. Additionally, for most of the broad areas identified around these areas, there are issues about access and poor connectivity with the existing urban area, which may render these sites to be unsuitable for housing development. However, there may be opportunities for small-scale peripheral expansion.

- 6.9 The level of growth in the district's Rural Service Centres will need to relate closely to the relative size, accessibility and character of each settlement and the capability of existing infrastructure. As this assessment demonstrates, there may be some opportunities for small-scale expansion of the district's Rural Service Centres that would not significantly alter their settlement shape or form.
- 6.10 The findings of this study will help inform the preparation of the revised Strategic Housing Land Availability Assessment, which will assess each broad location identified in this assessment alongside other specific sites in more detail to help inform the preparation of the new Local Plan.