

**Publication Draft Colchester Local Plan Section 2 Representation Schedule**  
**Appendix E2 of the Consultation Statement**  
**SDCBC/006/3/3**

**Introduction**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6202	ECC (Jericho)	yes	yes	yes							Text as it relates to the 'Essex and Southend-on-Sea Waste Local Plan' needs to be updated to reflect adoption of the new Essex and Southend-on-Sea Waste Local Plan in July 2017. Amended wording is provided for the first two paragraphs (retaining the third paragraph unchanged).	awaiting amendment text from Matthew Jericho 04/08/17
6226	ECC (Jericho)	yes	yes	no			✓	✓	h		This representation applies to 'County Level Plans' and the 'Essex Local Transport Plan'. A change is required to provide a context to the Local Transport Plan and state ECC is the Local Highway Authority and Local Transport Authority.	Include the following text as the first sentence under 'Essex Local Transport Plan' to provide a context to the Local Transport Plan and state ECC is the Local Highway Authority and Local Transport Authority. 'ECC is the Local Highway Authority, with a responsibility to manage and maintain the highway network, and the Local Transport Authority, with transport planning responsibilities for the administrative area of Essex.'
6227	ECC (Jericho)	yes	yes	no			✓	✓	h		This provides a context to other representations made by ECC. ECC has ensured its representations and on-going engagement with CBC has addressed ECC's areas of responsibility consistent with national policy to enable sustainable development. ECC identifies several areas where clarification is sought to enable effective delivery and amendments to improve policy and explanatory text. ECC will work cooperatively with CBC regarding our statutory roles and as a partner in the North Essex Garden Communities to ensure issues are positively addressed prior to submission. ECC would look to prepare a Statement of Common Ground with CBC to address the issues raised.	See individual reps throughout the Publication Draft Local Plan.
6887	Natural England										Officer summary -Policies required on soil and land quality and consideration of best and most versatile agricultural land.	Policies required on soil and land quality and consideration of best and most versatile agricultural land.

7057	Liveland, Boyer Planning																			In relation to SA: The site (Liveland) already scores well in terms of achieving the sustainable objectives and it is comparative to the other sites assessed, but as set out above there are a number of other areas that make a significant positive impact that have not been reflected in the SA. This further reinforces the suitability of the site for development. The above points have been raised on numerous occasions and we are concerned that this information has not been taken into account. We therefore request the SHLAA and Sustainability Appraisal Assessment are updated accordingly	
7058	Liveland, Boyer Planning									yes										Full details are set out in the attached. These representations to the Publication Local Plan Consultation are made on behalf of Mr. Andrew Mattin in respect of the land at Liveland, Marks Tey. The site benefits from an existing access off London Road. Create Consulting Engineers were instructed to appraise the vehicular access arrangements and to consider a potential access solution to accommodate residential development on site. These details have been submitted to the local authority. Overall there continues to be no significant constraints to development at the site and as per the previous submissions, it is emphasised within these....	
7068	John Lindsay																			West Tey Housing: Low cost housing needed for local people Jobs: No local industry therefore no jobs. All working people will have to commute Railway network : Already at full capacity with only one track in each direction. Schools: New schools will be needed, teacher recruitment already a problem. Doctors: Already difficult to recruit GPs so additional strain on existing services Hospitals: Colchester Hospitals are already struggling Funding: Local authority already under strain to provide adequate services for existing community  Roads: Tiptree to A12 B1023 already up to capacity and dangerous for users and local community.	
7072	Mary Lindsay																			West Tey Housing: Low cost housing needed for local people Jobs: No local industry therefore no jobs. All working people will have to commute Railway network : Already at full capacity with only one track in each direction. Schools: New schools will be needed, teacher recruitment already a problem. Doctors: Already difficult to recruit GPs so additional strain on existing services Hospitals: Colchester Hospitals are already struggling Funding: Local authority already under strain to provide adequate services for existing community  Roads: Tiptree to A12 B1023 already up to capacity and dangerous for users and local community.	

7200	Maria Luisa White	yes	yes	no			✓		h		Policy on the following: 1) Non Compliance 2) Monitoring 3) Penalty/Punishment	
7412	Andrew & Joy Waters			no							There has to date been insufficient interaction and consultation with Copford under the localism Act 2011 see CBC plan 1.11 and 12.83. The failure lies with the former Copford Parish Council who set up a Neighbourhood Plan Review Group and then disbanded it. The group formed VOICE ( Village opinions in Copford and Easthorpe) continued the work.	
7453	STOP350 (represented by David Cooper and John Akker	no	no	no	✓	✓	✓	✓	h	yes	The Draft Local Plan does not recognise that Mersea is an island with restricted access due to it's single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.

Key points Raised: Essex County Council has proposed minor modifications to the Introduction. Natural England considers that policies on soil and land quality and best and most versatile agricultural land are needed. A policy has also been suggested on non-compliance, monitoring and penalty/punishment. There has been insufficient interaction and consultation. Representations have been made which refer to specific sites.

LPA Initial Response: The LPA will consider the minor modifications proposed by Essex County Council. The LPA is working on the preparation of a Statement of Common Ground with Natural England to seek to address all of the issues raised in their representations. A policy is not needed on non-compliance and penalty/punishment. All planning applications are determined in accordance with the development plan. Consultation has been undertaken in accordance with the Council's Statement of Community Involvement. Full details of consultation undertaken as part of the preparation of the Local Plan is set out in the Consultation Statement. Site specific issues are addressed in site specific policies.

**Vision and objectives**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6165	The University of Essex (The JTS Partnership LLP)										The University of Essex supports the Borough Council's vision for Colchester and the wider borough and welcomes the support offered, in the Vision, for its own strategic growth objectives. The University also offers its commitment, to the Borough Council, to work with both it, and Tendring Council, to continue to develop, and create, strong links between its activities and the Town Centre and, also, the new Tendring Colchester Borders Garden Community.	
6309	Essex Bridleways Association	yes	yes	no	✓	✓	✓	✓	h		Objectives point 1 Sustainable Growth: the final bullet point relating to the promotion of healthy lifestyles through the provision of recreational opportunities is welcomed; however, to make the Plan sound, we suggest this wording is amended to: 'Promotion of healthy lifestyles through the provision and enhancement of sport, leisure and recreation facilities, and fully-accessible public open space and green infrastructure'.	We suggest this wording is amended to: 'Promotion of healthy lifestyles through the provision and enhancement of sport, leisure and recreation facilities, and fully-accessible public open space and green infrastructure'.
6445	Andrew martin Planning (Andrew Martin)										The vision and objectives for Section Two are fully supported.	
6894	Environment Agency			y							Support objectives to protect countryside and coast and to ensure that new development avoids areas of flood risk and seeks to reduce future flood risk. Also support and welcome objective to protect and enhance...biodiversity, green spaces. water quality and river corridors.	
6948	Historic England			no							Support text on distinctive and thriving villages and protecting and enhancing landscape, but should include similar vision for the historic environment. Currently, vision is too Town focused. Objectives should also include more explicit reference to whole Borough's historic environment.	No specific wording provided.
7069	Essex Wildlife Trust	yes	yes	no			✓	✓	w		Biodiversity loss is a serious challenge that needs to be included in this statement as an issue that the LPA aims to address.  The vision statement needs to include a commitment to ensuring that Colchester has a thriving biodiversity supported by a wealth of high quality natural habitats which are robustly protected from harmful development.	Include a statement to the effect that biodiversity loss is a serious challenge that needs to be included in this statement as an issue that the LPA aims to address, plus a commitment to ensuring that Colchester has a thriving biodiversity supported by a wealth of high quality natural habitats which are robustly protected from harmful development.

7073	Essex Wildlife Trust	yes	yes	no			✓	✓	w		Objectives p. 63 2. Natural Environment Objectives should include a commitment to create, enhance and protect wildlife corridors thus ensuring improved connectivity of habitats across the borough and into adjoining boroughs	Include a commitment to create, enhance and protect wildlife corridors thus ensuring improved connectivity of habitats across the borough and into adjoining boroughs.
7126	Hopkins Homes (Pegasus Group, Nicky Parsons)	yes	yes	no	✓		✓		h	yes	The plan should not rely on neighbourhood plans to allocate sites. This matter is outside of the control of the Borough and will not safeguard against allocations that fail to deliver a suitable mix of house type and tenures. Such an outcome would undermine the strategic objective to provide sufficient new homes thereby rendering the Plan ineffective and demonstrate that it has not been positively prepared.	Changes to address this concern are more appropriate in later sections of the plan as identified in other representations that have been made to the plan on behalf of Hopkins Homes.
7306	Hutley, Molyneux and Went (Boyer Planning)										Vision supported	
7369	Myland Community Council (Helen Harris)										MCC would argue that CBC's prime focus in recent years and repeated again here is on extensive housing growth, beyond 2033. The DCLG description gives equal weight to all factors that constitute sustainable development. The risk of not giving equal weight to all factors will be a serious imbalance in areas such as education and health provision.	None
7409	STOP350 (represented by David Cooper and John Akker)	no	no	no	✓	✓	✓	✓	h	yes	The Draft Local Plan does not recognise that Mersea is an island with restricted access due to its single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.
<p>LPA Initial Response: Representations of support have been made to the vision and objectives. Historic England, Essex Wildlife Trust and Essex Bridleways Association proposed minor modifications. Some site specific representations have been made.</p> <p>The vision and objectives recognise Colchester's unique characteristics and no further amendments are needed. There is an objective to 'develop a green infrastructure network across the Borough' and to 'protect and enhance... biodiversity...'. No further detail is required. Site specific issues are addressed in response to the site specific policies.</p>												

**SG1: Colchester's Spatial Strategy**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6115	2008 Angora Bare Trusts (Cheffins)	yes	yes	no		✓			h		Housing figures should be minimums, lack of evidence to support the planned distribution, Copford figures to be increased	As stated in the representation
6138	Pordham				✓	✓	✓	✓	W		"The inclusion of a Garden Community at Marks Tey of circa 20,000 homes is ill conceived with none of the concerns raised in early consultations answered i.e. 1. The GC at Marks Tey is in the wrong place for a new town. 2. trunk roads that are highly polluting and have dangerous poor air quality. 3. Station is poorly placed with trains already full. 4. No meaningful public transport planned until 2030. 5. Jobs will be difficult to provide - the councils own consultants cite these difficulties. 6. As it stands, the development of a GC at Marks Tey will be nothing more than a commuter town given the current plans. 7. 3200 acres of top grade agricultural land to be given over to a commuter town - does not seem a grade deal for the locals at Marks Tey or the Colchester area."	Do not include a Garden Community at Marks Tey (as stated in the representation)
6166	The University of Essex (The JTS Partnership LLP)										The University of Essex supports the spatial strategy as set out in Policy SG1 and paragraphs 12.1 to 12.14, including the identification of the Essex Knowledge Gateway and University Strategic Economic Area and the Hythe Special Policy Area.	
6177	Marguerite Hadrell									yes	The Spatial Strategy is broadly supported providing the Council take a consistent view of the application of this policy in relation to new housing development. I have promoted a site in Lexden for housing now for some seven years and have been frustrated by the biased attitude of Council members in failing to apply policy in a fair and consistent manner.	None
6239	L. Charlesworth (Lawson Planning Partnership)	yes	yes	no	✓	✓	✓	✓	h	yes	The downgrading of Dedham Heath from a 'Sustainable Settlement' to an 'Other Village' is not considered to be a positively prepared decision, justified, effective or consistent with National Policy that seeks to direct objectively assessed housing need to sustainable locations.	Given the proximity of Dedham Heath to Dedham and the close interrelation between these two parts of the village, it does not seem justified to separate them for the purposes of identifying Sustainable Settlements in the Local Plan. Therefore, we request for Dedham Heath and Dedham to become one Sustainable Settlement.

6305	Marks Tey Church										para 12.11 references churches as key community facilities for sustainable settlements. Please build this wisdom into the new garden communities, and make provision for new church communities, probably hiring schools or community halls. Churches seek to serve their local community, not for partisan advantage.	None
6382	NEEB Holdings (Carter Jonas, John Mason)										NEEB supports the growth of sustainable settlements in line with paragraphs 7 and 55 of the NPPF	None
6398	Fenn Wright (Roger Hayward representing Sussanna Harrison Consultee 3589)										We support the proposed Spatial Strategy SG1 in principle and the role of Sustainable Settlements such as Copford and Copford Green in meeting the need for housing growth. Copford is well located and benefits from existing infrastructure and services the extent and capacity of which can be readily enhanced during the Plan period.	None
6446	Andrew Martin (Andrew Martion Planning)	yes	yes	no		✓	✓		h		Support is extended for the proposed growth strategy for Colchester that locates growth at the most accessible and sustainable locations in the borough, in accordance with the spatial strategy for North Essex. However, the housing trajectory to support the Plan is not consistent with the table at SG1. This refers to development coming forward in some of the 'sustainable settlements' and other villages (in the lowest growth tier) in advance of sites in Colchester urban area and the surrounding built up areas such as North of London Road, Stanway and the new Garden Communities.	Our response in respect of Land East of Marks Tey states that for consistency an allocation for a first phase of development in the Colchester/Braintree Borders Garden Community should be made in respect of land at East Marks Tey and recognised in the housing trajectory as deliverable within the early years of the Plan. Early delivery is also possible on the proposed allocation North of London Road, Stanway. The trajectory should be revised accordingly.
6494	Crest Nicholson Operations Ltd, R F West & Livelands (Andrew Martion Planning)	yes	yes	no		✓	✓		h	yes	The housing trajectory is not consistent with the spatial hierarchy for growth proposed in Policy SG1. This refers to development coming forward in some of the 'sustainable settlements' and other villages (in the lowest growth tier), in advance of sites in Colchester urban area, the surrounding built up areas such as Stanway and the new Garden Communities. For consistency, an allocation for a first phase of development in Colchester/Braintree Borders Garden Community should be made in respect of land at East Marks Tey and recognised in the housing trajectory as deliverable within the early years of the Plan.	For consistency an allocation for a first phase of development in the Colchester/Braintree Borders Garden Community should be made in respect of land at East Marks Tey (see attached plan) and recognised in the housing trajectory as deliverable within the early years of the Plan.
6630	Mersea Homes (Brian Morgan)	yes	yes	no			✓		h		Paragraph 2 States that development will be focused in 'highly accessible' locations. Whilst accessibility is a key factor when considering the sustainability of a location the Council proposes development across the settlement hierarchy including villages. It is normal for villages to have less accessibility than large towns so the use of 'highly' cannot always apply.	Delete 'highly' from paragraph 2.  A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to this representation and can be read in conjunction with each following representation.
6760	Strutt & Parker (Andy Butcher)										Policy SG1 has been positively prepared and is consistent with national policy in respect of a need to deliver sustainable development.	None

6772	Braintree District Council (Emma Goodings)											BDC supports the spatial strategy and spatial hierarchy in Section 2 of the Local Plan which seeks to concentrate development at Colchester, as the most sustainable location for growth, with some expansion of sustainable settlements of circa 500 dwellings, and the establishment of two cross boundary garden communities at Colchester Braintree Borders and Colchester Tendring Borders. The OAN target is 920 dwellings per year which, against a historic average of 903 dwellings per year, is realistic and achievable. BDC is satisfied that the appropriate level of joint-working has been undertaken for the Local Plan in accordance with the Duty-to-Cooperate.	None
6870	Martin Robeson			no						h		Objection to the grouping of North, South, East and West growth locations within the second tier of the spatial strategy. It suggest they are equal in terms of their sustainability and role as place. South area not included in Preferred Options. Stanway is a well-established settlement and should be ranked higher in settlement hierarchy than other opportunistic growth locations. SG1 shouldn't refer to SP6 as providing a spatial strategy for North Essex.	No specific wording provided.
6895	Environment Agency			yes								Support the text under paragraph 12.1 in particular that proposals should contribute towards the environmental element of sustainable development.	
6915	Persimmon Homes	no	yes	no		✓	✓	✓		h		Officer summary - Persimmon agrees that Colchester represents the main town in the district and should accommodate a higher level of development. Also agree with sequential approach to growth within Colchester and two Garden Communities. Concern raised that deferring consideration of a boundary to East Colchester garden community prejudices consideration of suitable sites there.	No specific wording provided.
6932	Terry Parker (Fowler Architecture & Planning, Callan Powers)	yes	yes	no		✓	✓			h	yes	The Tendring/ Colchester borders garden community is identified within the spatial hierarchy as a sustainable location for new development. This is strongly supported. It is clear that the broad location is highly sustainable and accessible in the context of the Borough and adjoining authorities. Arguably, in fact, the garden communities should be placed in the first tier of the settlement hierarchy given both the sheer number of housing units envisaged for the area and that it is being designated as a sustainable settlement, having been identified spatially due to its performance against sustainability criteria.	None

6950	Historic England			no									Paragraph 12.11 should be amended to refer to both landscape and historic character rather than growth being considered appropriate to landscape character. In Table SG1 reference is made to settlements preparing Neighbourhood Plans. As currently drafted, this identification of Neighbourhood Plans will become out of date during the lifetime of the Local Plan. HE suggest that this should be clarified.	As stated in the representation
7021	Tendring District Council		yes										Support for the Local Plan-Continued co-operation between the Councils *(The commentary has not been submitted in relation to any given policy and therefore is deemed to be applicable to the whole of Section 1 generally and therefore is lodged against SP1. The support is also duplicated for Section 2 of the CBC Local Plan.)	
7026	Andrew Granger & Co. (Mr Adam Murray)												Support the proposed spatial strategy for Colchester Borough as set out in Policy SG1: Colchester's Spatial Strategy.  Support the proposal to focus growth on the urban area of Colchester; proposed development site located in the South Urban Area of Colchester and is well served by local services and facilities on Old Heath Road and by public transport opportunities available at the site entrance.	
7040	CBREGI (Cushman and Wakefield)								yes				We support the spatial hierarchy approach which focuses growth on the urban area of Colchester, reflecting its position as the main location for jobs, housing, services, and transport. We also support an emphasis that the Central Area of Colchester, notably (rather than just including) the Town Centre, as the most sustainable location for new development given that it can accommodate higher densities and achieve good access to public transport and a further concentrated mix of uses which will promote linked trips and further minimise the need to travel.	
7053	Boyer Planning			no			✓		A	yes			We support that the spatial strategy which supports growth as part of the Garden Communities and also existing sustainable Settlements, including Marks Tey. It is also supported that the strategy seeks to direct development to sites well-connected to the existing built environment, such as Marks Tey. This would support the vitality of these communities and assist in achieving the Government's aspirations for sustainable development.	
7166	Gladman Development (Mathieu Evans)	yes	yes	yes					h	yes			Gladman support the identification of the settlement hierarchy. However, this should not be at the expense of ensuring housing and employment needs of other settlements are met.	None

7201	Charles Trollope		no	no	✓	✓	✓	✓	h	yes	Policy SGI is not fit for purpose. The decision to divide the villages into sustainable settlements and unsustainable leaves the unsustainable villages without any affordable housing. This is unfair on those who live there as children and are then forced to move away. Fingringhoe - The reasons given against the village are incorrect and full of errors. All villages should be treated the same and provided with more affordable housing.	More affordable homes as a priority as the government requires.
7239	Ingelton Group (Pegasus Group, Jamie Roberts)	yes	yes	no	✓				h	yes	The Local Plan as drafted is not positively prepared as the sustainable settlements, including Great Horkeley, could accept a greater proportion of development, in turn providing a wider mix of sites assisting delivery and choice in the market. Doing this would not be inconsistent with the wider spatial strategy. For example, an allocation of 140 dwellings (comparable with what could be achieved at land at Coach Road) would represent 1.8% of planned growth across the Borough and a 13.8% increase on the existing number of households in Great Horkeley; other comparable villages have seen greater proportionate increases.	It is recommended the Council gives serious consideration to allocating more sites such as land at Coach Road, to provide a greater mix of sources of housing supply whilst remaining in general conformity with the wider spatial strategy for the Borough. Land at Coach Road is one such site, and is considered suitable, available and achievable within the first five years of the Local Plan.
7242	Newbridge Road Landowners (Phase 2 Planning, Trevor Dodkins)	yes	yes	yes						yes	We agree with the identification of Tiptree as a sustainable settlement within the proposed settlement hierarchy and the recognition that Tiptree along with West Mersea and Wivenhoe have automatically been included in the sustainable settlements category due to their larger populations and concentrations of jobs, facilities, services and function. We support SG1.	none
7251	City & Country (Strutt & Parker, Sam Hollingworth)			yes					h	yes	We support the identification of West Mersea as a sustainable settlement. It is critical that the Local Plan supports the sustainable growth of the settlement of West Mersea to ensure it can continue to perform its important role for residents of the settlement and surrounding area.	none
7324	Edward Gittins and Associates	yes	no	no		✓	✓		h		Oppose the specific Garden Community projects. The need for Garden Communities on this scale is not adequately substantiated or adequately programmed in relation to availability of investment in infrastructure. Further research should be included in a separate DPD and pre-2033 capacity redistributed elsewhere. We consider the Spatial Strategy policy should be adopted across all three Districts under the Duty to Cooperate. Finally, the loss of some Settlement Boundaries from the Adopted Local Plan is opposed.	*Reference to Garden Communities in Policy SG1 should reflect a future role and appropriate scale to be determined by a DPD and the two Garden Communities identified in Table SG1 should therefore be deleted. *The Spatial Strategy should be reviewed, should include a reassessment of a role for smaller Garden Communities, with pre-2033 housing earmarked for delivery in proposed Garden Communities being redistributed via an amended Spatial Strategy. *Either Retitle 'Sustainable Settlements' as 'Key Settlements' or similar and refer to accordingly in Policy SG1 and Table SG1, or standardise a Settlement Hierarchy for the whole of North Essex. *We consider the duty to co-operate should be extended to the adoption of a settlement hierarchy common to all three Districts operating the same Spatial Strategy. *Standardise the Settlement Hierarchy being operated by Braintree, Colchester and Tendring *Retain existing settlement boundaries for villages with Settlement Boundaries in the Adopted Local Plan.

7332	Hutley, Moyneux and Went (Boyer Planning)			no						h		General support for policy, but concern that approach to other villages is overly restrictive and could prevent suitable small scale development coming forward.	
7410	Andrew and Joy Waters			no								The current proposals would help create 30 miles of continuous urban sprawl from the University of Essex to the West of Braintree and this is against all policies. In regard to Copford the plan fails the test of proportionality - 12.7 (P72) West Bergholt has the same allocation yet is double the size and has a doctor's surgery, pharmacy, supermarket, large convenience store, post office, 3 pubs, and a hairdresser. Copford has only a partial shop. The location and impact of additional housing at Marks Tey is unclear with suggestions that it could extend to the Copford Borders	
7436	STOP350 (represented by David Cooper and John Akker)	no	no	no	✓	✓	✓	✓		H	yes	The objection of the Group is that the Draft Local Plan does not recognise that Mersea is an island with restricted access due to it's single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.
7474	Maldon District Council (Leonie Alpin)			no			✓				yes	The Plan does not include a review mechanism or trigger for a whole or partial review of the Plan. As a significant portion of the housing development in this plan is reliant on a number of large sites, if these sites do not come forward as expected, the delivery of the Plan could be impacted. If the AMR demonstrates that the GCs and other allocations deliver less than 75% of their projected housing completions in three consecutive years the Council should undertake a partial review of this Plan.	A review mechanism should be included in the Plan

Key points Raised: A range of support and objection expressed to the Spatial Strategy as set out in Policy SG1, several of these also include reference to site specific representations covered under the relevant Place Policies. The key points of principle includes; Dedham Heath should not be an "Other Village" but should be regarded together with Dedham as one Sustainable Settlement; North, South, East and West Colchester (including Stanway) should not be grouped in the same level of the hierarchy- in particular Stanway should be higher; the housing trajectory is inconsistent with the Spatial Hierarchy as it shows delivery in some sustainable settlements ahead of higher order categories in the hierarchy; There should be a recognition that Garden Communities (specifically land East of Marks Tey) can deliver earlier in the plan period; Other villages are unduly restricted to accommodate additional growth; removal of some settlement boundaries opposed; West Mersea should not be within SG1. In respect of a few more specific points it is suggested the Paragraph 2 of SG1 should delete the word "higher" in relation to accessibility. Historic England request that paragraph 12.11 also refers to "historic character" and seek clarification on the reference to NHPs in the policy. Maldon District Council request that a review mechanism be added in relation to under-delivery of housing numbers.

LPA Initial Response: The Spatial Strategy set out in Policy SG1 is supported by the evidence base. The Issues and Options considered a range of alternative options and the Sustainability Appraisal/ SEA illustrates the reasons why the preferred option has been selected. The clear hierarchy within the borough with Colchester urban area at the top of the hierarchy followed by the areas of Colchester immediately surrounding it follows good sound planning principles. The approach to Sustainable Settlement definition and other villages is underpinned by the evidence base. There are no changes considered appropriate or necessary to the principles of the Spatial Strategy. In respect of specific points raised; it is agreed the use of the word "highly" is not necessary given the relative accessibility of locations within the various tiers of the Spatial Strategy and this is included as a Minor Modification. The changes suggested by Historic England will be included as Minor Modifications and in respect of the Maldon District Council rep, CBC will consider the need for Modifications.

SG2: Housing Delivery												
CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan

6139	Pordham				✓	✓	✓	W		<p>The inclusion of a Garden Community at Marks Tey of circa 20,000 homes is ill conceived with none of the concerns raised in early consultations answered i.e.</p> <ol style="list-style-type: none"> <li>1. The GC at Marks Tey is in the wrong place for a new town.</li> <li>2. trunk roads that are highly polluting and have dangerous poor air quality.</li> <li>3. Station is poorly placed with trains already full.</li> <li>4. No meaningful public transport planned until 2030.</li> <li>5. Jobs will be difficult to provide - the councils own consultants cite these difficulties.</li> <li>6. As it stands, the development of a GC at Marks Tey will be nothing more than a commuter town given the current plans.</li> <li>7. 3200 acres of top grade agricultural land to be given over to a commuter town - does not seem a grade deal for the locals at Marks Tey or the Colchester area.</li> </ol>	As per rep.	
6205	ECC (Matthew Jerciho)	yes	yes	no			✓	✓	w	<p>Further clarity is needed in order to comply with the NPPF. Section 1 states 18,400 homes will be delivered over the plan period 2013-2033. Whereas Section 2 states 14,720 will be delivered over the period 2017-2033. The Local Plan should state what has been provided between 2013-2016, so it's clear that CBC is meeting its OAN of 18,400 for the plan period 2013-2033.</p>	Change Policy SG2 and/or the Table so that it is clear what housing numbers have been provided to date between 2013-2016. This will make it clear that CBC is meeting its OAN of 18,400 for the plan period 2013-2033 (as stated in Section 1) and ensure consistency between Sections 1 and 2 of the Local Plan.	
6240	L. Charlesworth (Lawson Planning Partnership)	yes	yes	no	✓	✓			h	yes	<p>The number of new dwellings allocated within the Sustainable Settlements has reduced by over 200 when there are suitable sites such as Sundowne available in a sustainable location such as Dedham. The Council should be taking a more proactive approach to promoting new development and it is unrealistic to allocate no sites to Dedham over the whole plan period.</p>	It is requested that Dedham is allocated suitable sites for residential development. Sundowne represents a suitable location for a modest housing development and we request that it is reconsidered as a deliverable and sustainable development option.
6347	Wivenhoe Society (Jane Black)	yes	yes	no	✓	✓	✓	✓	h		<p>The overall proposed dwelling numbers are based on the assumption that past trends must continue and do not adjust for the very high rate of house building in Colchester between 2001 and 2016. The NPPF lays stress on sustainability and sustainability factors need to be taken into account as well as past trends. A target of matching the projected increase for England as a whole would give a reduced target of around 790</p>	The housing totals for Colchester should be revised downwards to bring them closer to the projected rise in households for England as a whole
6384	NEEB Holdings (Carter Jonas, John Mason)										<p>The provision of 920 homes per annum should be considered the minimum provision. It is important to spread growth to smaller settlements in order to meet the needs of the local population.</p>	None
6411	Andrew Radley	yes	no	no	✓	✓	✓		w		<p>Colchester is an easy target for housing development because much of the open land is MOD and therefore, government owned. It is unjust that Colchester should take such a large burden of new homes because it is easy. Mersea Road is already very congested. 1000 new homes on Middlewick Ranges will ensure that the South of Colchester (where most of the MOD land sits) is gridlocked at peak periods. It is madness to build so many homes that are trapped by natural boundaries such as the river Colne and Colchester town centre.</p>	Use some of the MOD land to create open spaces and country parks and make Colchester a beautiful place to visit, not the urban jungle that is has become under the past 30 years of poor local government planning and developers' greed.

6447	Andrew Martin Planning (Andrew Martin)	yes	yes	no		✓	✓		h		Support for policy SG2 that proposes 14,720 homes in Colchester Borough over the 16 year period from 2017 to 2033. This is based on a sound evidence base including an assessment of objectively assessed housing need that recommends a figure of 920 homes a year. Objection is raised to the table that accompanies this policy entitled Colchester's Housing Provision. This table lacks flexibility, and guidance on the timing of development. Its source is quoted as Colchester Housing Trajectory 2017 - 2033, May 2017 yet this does not properly reflect the proposed residential hierarchy in the table attached to Policy SG2.	The Table should be revised to reflect the fact that the recent Tollgate Village Appeal decision (Ref APP/A1530/W/16/3147039) granting planning permission for a range of commercial uses, but excluding housing, will result in the former Sainsbury's site not being developed for housing of up to 200 dwellings: Additionally the land to the North of London Road, Stanway has a greater capacity than 630 dwellings and this should be revised to approximately 720 units. Furthermore, with respect to Land East of Marks Tey, the subject of separate responses, the Table should reflect that up to 1,000 units could be developed in the Plan period and should be an allocation in Section 2 of the Plan.
6480	West Bergholt Parish Council									yes	West Bergholt Parish Council supports the allocation of 120 houses as set out in the table accompanying policy SG2.	None
6495	Jane Mussi (Savills, Joe Haines)	yes	yes	no	✓	✓	✓	✓	w	yes	The Local Plan looks beyond the 5 year supply of land for housing and it would be pragmatic to identify additional land to guard against the failure of provisionally allocated land to come forward for development. We therefore propose that the land at Oxley House be considered as suitable for housing development.	Land at Oxley House should be considered as suitable for housing development.
6496	Andrew Martin Planning (Andrew Martin)	yes	yes	no	✓	✓	✓		h		Objection is raised to the table that accompanies this policy entitled Colchester's Housing Provision. This table lacks flexibility, and guidance on the timing of development. Its source is quoted as Colchester Housing Trajectory 2017 - 2033, May 2017 yet this does not properly reflect the residential hierarchy as set out in Policy SG2. By way of example, new allocations on sites classified as sustainable settlements and in the lowest tier are proposed to be developed in the early years of the plan in advance of urban area allocations and the new settlement.	Amend table attached to policy SG2 to reflect a minimum housing numbers and ensure consistency with a revised housing trajectory that properly reflects the spatial hierarchy for growth.
6634	Mersea homes (Brian Morgan)	yes	yes	no			✓				The proposed housing target of 14,720 new homes is exceeded within the plan with an additional safety margin of 343 homes making a total of 15,063. This safety margin is only approximately 2% of the housing target and needs to be increased by 500 which can be located in the Colchester / Tendring Garden Community. The Housing Provision table shows fixed numbers. However, numbers will vary at the detailed design stage and should be entered as 'approximate'	Make the following changes to the Housing Provision Table in policy SG2 as follows Change the figure for the Tendring - Colchester Borders from 1,250 to 1,750 and change the new homes total from 15,063 to 15,763.  Amend the housing Provision table title by adding: 'All housing allocations are approximate and subject to detailed design.'  (Consequential amendments are to be made elsewhere in the plan)  A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.
6761	Strutt & Parker (Andy Butcher)										Policy SG2 has been positively prepared and is consistent with national policy in respect of a need to deliver sustainable development.	None

6771	Braintree District Council (Emma Goodings)										Part 1 of the plan has been constructed in close cooperation with Braintree District Council (BDC) and is supported. BDC are satisfied that Colchester has addressed strategic issues, including the requirement to meet objectively assessed housing needs for market and affordable housing, employment needs and to promote sustainable development. BDC are committed to continue partnership working with Colchester and Tendring to produce a Strategic Growth DPD for the Garden Communities, a Recreation Avoidance and Mitigation Strategy (RAMS) to support the work on the appropriate assessment and to positively address any other strategic cross border issues.	None
6848	Robert Newman	yes	no	no				✓	w		There should be no village, garden or otherwise, on the border with Tendring; Colchester already has insurmountable infrastructure problems; Colchester will pick up all the problems while Tendring picks up the income. Open space both strategic and for leisure will be lost. There will not be employment opportunities here. Transport links from here are poor and make any settlement here unsustainable; car usage will be encouraged adding to congestion and air pollution in Colchester. Urban sprawl will see both Elmstead Market and Wivenhoe subsumed into a greatly enlarged Colchester losing their existing separate identities.	Any such village should be provided within Tendring District near to one of the railway stations e.g. Weeley. This would encourage such a settlement to be more self contained and self sustaining.
6916	Persimmon Homes	no	yes	no			✓	✓	✓	h	Officer summary - OAHN is underestimated since it doesn't adequately consider increased migration from London; the ability of London to meet housing needs; or effectively assess key market signals. Timescales attached to delivering two new garden communities not sufficiently evidenced, appear unrealistic. Shouldn't be relied upon to deliver quantum of homes in plan period. Site at St. Johns Road should be included. Persimmon support HBF representation. Support HBF call for inclusion of additional sites delivering in first five years of plan period.	No specific wording provided but suggest an additional site in St Johns rd Colchester is allocated in the plan.
7028	Andrew Granger & Co. (Mr Adam Murray)										Support the recognition that the housing requirements outlined in the policy are a minimum and the level of flexibility that this element of the policy provides. Furthermore, we support the identification of Colchester Urban Area as a key location for residential development and the allocation of 2,018 additional new homes in this location identified in Table SG2. We support the allocation of land at Place Farm, Rowhedge Road for residential development for 30 dwellings, as indicated on the South Colchester Policy Map and in the Housing Trajectory included in the Housing Land Supply Statement of 31.03.2017	
7054	Boyer Planning								A	yes	It is recognised that Marks Tey does not have an allocated number of units within the Colchester Housing Provision Table. We previously highlighted a concern that whilst it is recognised due to the garden community proposals a specific number has not been set, further clarification on this as part of the housing delivery policy may be necessary to avoid any confusion and ensure that it is clear that Marks Tey is identified for development.	

7128	Hopkins Homes (Pegasus Group, Nicky Parsons)	yes	yes	no		✓	✓	✓	h	yes	The final paragraph of this policy should be amended to acknowledge the role of housing delivery in Sustainable Settlements in maintaining a 5 year land supply. As currently worded their role is confined to maintaining vitality and viability. Housing delivery in sustainable settlements allows for the pace of housing provision to be maintained in line with the annualised target and will assist in maintaining a 5 year supply. The title of the table does not refer to policy SG2. The housing totals for each location area not justified. The absence of reference to minimum provision conflicts with plan wide requirement.	Amend to: "To assist in maintaining a five year supply of housing and to support ..." The title of the Table should link it to policy SG2 and should refer to minimum housing requirements. The evidence base should be updated to provide the justification for any maximum yields identified for individual settlements.
7150	HBF			no					h		HBF has concerns over methodology used to calculate housing supply. Over delivery against needs in the past should be factored into the assessment of need for housing rather than as part of land supply by carrying forward any over-delivery from previous plans. Greater consideration must be given as to the likelihood that all the homes across the plan period are likely to be delivered and whether there is a lapse rate in permissions. Contingency needed.	HBF suggest that more sites are allocated in the plan that will deliver in the first five years of the Plan. A greater number of allocated small sites would give greater certainty of planning permission to small developers who would be able to deliver these homes more quickly than for larger strategic sites. Such sites are also able to increase the number of outlets for housing sales and offers a diversity of housing that the market requires.
7167	Gladman Development (Mathieu Evans)	yes	yes	no	✓	✓	✓	✓	h	yes	Gladman consider the policy unsound for 3 reasons. 1. the OAN is not considered robust & considered to underestimate the housing needs of Colchester. 2. the plan period does not sit well with the evidence base of the SHMA. 3. the level of housing proposed in policy SG2 is not considered sufficient to meet the need as assessed by the council of 14,720 with any degree of certainty. Three housing sites are proposed by Gladman.	
7199	Colchester Hospital Trust										Trust has reservations about the accuracy of the population and housing estimates used in the Infrastructure Delivery Plan which appear to underestimate the need for housing in the period of the plan.	
7240	Ingelton Group (Pegasus Group, Jamie Roberts)	yes	yes	no	✓				h	yes	The Local Plan as drafted is not positively prepared as the sustainable settlements, including Great Horkesley, could accept a greater proportion of development, in turn providing a wider mix of sites assisting delivery and choice in the market. Doing this would not be inconsistent with the wider spatial strategy. For example, an allocation of 140 dwellings (comparable with what could be achieved at land at Coach Road) would represent 1.8% of planned growth across the Borough and a 13.8% increase on the existing number of households in Great Horkesley; other comparable villages have seen greater proportionate increases.	It is recommended the Council gives serious consideration to allocating more sites such as land at Coach Road, Great Horkesley, to provide a greater mix of sources of housing supply whilst remaining in general conformity with the wider spatial strategy for the Borough. Land at Coach Road is one such site, and is considered suitable, available and achievable within the first five years of the Local Plan.
7243	Newbridge Road Landowners (Phase 2 Planning, Trevor Dodkins)	yes	yes	yes						yes	We agree with the proposed new allocation housing number for Tiptree between 2017 and 2033 of 600 new homes. We support SG2.	none

7248	Bloor Homes Eastern Pegasus (Nicky Parsons)	yes	yes	no		✓			h		The final paragraph of this policy should be amended to acknowledge the role of housing delivery in Sustainable Settlements in maintaining a 5 year land supply. As currently worded their role is confined to maintaining vitality and viability. Housing delivery in sustainable settlements allows for the pace of housing provision to be maintained in line with the annualised target and will assist in maintaining a 5 year supply. The title of the table does not refer to policy SG2. The housing totals for each location area not justified. The absence of reference to minimum provision conflicts with plan wide requirement.	Amend to: "To assist in maintaining a five year supply of housing and to support ..." The title of the Table should link it to policy SG2 and should refer to minimum housing requirements. The evidence base should be updated to provide the justification for any maximum yields identified for individual settlements.
7252	City & Country (Strutt & Parker, Sam Hollingworth)			yes					h	yes	We support the delivery of at least 14,720 homes per year between 2017-2033. We note the particular concerns of Basildon Borough Council and the objection of this LPA to the local plan on the grounds that it inter alia fails to appropriately consider potential unmet housing need in South Essex. This further illustrates the importance of ensuring a flexible approach to housing delivery and to avoid the placement of unwarranted ceilings on potential development sites. It is crucial that housing delivery is not reliant on large sites.	none
7284	Braiswick Residents Assoc.			no							Staggering growth of Colchester over the last few years appears to be have been welcomed by Colchester Borough Council. However this reduced quality of life due to air pollution, noise and traffic congestion is obvious to those residents who have lived in Colchester for any length of time. To make matters worse, it also appears that the Council has spent very little of the new housing bonus, on ameliorating these conditions. This outcome must be changed in the future if the Council is to obtain public support for its housing policies.	
7286	Bloor Homes (Strutt and Parker)			no		X	X	X	A	yes	We support the settlement hierarchy, it is important that the Local Plan does not adopt an overly prescriptive approach to the distribution of housing. We encourage the council to identify an appropriate balance of small, medium and large sites which can maintain a consistent delivery over the plan period. Sites within sustainable settlements, such as land north of Maldon Road, Tiptree, are capable of delivering housing in the short term given they are not reliant on the delivery of infrastructure investment. Policy SG2 apportions new homes to the settlement. Whilst we support the principle of additional dwellings at the sustainable settlements it is suggested that the wording of the policy is amended to express this new level of development as a minimum for sustainable settlements.	Change to plan - In order to ensure the Local Plan is found sound and legally compliant the policy should be amended to ensure the strategy is sufficiently flexible to respond to change (p.14-NPPF).  We therefore consider that, based on the above and given the proposed spatial strategy for North Essex and Colchester intends to deliver significant strategic development over the plan period, SG2 of the PDLP is amended to emphasise the need for housing allocations to be expressed as a minimum.
7333	Boyer Planning (for Hutley, Molyneux and Went)			no							Should be reference to housing delivery within the 'Other Villages'. There are further sites available in West Mersea around the settlement that would be able to assist with provision of higher levels of housing to meet the need in the area.	As stated in the representation

7397	Jean Staines														I object to the plan to build more homes in Colchester without first improving the infrastructure needed. The town is already blighted by traffic and gridlocked at peak times, so without substantial investment in roads it will go from bad to worse. Little or no provision seems to have been mooted for schools, doctors and other community services either and current provision in these areas is not good as anyone knows who has tried to see a GP recently. Building on green land encroaching once more on the Essex countryside we need to preserve for future generations.	No Change put forward
7411	Andrew and Joy Waters			no											It has failed to address the relative sustainability of Colchester compared with other parts of Essex that are closer to the employment source. The proposed additional dwellings for Chelmsford is 805pa and 920 at Colchester - an extra 14%. The reverse should be the case as Chelmsford has a far superior road network with much easier connection to trunk roads and motorways ,closer to London and has a less restrained town centre.	No Change put forward
7438	STOP350 (represented by David Cooper and John Akker)	no	no	no	✓	✓	✓	✓	A	yes					The Draft Local Plan does not recognise that Mersea is an island with restricted access due to it's single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.
7473	Maldon District Council (Leonie Alpin)			no		✓	✓			yes					The housing trajectory and the housing provision table on pg 72 of the draft Local Plan are not as transparent or as clearly explained as they could be, and give rise to uncertainty over the delivery of housing in the plan. This could result in additional land being allocated elsewhere in the Borough that could have an impact on Maldon District.	No Change put forward

Key Issues: The key concerns relate to the need for the numbers in SG2 to be expressed clearly as "minimum" provision. A number of references to site specific areas either being removed from the housing provision (West Mersea/ Middlewick Ranges) or additional provision being promoted. Issues also raised about the need for a higher buffer / contingency to allow for uncertainties / under delivery. Various solutions are proposed including more land from the Garden Communities or greater number of smaller sites particularly in the Sustainable Settlements. This argument is also expanded to justify a better contribution to the 5 year supply and early delivery. More specific points refer to the need for the Table in SG2 to provide more clarity, flexibility and timescales.

LPA Initial Response: The housing provision proposed in the Plan is based on robust evidence and the proposed targets more than adequately cater for the identified need. The past performance of delivery in the Borough does not place reliance on accommodating under delivery. The Housing Trajectory and the evidence which has informed it is robust and justifies the sites, numbers and timings proposed in the Plan. The points regarding the need for greater clarity made by Essex County Council are agreed and will be included as a Minor Modification. A meeting has taken place with Maldon DC to explain the housing trajectory - no changes are required.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6140	Sean Pordham				✓	✓			W		No clear strategy where the jobs will come from regarding the GC at Marks Tey. Specifically the strategy does not state what measures will be put in place to encourage the amount of jobs required to sustain a GC the size of the one being planned at Marks Tey.	No Change put forward
6167	The University of Essex (The JTS Partnership LLP)										Whilst it is for the Borough Council to determine the exact level of new employment land that needs to be identified, in order to meet the economic requirements of the Borough throughout the Local Plan period, the University supports the general thrust of the policy and the identification of both the Knowledge Gateway / University Strategic Economic Area, and the Tendring Colchester Borders Garden Community, as strategic employment locations.	None
6306	Marks Tey Church										It seems a shame that the Colchester Braintree Borders GC expects so little Economic Growth Provision. It will have even better access to road and rail links than Stanway SEA, and would seem ideally placed for new facilities such as Shopping centres, Distribution centres, Police, Fire, Ambulance, and even a Hospital or medical facility.	None
6519	Alan Drew	yes	no	no	✓	✓	✓	✓	w		There is little meat to the plan for economic development. What will CBC do to increase local employment to support 30k houses? Asking these questions of the politicians revealed they had no plan, so the houses will be London overspill, which will result in additional strain on an already overcapacity service. No plans are present to improve the trains such that they can carry a further 10k-20k of people to jobs in London, Chelmsford etc. To put it into context, each 12 carriage train can hold about 1200 people, so this would mean an extra 10+ trains each rush hour.	A significant reduction in the number of houses planned. A major review of economic development plan, to identify ways to support another massive expansion of Colchester. a significant investment in train capacity to London

6635	Mersea Homes (Brian Morgan)	yes	yes	no			✓	A		The University of Essex is a successful top ranked institution which makes a major contribution to the local economy. In addition to the Knowledge Gateway expansion, more provision is needed for University private sector partner organisations. In addition, a key target is to retain a much higher percentage of postgraduates within Colchester, many of whom will have new start-up companies of will have out grown the Knowledge Gateway. Accordingly up to 7ha of land to support a research park is proposed.	Make the following change to table SG3 Colchester Employment Land Supply 2017- 2033:  * Delete the entry of 2.8 ha for the Tendring Colchester Garden Community and replace with 7ha. Increase the floor space figure by 16,914m2 to 28,190m2.  * Change the total Colchester Tendring Borders GC total sqm to 28,190m2  * Change the GCEA's site area from 4.25 to 8.7ha and floor space figure from 126,112m2 to 143,026m2  * Change total allocations site area from 44.2 to 48.4 total office sqm from 126,112m2 to 143,026m2 and change total sqm from 187,203m2 to 204,117m2  A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.
6775	Braintree District Council (Emma Goodings)									BDC supports CBC's economic aspirations and chosen locations for new employment land.	None
6804	Marks Tey Parish Council (PJPC Ltd, Philippa Jarvis)	yes	yes	yes				h		It is noted that this policy makes reference to 4.5 hectares to come forward through the Garden Communities; this should be referenced in the main policy (SP2) to give clarity.	Cross refer to SP2
6871	Martin Robeson Planning Practice			no				h		Excessive amount of employment land allocated. The supply is some 2.5 times what is required. Lower need figure of 22 ha from 2015 ELNA should be used. Flooding the market with employment land does not necessarily reduce the price and render sites more viable. Stanway and in particular Stane Park has significant barriers to delivery including infrastructure costs and limits on types of occupiers that would consider the site suitable. Worked example provided on employment land requirements.	No specific wording provided.
7029	Andrew Granger & Co. (Mr Adam Murray)									Support the allocation of employment land within the Colchester Borough and the identification of 3.5ha of land to be allocated at the Edge of Colchester Town Centre. In particular, we fully support the allocation of 2.3 ha of Land at Place Farm/Whitehall Industrial Estate as indicated within the May 2017 Employment Land Trajectory. As previously stated, we believe that the Land at Place Farm has sufficient capacity to accommodate 2.3 ha of employment land, which could provide up to 9,200 square metres of new floor space.	
7121	G120, Cirrus and L&Q (Iceni Projects, David Churchill)							h	yes	The target of the Councils to the provision of one job to every household within the garden communities ... is strongly supported... It is with this target in mind that we feel the employment land allocation figure for Colchester Braintree Borders GC stated within Table SG3 of Section 2 of the Local Plan targets an under-provision for what would be delivered on the site.	None

7127	Hopkins Homes (Pegasus Group, Nicky Parsons)	yes	yes	no		✓				h	yes	This section should be amended to include reference to sources of employment in London. The plan rightly refers to the excellent connections between Colchester and London and also acknowledges that residents travel outside of the HMA to work at Stansted Airport. The previous draft of the plan acknowledged that residents commute out to London but this is not reflected in the plan. The absence of this raises doubts about the justification of the plan.	Amend section to include London as a source of employment.
7261	Tollgate Partnership (Barton Willmore, Paul Newton)			no	✓	✓	✓	✓		h	yes	There is an oversupply of employment land when assessed against the robust scenarios in the Council's evidence base and also against the findings of the Stane Park appeal decision. The requirement is likely to be in the region of 16ha to 29.8ha. The allocation of 44.2ha of employment land is not justified. The Plan should therefore be amended accordingly to remove land not required to meet employment needs. We comment separately in relation to land forming part of the Tollgate Village retail / leisure scheme in relation to the West Colchester Policies.	As stated in the representation.
7354	Colchester Civic Society (Peter Evans)											Attracting New Businesses- (SG3) - we would like to see more information about how this will be achieved.	No specific wording provided.
7470	Maldon District Council (Leonie Alpin)			no			✓				yes	Without sufficient employment land being allocated and developed, the Garden Communities will become commuter settlements, not functional, sustainable communities. The expected delivery of over 126,000 sqm of B1 office space is ambitious. It is unclear as to whether there is sufficient market demand. It is not clear in the draft Plan, whether there has been any analysis of employment land requirements against housing provision. It is not clear how the allocation of existing mixed-use employment areas (eg Hythe Quay, Magdalen Street and Hawkins Road, policies EC2, EC3,) for housing has been taken into account in the calculation for employment land.	No change put forward

Key Points Raised: Support for the Policy from the University. A number of concerns relate to the need for a clearer economic strategy for the Plan and in particular the justification and explanation linked to the economic strategy for the Garden Communities and the relationship of this to the rest of Colchester. Views are expressed suggesting both an overall over supply and under supply of employment land in the Plan period. Specific proposals to increase the allocated areas for employment within the Knowledge Gateway Strategic Economic Area and East Colchester GC. Comments relating to over provision in the Stanway Strategic area are also made. It is also suggested that there should be recognition in the plan of the contribution that sources of employment in London make to the supply of employment. Maldon District Council seek clarification in of a number of points.

LPA Initial Response: The support is noted. The strategic employment supply provision indicated in the Local Plan is informed by the Employment Land review and the evidence supporting the economic strategy for the North Essex Garden Communities. A further explanation of how the evidence base relates to the Policies in the Local Plan is contained in a topic paper which was considered by the Local Plan Committee on 30th August 2017. The evidence and the allocation policies provide for a supply of employment land to meet the requirements during the plan period justified by the evidence. Site specific policies elsewhere in the plan include more information and address points of clarity. No change to the policy is considered necessary.

**SG4: Local Economic Areas**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6141	Sean Pordham	No	No	No	✓	✓	✓	✓	W		This is wholly wrong when planning GC - specifically the size of the one at Marks Tey. Land put aside for employment cannot be turned over to housing as all you will end up with is a very large housing estate with a lot of unemployment and the social impact this will have on the local community.	No Change put forward
6484	West Bergholt Parish Council									yes	West Bergholt supports the policy but the Pattens site must be assumed to remain as Class B1 and that continued use must be in accordance with the Neighbourhood Plan for the area, currently being prepared. Other employment sites exist in the NP area and these will be locally designated in the NP.	None
6855	Robert Davidson	no	no	no				✓	h		This list does not include any local employment (some of which already exist) in the other villages which were previously allocated in the current plan. No consultation has taken place over this exclusion with the relevant town/parish councils or Borough cllrs. It has only been proposed in this final draft. Other villages wish to continue to have opportunities to grow a vibrant socially active community which includes local economic employment areas. This reduces traffic congestion into the main urban economic areas and stimulates the local economy by using local services. National policies encourage rural diversification and employment!	Include the deleted local economic areas in the existing plan and add those that have developed/evolved during the plan`s period. eg, Haycocks Farm West Mersea, St Ives Farm and Games Farm Peldon, Picketts Farm Fingringhoe etc.
7322	Poplar Nurseries Ltd (Edward Gittins and Associates)	yes	no	no		✓	✓		h		Poplar Nurseries are the largest employers in Marks Tey and the site contains various sites and smaller B1 uses as well as the main Garden Centre use. It benefitted from an Employment Allocation in the Adopted Local Plan and it is considered the site should be recognised as a Local Economic Area in Table SG4 and shown on the Policies Map for Marks Tey (SS11).	Requested Changes: Allocate the Poplar Nurseries Employment Zone allocation as it appears in the current Adopted Local Plan on the Marks Tey Policies Map and insert Poplar Nurseries within the list of Local Economic Areas in Policy SG4 - Table SG4 and on Policies Map SS11.
7328	Mr Spurgeon (Edward Gittins and Associates)	yes	no	no		✓	✓		h		A site is proposed for commercial development for Class B uses close to the A12/A120 interchange and in an area of mixed uses. The site is one that could be also considered for work-based homes.	As stated in the representation
7329	Mr Allard (Edward Gittins and Associates)	yes	no	no		✓	✓		h		Attention is drawn to an established commercial site at Layer Marney which is already a base for Class B uses and serves as an important local employment focus. It is proposed this be acknowledged by the inclusion of the site in Table SG4: Local Economic Areas.	Requested Change: Include reference commercial site at White Lodge Road, Layer Marney as a Local Economic Area in Table SG4.

7439	STOP350 (represented by David Cooper and John Akker)	no	no	no	✓	✓	✓	✓	h	yes	The Draft Local Plan does not recognise that Mersea is an island with restricted access due to its single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.
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Key Issues Raised: The main points raised refer to the omission / deletion (from the Adopted Plan) of Local Economic Area allocations with a number of sites listed. Reference is also made to specific uses and the need for policy to safeguard such uses. These are also the subject of site specific representations to the relevant Place Policies.

LPA Initial Response: The allocated sites are informed by the Local Employment Land Review and updated evidence. Policy DM6 refers to the policy context for employment areas which are allocated or provide an economic function in rural areas thus affording similar protection. Detailed site specific representations will be considered further under each Place Policy as appropriate. It is not considered necessary to make any amendments to Policy SG4

**SG5: Centre Hierarchy**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6257	L. Charlesworth (Lawson Planning Partnership)									yes	We support the inclusion of Dedham as a Local Centre as it has among the best services and facilities of all the Sustainable Settlements.	None
6307	Marks Tey Church	yes	yes	yes					w		Sadly, The Food Company (including café/restaurant) has now closed. Other notable shops include the Post Office/convenience store, a Pharmacy, a Cycling shop (Interbike Schils) and a second garage (John Austin).	Amend text on village facilities to reflect rep
6651	M & G (GL Hearn)	yes	yes	no		✓			w	yes	Policy SG5 and table SG5a confirms the town centre first approach to town centre use development and the role of the Borough's defined centres Such an approach is welcomed.	As stated in the representation

6872	Martin Robeson Planning Practice			no		✓	✓	✓	h		Reference to hierarchy informing decisions on whether a particular centre is an appropriate location for the type and scale of town centre uses proposed is not consistent with National Guidance. Urban District Centres in urban Colchester, with the exception of Tollgate don't include services and community facilities and therefore don't meet definition of centres. Tollgate, along with Tiptree, West Mersea and Wivenhoe constitute the Borough's District Centres. The Plan can recreate the existing UDC policy to apply to Peartree Road, Turner Rise and possibly Highwoods. Development in the town centre should include small scale, not just large scale.	No specific wording provided.
7041	CBREGI (Cushman and Wakefield)									yes	Support the Council's approach to defining a Centre Hierarchy, which identifies Colchester Town-Centre at the top of that hierarchy; in accordance with the recommendations of the 2016 Retail and Town-Centre Study. This helps to establish the LPA's overarching strategy for the growth and management of town-centre uses and should seek to influence a 'plan-led' approach to bringing forward in terms of type/scale. We also support the Council using this when planning applications are submitted in a decision taking role, in accordance with the Plan and having regard for the primary role and function of that centre within the hierarchy.	
7262	Tollgate Partnership (Barton Willmore, Paul Newton)			no	✓	✓	✓	✓	h	yes	This Section of the Plan will need to be redrafted to reflect that planning permission has been granted for the Tollgate Village scheme. Paragraph 4.49 misleading refers to Stane Park.Paragraph 4.50 states that Retail Impact Assessments will apply to Proposals within Tollgate District Centre. This approach is wholly inconsistent with the NPPF, which fully supports development within Centres. It should be recognised that NPPF Annex2 includes District Centres in its definition of Town Centres. Any requirement to undertake retail impact, or sequential assessments for in-centre development is therefore not sound as it is not consistent with NPPF paragraphs 24 and 26.	As stated in the representation
7263	Tollgate Partnership (Barton Willmore, Paul Newton)			no	✓	✓	✓	✓	h	yes	TPL supports the recognition that the Centres, including Tollgate District Centre, will be the preferred location for Main Town Centre Uses. We comment on Tollgate District Centre and the policy approach to in-centre development in more detail elsewhere in our representations. However, in relation to District Centres, it is unclear what is meant by the phrase "but not to a level comparable with Colchester Town Centre". This is confusing and would not appear consistent with the NPPF which does not seek to distinguish between Town and District Centres. This part of the policy should be deleted.	As stated in the representation

7370	Myland Community Council (Helen Harris)										MCC understands that the existing small collection of shops in Nayland Road does not now classify as a 'Local Centre'. When viewing the Borough's listed centres and their locations Myland's absence is notable given the extent of development taking place. It is important that Myland's forthcoming neighbourhood hub sites such as at Chesterwell and Severalls effectively provide desired services that compliment Nayland Road.	None
<p>Key points Raised: There is a mixed response with some support for the Policy and some objections. The main issue raised is a view that the policy approach is not compliant with the NPPF. This includes comment that other than Tollgate the other District Centres in the urban area of Colchester do not meet the definition of a District Centre and should not therefore be classed as such. Other comments relate to amendments required resulting from the decision of the Planning Appeal for proposals at Tollgate. In terms of Local Centres support for inclusion of Dedham as a Local Centre is provided, whilst there is an objection to not classifying the small cluster of shops in Nayland Road Myland. As the Food Company at Marks Tey has ceased to operate the plan needs to updated to reflect this.</p> <p>LPA Initial Response: The Policy is entirely supported by the Retail Evidence and considered to be NPPF compliant, also demonstrated by support expressed through some representations. Due to a Legal Challenge to the appeal decision for the Tollgate proposals it is premature to propose any further amendments to the Plan in this respect. The Local Centres have been designated following a full review of the services and facilities and is supported by local evidence. A Minor Modification is included to update paragraph 12.67 to reflect the closure of the Food Company at Marks Tey.</p>												

**SG6: Town Centre Uses**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6652	M&G (GL Hearn)	yes	yes	no		✓			w	yes	Policy SG6 confirms the approach to further development in existing centres and how proposals not within such defined centres and not allocated in the Local Plan will need to meet criteria. Read alongside SG5 such an approach is welcomed. However, we question the appropriateness of applying an impact threshold for the town centre as a whole. The Framework requires an assessment of impact for TC uses which are not in an existing town centre and if not in a TC, are not in accordance with an up to date Local Plan.	Policy SG6 should be amended to make it clear that such a requirement must only apply to retail uses outside the primary shopping area as described by the Framework.

6762	Turnstone Colchester Ltd (Carter Jonas, Paul Belton)	yes	yes	no	✓		✓		h		Policy SG/6 requires minor text amendments to ensure it is consistent with other parts of the plan, namely allocations including town centre uses.	It is recommended therefore that Policy SG6 be amended to read as follows (amended text underlined): "Proposals for town centre uses that are not within a defined centre and/or are not in accordance with the Local Plan, including proposals for a change or intensifications of use, or variation of a planning condition, will need to demonstrate that a sequential approach has been undertaken to site selection"
6862	Swissland Group (Contour Planning Services, Karen Crowder-James)	yes	yes	no	✓	✓	✓	✓	w		Policy SG6 does not differentiate between types of town centre uses and instead implies that the sequential test should be applied to all town centre uses regardless of the nature of that use and whether it would be best placed in areas outside of existing town centres.	Policy SG6: Town Centre uses should be amended to recognise that the application of the sequential test should be proportionate and appropriate for the given proposal. The Council's sequential test policy should also recognise that certain main town centre uses have particular market and locational requirements, which mean that they may only be accommodated in specific locations.
6873	Martin Robeson Planning Practice			no		✓	✓	✓	h		The approach to sequential testing is NPPF consistent. Approach to impact assessment is not. Criteria (i) and (ii) not consistent with National Policy which is correctly set out at paragraph 12.74. Not necessary to provide character or amenity criterion. Criterion (vi), b, not consistent with National Policy as Tollgate is now a District Centre and exempt from assessment. Criterion (vi), c, not necessary- this is captured by criteria (iv) and/or (v). Scant evidence to support identification of thresholds at Table SG6. NPPF default threshold is 2,500 sq.m gross which is appropriate for the Town Centre and Tollgate.	No precise wording given.
6954	Historic England			no							Given the historic nature of many of the town centres across the borough it is considered that an additional criterion should be added to this policy requiring that proposals do not have a detrimental impact on the historic environment. The suggested criterion is: "x) the proposal protects and enhances the special historic character of the town centres."	Add criterion: "x) the proposal protects and enhances the special historic character of the town centres."

7042	CBREGI (Cushman and Wakefield)									yes	We support the Council's approach in SG6 that proposals for new town centre uses that are not within a defined centre and are not in accordance with the Local Plan (including proposals for a change or intensification of use, or variation of a planning condition), will need to demonstrate that a sequential approach has been undertaken to site selection and that there should be additional impact tests applied above a locally defined threshold. However changes requested because it is wholly inappropriate to require an impact assessment within Colchester Town Centre for those schemes above 2,500sqm gross comparison goods or 1,500sqm gross convenience and leisure services, given the Council's ambition to foster Colchester as a pre-eminent location for new town centre related development.	We request therefore the removal of the floor space thresholds in table SG6a in relation to Colchester Town Centre.
7265	Tollgate Partnership (Barton Willmore, Paul Newton)			no	✓	✓	✓	✓	h	yes	The Policy is wholly inconsistent with the NPPF, confusing and poorly drafted. Our concerns in relation to the specific criteria are:i) it will be impossible for an edge or out-of-centre scheme to demonstrate that it is appropriate to a particular centre. ii) it will be impossible for an edge or out-of-centre scheme to demonstrate suitability to a town / district centre function, or position in the hierarchy.vi) this criterion now seeks to apply the impact test to in-centre development. This approach is completely opposed to that taken by the NPPF, as are the Table SG6 thresholds which should be deleted.	As stated in the representation
7367	Sainsbury's Supermarkets Ltd (Indigo Planning)			no							Sainsbury's have three stores in the Borough: one in the town centre; one in Stanway District Centre; and a Sainsbury's Local in South Colchester Layer Road. They have also recently secured planning permission (LPA Ref. 143715) for a new store at the site of the existing B&Q unit at Lightship Way, Colchester.  The new store, will provide a focus for the existing and growing community in The Hythe Special Policy Area. For this reason, and in order to encourage the continued enhancement of the area, the store and car park should be designated as a district or local centre.	Designate the store and car park in Lightship Way as a district or local centre.

LPA Response:

Key points Raised: Concerns are expressed regarding inconsistencies between Policy SG6 and other allocation Policies in the Plan and wording changes are proposed to reflect this. Further concerns are expressed that parts of Policy SG6 relating to the sequential test and impact assessments are not compliant with the NPPF and that the thresholds which vary from the NPPF default threshold are not adequately justified. Historic England (6954) request an additional criterion related to protecting and enhancing the historic character of the town centre. Finally it is requested that the former B&Q store (planning consent for foodstore) at Lightship Way, in the Hythe is designated as a Local Centre.

Response: The Policy is supported and justified by the retail evidence base. The LPA agree with the change suggested by Historic England as it will provide consistency with other policies; accordingly an amendment is included in the Minor Modifications. In addition it is recognised that the explanatory text and Table SG6 could be improved for clarity and to demonstrate that the intent is to conform with the NPPF - minor modifications proposed. The point regarding the Local Centre designation relates more to Policy SG5.

**SG6a: Local Centres**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6653	GL Hearn	yes	yes	no		✓			w	yes	M&GRE are supportive overall of the emerging policy in so far as it relates to retail planning policy and the approach to out of centre development. M&GRE particularly welcomes recognition: of the distinction between centres, the subsidiary role of district centres to the town centre and reaffirming of the retail hierarchy in the Borough.	None
6784	NHS Property Services (Bidwells, Elizabeth Thorogood)										Supportive of the removal of the Neighbourhood Centre allocation on Queen Elizabeth Way, which included within it the Monkwick NHS Clinic. Supportive of the residential allocation which supersedes the previous neighbourhood centre allocation, therefore making the principle of residential development at the NHS Monkwick Clinic acceptable.	None

LPA response: Support is noted. Monkwick is allocated as a Local Centre in Policy and a correction is proposed to the Proposals Map to show the allocation

**SG7: Infrastructure Delivery and Impact Mitigation**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6081	Robert Brady										Broadband speed in Abberton & Langenhoe presently is unacceptably slow (about 2 mb per second). The 55 houses planned to be built in the village will all be closer to the Peldon Exchange than existing properties and will result in even worse broadband speeds in the rest of the village. We require faster broadband for the whole village, not just the planned new houses	None
6136	Sean Pordham	no	no	no	✓		✓		W		Regarding the Marks Tey GC - the statements here are not specific when it comes to a development the size of a Garden Community and as such the minimum criteria should be specified to avoid any doubt what developers and land owners will provide in terms of financial support with respect to infrastructure.	As stated in the representation
6142	Sean Pordham	no	no	no	✓	✓	✓	✓	W		This section is meaningless when it comes to GCs of the size the council is planning i.e. at Marks Tey. for the GCs to work the building of infrastructure is a pre-requisite not a nice to have.	As stated in the representation
6203	ECC(Matthew Jericho)	yes	yes	no			✓	✓	w		The approach as outlined in Policy SG7 is broadly supported, however reference should be made to the consideration of introducing a Community Infrastructure Levy (CIL). This would also ensure consistency with the Draft Plan where it refers to CIL (paragraph 12.80 to support Policy SG7, paragraph 15.10 and Policy DM2, and Policy DM18), and the CBC Infrastructure Delivery Plan where CIL is included as a possible funding source. New policy wording is provided.	Change Policy SG7 to include the following text.  'The Council may consider introducing a Community Infrastructure Levy (CIL) and may implement such for areas and/or development types where a viable charging schedule would best mitigate the impacts of growth. Section 106 will remain the appropriate mechanism for securing land and works along with financial contributions where a sum for the necessary infrastructure is not secured via CIL.  For the purposes of this policy the widest reasonable definition of infrastructure and infrastructure providers will be applied. Exemplar types of infrastructure are provided in the glossary appended to this plan.'

6204	ECC(Matthew Jericho)	yes	yes	no			✓	✓	w		<p>This representation relates to the supporting text to Policy SG7. A change is required to ensure developers consider the ECC Developers' Guide to Infrastructure Contributions, where infrastructure provision is a responsibility of the county and not LPA. Examples schools and early years provision, transport, highways and transport, and flood and water management and sustainable drainage systems.</p> <p>Include the following text after paragraph 12.82.</p> <p>'In considering the potential requirements from development on ECC services and infrastructure reference should be made to the ECC Developers' Guide to Infrastructure Contributions (2016) or amended versions.'</p>	<p>Include the following text after paragraph 12.82.</p> <p>'In considering the potential requirements from development on ECC services and infrastructure reference should be made to the ECC Developers' Guide to Infrastructure Contributions (2016) or amended versions.'</p>
6214	North East Essex Clinical Commissioning Group									yes	<p>To ensure that the NHS is fully engaged throughout the process to ensure the appropriate mitigation is assured to enable relevant infrastructure to be delivered.</p>	
6323	Anglian Water Services										<p>Anglian Water is supportive of Policy SG7 as it states that planning permission will only be granted if it can be demonstrated that there is, or there will be sufficient infrastructure capacity provided by the proposal.</p>	None
6456	Fenn Wright (Roger Hayward) representing Susanna Harrison (consultee 3589)	yes	no	no	✓						<p>Lack of clarity as regards what is Strategic and what is Local Infrastructure and how each will be delivered. Provision of strategic infrastructure should be addressed in the Strategic part of the Plan. Reference to specific viability thresholds in Exceptions Policy not in accordance with NPPF guidance at Para 173.</p>	<p>Include reference to a cross border IDP in Policy SP5 not SG7. Delete the second part of Exception Policy sub-para (ii) from .. allowing only for the minimum level of.. to... to proceed</p>
6510	Sport England (Maggie Taylor)	yes	yes	no	✓		✓		w		<p>General support to the policy, given the policy refers to 'evidence base' which should therefore link to the IDP as informed the Sports Strategy and PPS. However it is my understanding that the built facility strategy identifies a shortfall in swimming provision for example but the IDP does not reflect this or identify how this infrastructure is to be delivered? This gap could mean a key infrastructure facility will not be provided to help meet growing demand for sports infrastructure and meet the objectives of an active and healthy community. Swimming is a popular sporting activity which is undertaken across the whole age profile of the community hence it is an important element.</p> <p>If an assessment undertaken under NPPF Par 73 is not reflected in policy then there will be an issue with compliance.</p>	<p>Update the IDP to ensure it fully reflects the needs for sports infrastructure as identified in the sports evidence base (built and playing pitches).</p>
6659	Mersea Homes (Brian Morgan)	yes	yes	no		✓			A		<p>It is agreed that necessary infrastructure should be delivered however, legal agreements to increase contributions should viability improve during the construction phase is not practical. Once development has started viability is difficult to reassess as costs can both rise and fall until completion.</p>	<p>Delete paragraph (iv)</p> <p>A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.</p>

6785	Richard O'Hanlon-Smith	yes	no	no	✓	✓		✓	h		The Infrastructure Delivery Report (IDP) is unsound. I suspect it does not represent the feelings of certain services, whom may have not been properly informed in its conception. For example, with a Hospital that is in special measures, how can you possibly consider adding the proposed population increase until new or existing facilities are built and staffed to even deal with the current issues? To continue building, including closing Lexden Road Hospital for more homes, will just bring further disruption and might I suggest further serious health risks to the local population.	I would like to bring into question the whole IDP's accuracy and viability on which the Local Plan is based please? This document needs to be properly investigated and all those services quoted, checked by senior executives of those services prior to the Local Plan moving further along the approval process. Thus ensuring their concerns are addressed and any monies needed to improve those services are guaranteed prior to any housing from this plan being built. Investment should also be made to these services prior to the plan going to build, so that they are ready for the massive population increase. Alternatively, if no investment can be made, the plan needs to be scaled back so as to not overload the current infrastructure further than I suspect it is already.
6875	Martin Robeson Planning Practice			no				✓	h		Policy should be better and more narrowly drafted to connect funding of specific necessary projects to policy. No statutory connection between the Infrastructure Delivery Plan and the Local Plan. That disconnect will only serve to continue the council's inability to effectively collect funding to contribute to the broader network.	No specific wording provided.
6876	Natural England			no							We advise that the policy is reworded to include the following: "Developers will be expected to contribute towards the delivery of relevant infrastructure. They will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Measures required to mitigate the impacts of recreational disturbance on European Protected sites will be delivered as detailed in the Recreational Avoidance and Mitigation Strategy"	Add wording - "Developers will be expected to contribute towards the delivery of relevant infrastructure. They will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Measures required to mitigate the impacts of recreational disturbance on European Protected sites will be delivered as detailed in the Recreational Avoidance and Mitigation Strategy"
6896	Environment Agency			yes							Support inclusion of the policy. Welcome consideration of flood risk management and resilience and water quality. Government Policy on Flood Defence and Partnership highlighted and the potential need to support construction of new or replacement flood risk management infrastructure with local contributions.	
7129	Hopkins Homes (Pegasus Group, Nicky Parsons)	yes	yes	no		✓		✓	h	yes	The policy wording suggests an infrastructure first approach. It requires developers to deliver infrastructure which is beyond the remit of the development industry and is especially significant for smaller sites where on site provision is not usually included.	It is suggested that the opening sentence be amended to: "All new development should include appropriate proposals to mitigate any infrastructure impacts from the scheme." The second paragraph should be deleted completely as this is covered by the remainder of the policy.
7158	Bloor Homes Eastern, Pegasus (Nicky Parsons)	yes	yes	no		✓		✓	h		The policy wording suggests an infrastructure first approach. It requires developers to deliver infrastructure, which is beyond the remit of the development industry and is especially significant for smaller sites where on-site provision is not usually included.	To address this objection, it is suggested that the opening sentence of this policy be amended as follows: All new development should include appropriate proposals to mitigate any infrastructure impacts arising from the scheme. The second paragraph should be deleted completely as this is covered by the remainder of the policy.

7198	Colchester Hospital Trust			no								Population growth has implications for local hospital services. Concerns over population figures in Infrastructure Delivery Plan - considered to underestimate population and consequential impacts on hospital services	
7351	Colchester Civic Society (peter Evans)											Infrastructure and Schools (SG7) - will there be sufficient quality schools, major roads to support the growing population?	
7441	STOP350 (represented by David Cooper and John Akker)	no	no	no	✓	✓	✓	✓	h	yes		The Draft Local Plan does not recognise that Mersea is an island with restricted access due to it's single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.

Key points raised: A range of matters are raised with a mixture of support and Objection. Notably Statutory Consultees Environment Agency (6896) and Anglian Water (6323) both support the Policy. Essex County Council (6203/6204) raise two minor points of clarification to improve the policy relating to CIL and reference to the Essex Developers Guide. NEECCG (6214) support the policy and want to engage in the Local Plan and planning applications to ensure appropriate mitigation is assured. Comments relating to the accuracy of the IDP raised and Sport England (6510) request that the IDP is better linked to the evidence base which has informed some of the key infrastructure needs. Policy wording changes are also sought to provide better clarity between strategic and non-strategic infrastructure and to more specifically link funding to projects. It is considered that the Plan does not recognise Mersea as an Island and the infrastructure constraints that go with it. Finally the policy wording can be improved including removing criterion (iv) and paragraph 2.

LPA Initial Response: The support is noted. CBC will continue to work with ECC and NEECCG to address the issues raised and prepare Statements of Common Ground and recommend modifications to the Plan where appropriate. Minor modifications proposed reflecting ECC comments although reference to CIL is considered to be covered adequately at para. 12.80 and no change is required. Opportunities to improve the wording to provide more clarity will also be further considered. In terms of the principles and objectives of the Policy however, no significant changes are considered necessary.

#### SG8: Neighbourhood Plans

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national p	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan

6135	Sean Pordham	no	no	no	✓	✓	✓		W		There are no clear terms of reference articulated or protection mechanisms mentioned that will both clearly define what local groups can and cannot do and how local people will be protected from land owners and developers who will want to make as much profit as possible. This is very specific to Marks Tey where the potential profits will be very large and with minimal contingency money in place the pressure on local people will be unfair without specific protection.	No change put forward
6143	Sean Pordham	no	no	no	✓	✓	✓	✓	W		This section is not relevant when it comes to GCs and a specific section needs to be included as building a small development is completely different to that of a GC of the size as the one being planned for Marks Tey.	As stated in the representation
6168	The University of Essex (The JTS Partnership LLP)										The University supports the preparation of Neighbourhood Plans and has commented on the draft document prepared by Wivenhoe Town Council. The University is of the view that all Neighbourhood Plans should be carefully coordinated with the emerging Local Plan and is concerned that the draft Wivenhoe Neighbourhood Plan identifies a location for the medium to long term expansion of the University Campus, but that the Colchester Publication Draft Plan is silent on the matter. The University considers that this matter needs to be resolved before the two plans are formally adopted.	None
6385	NEEB Holdings (Carter Jonas, John Mason)										Further clarification needed on what happens when Neighbourhood Plans stall	None
6479	West Bergholt Parish Council									yes	West Bergholt with the support of CBC as detailed in paras 12.83 to 12.88 is preparing a Neighbourhood Plan and will pay specific regard to policy SG8 in terms of the settlement boundary.	None
6626	Patricia Turner	yes	no	no	✓				W		All new developments must be out of sight from Longridge and Greestead and well over brow of hill at least 1.5 km from salary brook. The green area around salary brook should be a dedicated country park. Noise from traffic should be shielded from local residents. Colchester Hospital is woefully inadequate to cope with more residents. No beds available in July at certain times.	Public consultation is needed regarding positioning of any new development. Transport is considered into Colchester but not anywhere in Tendring council area. Why not? We will be overwhelmed. Transport appalling now. Important to protect wildlife which is abundant in the area.
6637	Mersea Homes (Brian Morgan)	yes	yes	no			✓		h		It has been the case that many neighbourhood plans have taken a long time to produce and sometimes have not found been found sound. This can cause significant uncertainty for developers and delay housing delivery.	The penultimate sentence should be changed by adding 'or is delayed,' after the following words ;In cases where a Neighbourhood Plan fails at any time prior to being made....;  A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.
6805	Marks Tey Parish Council (PJPC Ltd, Philippa Jarvis)	yes	yes	no			✓		h		MTPC note that this is a rather generic policy and consider that for Marks Tey Parish there should be a commitment to providing clearer guidance to take forward the neighbourhood plan	Provide clear reference to Marks Tey NP and issues for Garden Communities that will arise

6955	Historic England			no															The policy as written will soon become out of date. We recommend that the policy is amended to clarify the status of those Neighbourhood Plans in development and be clear as to at what stage they will form part of the Development Plan for Colchester. The policy should also allow for new Neighbourhood Plans to come forward.	Amend to clarify the status of those Neighbourhood Plans in development and be clear as to at what stage they will form part of the Development Plan for Colchester. The policy should also allow for new Neighbourhood Plans to come forward.
7055	Boyer Planning			no					A	yes									In principle, our client's site is available and deliverable as part of the garden community. However were the strategic development not to proceed, it should also be recognised that this site would represent an appropriate previously developed site for the securing of sustainable development in any event or in turn for consideration through the Neighbourhood Plan. As part of our previous representations, we identified a number of errors regarding the assessment of our client's site within the SHLAA and also the Sustainability Appraisal, identified as site WST01.	
7130	Hopkins Homes (Pegasus Group, Nicky Parsons)	yes	yes	no	✓		✓		h	yes									As currently worded, the plan can only direct the overall quantum of housing that will come forward in those neighbourhood plan areas that are allocating sites for development. The reliance on the neighbourhood plan process raises two concerns: the speed with which such plans are prepared and the nature of the sites that will be identified. The Borough cannot control either and as such the ability to ensure that housing needs will be met is not secured by the plan.	To overcome the concerns raised it is suggested that the following text be added to the end of the first paragraph of this policy: "All allocations within neighbourhood plans will be expected to demonstrate how these comply with the strategic objectives of the plan set out under paragraph 1.31."
7168	Gladman Development (Mathieu Evans)	yes	yes	no		✓	✓		h	yes									Colchester will need to carefully consider the role played by neighbourhood plans, which do not allocate a reasonable level of development, or any development, based on the assessed needs of Colchester. Gladman therefore consider that in order to be effective and justified policy SG8 should include text setting out the steps to be taken if areas with existing neighbourhood plans do not update their plans to reflect the latest development needs of the Borough.	SG8 should include text setting out the steps to be taken if areas with existing neighbourhood plans do not update their plans to reflect the latest development needs of the Borough.
7238	Swan Housing (Savills, Jonathan Pillow)	yes	yes	no	✓		✓	✓	w	yes									The Local Plan should be identifying housing for Marks Tey for the neighbourhood plan to deliver. A timescale should be imposed on the production of the neighbourhood plan to ensure housing allocations can come forward in a timely manner, meeting immediate housing need. If the timescales are not met, the responsibility for allocations should be redirected to the LPA.	
7244	Newbridge Road Landowners (Phase 2 Planning, Trevor Dodkins)	yes	yes	yes						yes									The gestation period for the Tiptree neighbourhood plan has taken longer than expected, such that it is at risk of being out of kilter with the Local Plan process, and we note the inclusion within the policy that in cases where a neighbourhood plan fails at any time prior to being made, responsibility for all planning policy matters within that plan area will revert back to the LPA, and it is hoped that control remains with the Parish Council. On that basis we support SG8.	none

7287	Bloor Homes (Strutt and Parker)			no		X	X	X	A	yes	Whilst we are supportive of the principle of Neighbourhood Planning, we do consider SG8 should be amended to expressly state the need for Neighbourhood Plans to secure the minimum level of housing provision as directed by SG2. Amending the wording to seek a minimum level of housing in SG2 will assist achieve the PDLP's sustainable growth, natural environment and place objectives and national planning policy (p.47), rather than a ceiling which should not be exceeded. The NPPF requires decisions to be justified and based on proportionate evidence (p.182) an alternative to the currently drafted SG8.	In order to ensure the Local Plan is found sound and legally compliant the policy should be amended to ensure the housing delivery in the Neighbourhood Plans is treated as a minimum level of housing to be delivered in settlements early in the plan period.
7360	Greene King Plc (David Russell Associates)										There are problems of the time taken associated with the production of Neighbourhood Plans. If reliance is placed on them for site allocations, then progress needs to be monitored by the Borough Council to ensure sites come forward at the appropriate time and in appropriate locations within and on the fringes of settlements.	We suggest the following modification to Policy SG8: "A timetable for its preparation should accompany the formal application to designate a Neighbourhood Plan Area, and thereafter be reviewed annually. In cases where a Neighbourhood Plan fails for this or any other reason prior to being made, responsibility for all planning policy matters within that plan area will revert back to the Local Planning Authority.
7472	Maldon District Council (Leonie Alpin)			no			✓			yes	The Plan should be clear on how the LPA will bring forward this development in the event of a Neighbourhood Plan failure, whether through a DPD or a review of the Local Plan, including whether the proposed allocation will be redistributed if the NP allocations prove unachievable.	

Key Points Raised: The representations express a generally consistent concern with various suggested wording / approaches to address the issues. Specifically concern relates to the effectiveness of Policy SG8 in ensuring timely and adequate delivery of housing in the event of delay / other problems associated with a NHP being made. A few more specific points are made including a suggestion that Marks Tey requires specific guidance to reflect its position in the proposed Garden Community.

LPA Initial Response: It is considered that the policy would benefit from minor modifications to reflect some of the points made in representations. Current plans will be deleted to avoid the policy becoming out of date; the word 'unreasonable delay' will be added and wording added to clarify that should the NP fail/be unreasonably delayed, planning applications will be determined with regard to housing delivery numbers set out in Policy/Table SG2.

ENV1: Environment

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6207	ECC (Jericho)	yes	yes	no			✓	✓	w		<p>This representation relates to paragraph 13.9 and seeks clarification on wording and correct name of the regulation relating to hedgerows.</p> <p>Hedgerows are not protected per se. It is only when a hedgerow has been subject to a Hedgerow Retention Notice that it becomes protected. The regulations are the Hedgerows (note the s) Regulations 1997. Amended wording is provided for paragraph 13.9.</p>	<p>Change paragraph 13.9 as follows:</p> <p>'Hedgerows must be assessed by the Local Planning Authority's Landscape Officer against criteria set out in the Hedgerows Regulations 1997. Where a hedgerow is deemed to be 'Important' under the Hedgerows Regulations, the developer must demonstrate that adverse impacts upon the hedgerow will be avoided. This is necessary as the loss of both 'Important' and other significant hedgerows is difficult to mitigate against as they cannot easily be recreated as either a landscape or ecological feature.'</p>
6451	RSPB (Mark Nowers)										<p>RSPB supports the implementation of a Recreation Avoidance and Mitigation Strategy (RAMS) prior to the adoption of the Local Plan. We recommend the RAMS is explicitly referenced in the policy. We provide important comments on certain inaccuracies in the Habitats Regulations Assessment (HRA) Report regarding Little Terns and the effects of recreational activity and the seasonal distribution of other designated features (Redshank) and assemblage species</p>	None
6877	Natural England	no		no							<p>Policy commitment must be made toward the Recreational Avoidance and Mitigation Strategy. Advise that there is a specific protection for SSSIs which fall outside of the RAMS to be protected from recreational pressure, included within ENV1 or ENV3. Advise amendment as follows: Development proposals 'which impact upon' rather than just 'within' designated areas or within the Coastal Protection Belt will need to comply with policies ENV2 and ENV4 to ensure indirect impacts are also covered.</p>	<p>Add commitment to RAMS. 'where necessary' should be removed from paragraph 13.5, as the strategies will require all new residential developments within the Zones of Influence for the Colne, Blackwater and Stour and Orwell Estuaries SPA's and Ramsar's, to pay for the implementation of mitigation. The following sentence should be amended as follows: Development proposals 'which impact upon' rather than 'within' designated areas or within the Coastal Protection Belt will need to comply with policies ENV2 and ENV4.</p>
6897	Environment Agency			no							<p>Officer summary - Support the thrust of the policy, but recommend further wording to require biosecurity protocol method statement to prevent the spread of invasive non-native species. Reference to the Water Framework Directive should be integrated into the Plan.</p>	

6956	Historic England			no											HE welcomes renaming of chapter and Policy ENV1 to Environment along with references to historic environment. Paragraph 13.12 needs clarifying to explain what is meant by "without harm to the built environment" in respect of the historic environment in its widest sense. This could be done through by adding: "...without harm to the built and historic environment." The historic environment is a non-renewable source. Paragraph 13.14 should set out how the suite of strategic and development management policies deliver the protection of the historic environment beyond policy DM16.	add to para 13.12: "...without harm to the built and historic environment." Paragraph 13.14 should set out how the suite of strategic and development management policies deliver the protection of the historic environment beyond policy DM16.
7075	Essex Wildlife Trust	yes	yes	no			✓	✓	w						Policy lacks a clear commitment to ensuring that developers aim to achieve a net gain in biodiversity.	Policy should state that: Development will only be supported where developers aim to achieve a net gain in biodiversity
7111	Colchester Natural History Society (Peter Hewitt)									yes					This environment policy is welcomed for its intentions to protect key sites. CNHS strongly feels this should also apply to Local Nature Reserves to ensure that there is no reduction in or threat to these key sites within the Borough.	CNHS strongly feels this should also apply to Local Nature Reserves to ensure that there is no reduction in or threat to these key sites within the Borough.
7169	Gladman Development (Mathieu Evans)	yes	yes	no		✓				h	yes				Gladman do not consider that the policy as written is justified. The final three points of the policy, in the second to last paragraph, currently read as a list of points which must all be met. Whilst we recognise what the policy is trying to achieve we believe in order to be justified additional text is required, the bullet points should have the word 'or' added. This would make it clear that they are not cumulative but should be considered individually.	In order to be justified additional text is required, the bullet points should have the word 'or' added.
7282	Braiswick Residents Association														This policy is aimed in part at preventing the coalescence of settlements so as to retain their distinctive character etc. This is to be welcomed. However this has been the policy of Colchester Borough Council for many years which unfortunately seems to have had little effect. Hence Great Horkesley, Stanway, Copford, Marks Tey, Eight Ash Green and West Bergholt are in effect part of Greater Colchester with little and diminishing separation. Proposed Tendring/ Colchester Garden Community will be in practice a connected suburb.	
7371	Myland Community Council (Helen Harris)														This LP Policy on Environment concurs with the Myland and Braiswick Neighbourhood Plan (NP) Policy ENV1.	None
7388	Woodland Trust			no				✓	w						Current text in policy ENV1 in relation to irreplaceable habitats including ancient woodlands is unsound and in-consistent with paragraph 118 NPPF. Revised policy wording proposed.	We would prefer the following policy wording to be in your local plan: 1. Loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, resulting from development proposals should be wholly exceptional. 2.As ancient woodland and veteran trees are irreplaceable, discussions on compensation should not form part of the assessment of the benefits of the development proposal

7446	STOP350 (represented by David Cooper and John Akker)	no	no	no	✓	✓	✓	✓	h	yes	The Draft Local Plan does not recognise that Mersea is an island with restricted access due to its single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.
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Key points Raised: Essex County Council, the RSPB, Natural England, Historic England and The Woodland Trust have all proposed minor modifications in relation to hedgerows, the Habitat Regulations Assessment, the historic environment and woodland. Environmental organisations believe the policy should offer enhanced protection. Gladman Development believe the policy is overly restrictive and thus not justified.

LPA Initial Response: Policy ENV1 is sound, it protects and enhances the natural environment. Essex County Council has proposed a minor modification to paragraph 13.9 to clarify the protection given to hedgerows, which the LPA agree is a sensible modification. The LPA does not agree with the minor modification proposed by the Woodland Trust. Policy ENV1 does comply with the NPPF. It recognises that proposals for development that would cause direct or indirect adverse harm to sites/ areas, including ancient woodland, are exceptional. Criterion (iii) which the Woodland Trust object to will only apply if firstly a development can demonstrate that it cannot be located on alternative sites that would cause less harm and then secondly the benefits of the development clearly outweigh the impacts on the site. Only after these two criterion are met is the requirement for mitigation and compensation measures provided. It is accepted that ancient woodland by its nature cannot be replaced but in the instance that criterion (i) and (ii) are met the LPA will consider what would be appropriate mitigation and compensation. The RSPB and Natural England have both commented on the Habitat Regulations Assessment and supporting text to policy ENV1, which refers to the HRA and Recreation Avoidance and Mitigation Strategy. The LPA is preparing a SoCG with Natural England and this will include minor modifications to address Natural England's concerns. The LPA will also work towards preparing a SoCG with Historic England to address their concerns.

**ENV2: Coastal Areas**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
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6169	The University of Essex (The JTS Partnership LLP)	yes	yes	no	✓			✓	h		The University of Essex supports the objectives underlying Policy ENV2, but objects to the extension of the Coastal Protection Belt, to include land on the east side of the river; which is allocated, in the current Local Plan, for an extension of the University Campus. This land is needed in order to meet the medium and long term strategic growth needs of the University and thus deliver the related economic and education objectives of the Publication Draft Local Plan.	Remove land from Coastal Protection Belt.
6243	MMO (Tom Pavitt)	yes	yes	yes							No objection. I'm content and agree with the way the marine plan and MPS is cited in Env 2 and it's current layout. I'm content and agree with the text in 13:20.	None
6348	Wivenhoe Society (Jane Black)	yes	yes	no	✓	✓	✓	✓	h	yes	The deletion from the Coastal Protection Belt of the land lying to the east and south of the Wivenhoe settlement area is based on a criterion that does not take account of the coastal, rural nature of the land concerned which is also in close proximity to a Special Protection Area and is contiguous with land which Tendring District is proposing to include in its CPB. It should continue to be part of the Colchester CPB.	The land to the southeast of the Wivenhoe settlement area should continue to be part of the Coastal Protection Belt
6717	Wivenhoe Town Council (Hazel Humphreys)	no	no	no	✓	✓	✓				No map is provided for the proposed protected area and the review does not appear in the Borough evidence base documents. In the Neighbourhood Plan survey it was clear that residents valued the open countryside and the views down the estuary from the land to the east of the Wivenhoe settlement area and to the south of Alresford Road as well as the green slopes to the west of the settlement. The land to the east is also close to a Special Protection Area and an SSSI.	Land to the East of Bows Farm, Wivenhoe, must remain coastal protection belt. No map is provided for the proposed protected area and the review does not appear in the Borough evidence base documents. In the Neighbourhood Plan survey it was clear that residents valued the open countryside and the views down the estuary from the land to the east of the Wivenhoe settlement area and to the south of Alresford Road as well as the green slopes to the west of the settlement. The land to the east is also close to a Special Protection Area and an SSSI.
6731	Veronique Eckstein	yes	no	no		✓					Coastal Development Env2. referred back to from SS12b: Significant changing in the wording of SS12b is cause for concern and lacks clarity. There is a watering down of protection of internationally designated sites and this may not be consistent with the Council's obligations to protect these areas. The current adopted plan DP23 gives better protection to undeveloped areas of foreshore and does not need much change.	Ensure that DP23 does not allow damage to undeveloped foreshore.
6878	Natural England			no							Caution should be used around term irreplaceable in relation to natural assets - doesn't align with aspirations of Shoreline Mangement Plan which aims to replace lost saltmarsh which cannot therefore be regarded as irreplaceable. Policy could be strengthened by the inclusion of seascape as well as landscape character of the coast.	Use a different term to 'irreplaceable' to express the importance of coastal habitats. Include seascape as well as landscape character of the coast.
6898	Environment Agency			no				✓			Support the thrust of the policy, but suggest that plan should identify a Coastal Change Management Area (CCMA) for any area likely to be affected by physical changes to the coast to make clear as to what development will be appropriate in such areas. A CCMA should be identified for Mersea Island.	Identify Mersea Island as a Coastal Change Management Area in the policy.

6957	Historic England			yes								HE welcome the reference to "heritage assets" in Policy ENV2 and the change to the wording in paragraph 13.16.	
7112	Colchester Natural History Society (Peter Hewitt)									yes		This Coastal Areas policy is welcomed.	None
7170	Gladman Development (Mathieu Evans)	yes	yes	no	✓	✓	✓	✓	h	yes		Gladman are concerned that the policy as written could have a significant impact on the delivery of sustainable development in coastal areas.... the first criteria as written defines that development will only be supported where it can demonstrate a coastal location is required.	Gladman consider that the first criteria needs to be rewritten to be in accordance with the supporting text of paragraph 13.19 and concluding that development to support the needs of the settlements within the coastal protection zone fits in with the definition 'requires a coastal location'.
7334	Hutley, Molyneux and Went (Boyer Planning)			no							h	Precautionary approach to coastal areas understood, however there is some potential for development adjoining the built up areas of the coast while still protecting unique character. Wording for amended policy provided to reflect this point.	
7448	STOP350 (represented by David Cooper and John Akker)	no	no	no	✓	✓	✓	✓	A	yes		The Draft Local Plan does not recognise that Mersea is an island with restricted access due to it's single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.

LPA Initial Response:

Policy ENV2 is sound and provides robust protection for the Borough's sensitive undeveloped coastal areas. Support for policy ENV2 is noted. The University of Essex has raised objections to the inclusion of land it owns within the Coastal Protection Belt, while Wivenhoe Town Council and Wivenhoe Society have objected to the removal of land in east Wivenhoe from the Coastal Protection Belt. The Coastal Protection Belt designation was reviewed as part of the Local Plan process and the criteria used to define the extent of the belt are robust, up to date and NPPF compliant. The LPA does not support any amendments to the Coastal Protection Belt designation or to criteria (i) in policy ENV2 as requested as this would weaken protection of the Coastal Protection Belt and undeveloped areas of the Borough's coast against inappropriate development. The LPA supports the text amendments suggested by Natural England and these are included in the minor modifications schedule. The Environment Agency has requested that Mersea Island is classed as a Coastal Change Management Area. The LPA will be preparing a Statement of Common Ground with the EA and this issue can be considered further as part of this process. The LPAs response to proposed housing sites in Mersea is set out in policy SS12a.

**ENV3: Green Infrastructure**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6116	2008 Angora Bare Trusts										We support this policy and we would add an additional comment in that the policy could also note the importance of new development being able to contribute to Green Infrastructure objectives through, for example, the creation of new footpath/cycleway connections and to new open spaces, potentially above and beyond any numerical 'requirement' dictated by a number of dwellings. The site-specific circumstances are all important.	The policy could also note the importance of new development being able to contribute to Green Infrastructure objectives through, for example, the creation of new footpath/cycleway connections and to new open spaces, potentially above and beyond any numerical 'requirement' dictated by a number of dwellings.
6170	The University of Essex (The JTS Partnership LLP)	yes	yes	no	✓			✓	w		The University offers its guarded support to the proposals to establish a 'green' Colchester Orbital, around urban Colchester. With the Campus being located on the edge of the town, the University seeks an early conversation with the Borough Council about this policy and how it could impact upon the Campus and its future development proposals.	This is a holding objection. The University needs more information about the Orbital proposals before it can make an assessment as to whether or not it can support the policy.
6310	Essex Bridleways Association (Susan Dobson)	yes	yes	no	✓	✓	✓	✓	h		Inclusion of equestrian access	Amend the wording of those paragraphs detailed above to that suggested within the main representation.
6500	RSPB (Mark Nowers)										The RSPB supports the positive intentions of this policy to conserve, enhance and integrate existing and new green/blue infrastructure within the Borough.	
6511	Sport England (Maggie Taylor)										In general support this policy. The IDP appears to clarify that this will NOT apply to outdoor sports facilities such as grass pitches (falling under 'Leisure and Recreation' instead. I just wonder if this needs clarifying? Care will need to be taken to ensure any loss of GI is considered in the light of NPPF Para 74 therefore the policy needs to ensure compliance.	
6655	Mersea Homes (Brian Morgan)	yes	yes	no		✓					Retaining a green edge to Colchester and placing the proposed country park in the Salary Brook valley are detailed master planning proposals made without proper evaluation of alternative approaches which should correctly be done at the master planning stage in a future development plan document.	Delete paragraph 13.29  A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.
6780	Braintree District Council (Emma Goodings)										BDC supports the general thrust to protect designated assets in the environment, coastal areas and green infrastructure policies. The Colchester orbital route is supported as this will help draw pressure away from leisure uses at protected European assets.	None

6879	Natural England	no		no				x			Advise that there is a specific protection for SSSI's which fall outside of the RAMS to be protected from recreational pressure, included either within ENV1 OR ENV3.	Advise that there is a specific protection for SSSI's which fall outside of the RAMS to be protected from recreational pressure, included wither within ENV1 OR ENV3.
6899	Environment Agency			no							Opportunity to highlight environmental benefits of green infrastructure by adding text on contributing to protection and enhancement of water bodies	Add text - 'Green infrastructure that contributes to the protection and enhancement of water bodies will be supported, including de-culverting, creation and management of ecological buffer strips and new wetland areas to help manage flood risk and reduce diffuse pollution.
7113	Colchester Natural History Society (Peter Hewitt)								yes		This Green Infrastructure policy is welcomed to safeguard and enhance green corridors and connectivity and to provide green protection belts around key sites.	None

LPA Initial Response:

Support for policy ENV3 is noted. Policy ENV3 sets out the LPAs approach to the protection, enhancement and delivery of green/blue infrastructure for a wide range of users including horse riders. Outdoor sports provision is covered by policy DM4. CBC will seek to work with the University of Essex through the Tendring/Colchester Border Garden Community process/site specific DPD to resolve issues raised. The LPA agree with the minor wording changes suggested by the Environment Agency about the role of Green Infrastructure in protecting and enhancing water bodies and these amendments have been incorporated in the minor modifications table. The LPA is preparing a Statement of Common Ground with Natural England and this will include minor modifications to address Natural England's concerns. The LPA does not support the amendments proposed to ENV3 by Mersea Homes. Salary Brook Valley already contributes to the Borough's green infrastructure network and the delivery of a new Country Park around Salary Brook Valley is an integral element of the proposed Tendring/Colchester Borders Garden Community.

**ENV4: Dedham Vale Area of Outstanding Natural Beauty**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6958	Historic England			yes							HE welcome a specific policy within the plan for the AONB linked to its special qualities and the inclusion of our recommended amendment to the second paragraph we requested at the Preferred Options stage, namely "and this outweighs other material considerations."	

LPA Initial Response:

Historic England support to policy ENV4 is welcomed. No change to policy needed.

**ENV5: Pollution and Contaminated Land**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6605	Michael Brown	no	no	no	✓		✓		h		South Colchester Policies SC1-3 Middlewick Growth Area.This Area should not be included in the draft local plan for the following reasons.The area identified is highly contaminated with both live and spent munitions as it has been used for military training and shooting since 1830.No Environmental impact study or costs for decontaminating the land exist. The M.O.D manage the site in a manner that prevents loss of life.If the site is placed on the open market the loss of this management structure will lead to possible fatalities due to level of contamination present.	Before the land could be released by the M.O.D all spent and unspent munitions would have to be safely removed from the site prior to disposal.The costs for this action have not been considered , as this area has been added to the local draft plan at the eleventh hour, without any neighbourhood planning or environmental studies produced.I consider this site to be an environmental sensitive location.The land has also been used for the disposal of contaminated livestock and no maps have been kept of the disposal.
6900	Environment Agency			yes							We are supportive of the thrust of this policy and the supporting text.	None
7030	Andrew Granger & Co. (Mr Adam Murray)										As previously identified, the proposed development site lies adjacent to the Whitehall Industrial Estate, including facilities such as the Colchester Sewerage Treatment Works, and as such a key consideration of any proposed development will be mitigating the impact of noise and pollution resulting from these industrial uses on the amenity of future residents. It is considered that any scheme could be designed to include any appropriate mitigation measures necessary and ensure that future residents enjoy an acceptable level of amenity.	
7352	Colchester Civic Society (Peter Evans)										Air Pollution- (ENV5) This remains a concern. We would not expect a full answer, but there are parts of the town- notably Brook Street- that still have major problems.	

LPA Initial Response:

Support for the policy is noted. Policy ENV5 is sound and seeks to ensure that pollution and contamination are properly considered as part of the planning process. The comments re Place Farm are noted. Along with Policy ENV5, criteria (v) of policy DM 15 ( Design and Amenity) builds in additional safeguards to protect and promote public and residential amenity against a range of issues including disturbance, light and odour pollution. The LPA is aware of contamination issues at Middlewick Ranges. A number of environmental studies have been or will be commissioned by the MOD to ensure that the all key impacts arising from development at Middlewick Ranges can be effectively mitigated. CBC will continue to work with the MOD to ensure the delivery of the site and the implementation of effective mitigation measures. With regards air pollution, CBC has designated 4 Air Quality Management Areas in Colchester including Brook Street. The Council has also developed an Air Quality Action Management Plan and require major developments to submit air quality impact assessments setting out mitigation needed to address air quality impacts.

No amendments are considered necessary to policy ENV5.

CC1: Climate Change

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6321	Anglian Water Services	yes	yes	yes					w		It is noted that its proposed that development should consider the availability of water infrastructure over the lifetime of the development which is supported.	However there appears to be repeated word (water) in point ix of Policy CC1. It would be helpful if this was corrected or it is made clear whether it is intended to refer to wastewater infrastructure.
6638	Mersea homes (Brian Morgan)	yes	yes	no			✓		h		Under the section entitled A low carbon future for Colchester will be achieved by the 4th point begins with requiring whereas the previous three began with the word encouraging. There is no apparent need for this shift of emphasis. The 5th point about district heating is vague with no meaningful requirement.	Under point iv. delete 'requiring' and replace with 'encouraging'.  - Delete point vi.  A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.
6880	Natural England			yes							Welcome the inclusion of using green infrastructure within the climate change policy.	None

6901	Environment Agency			yes											We are supportive of the thrust of this policy and the supporting text.	None
6917	Persimmon Homes			yes						h					Persimmon welcomes the policies encouragement without going as far as to stipulate a particular technology or a standard beyond that required by Building Regulations	None
6959	Historic England														HE welcome amendment to policy CC1 (vii) following our previous representations, paragraph 13.54 needs clarification to support this change. Attention should be drawn to the types and groups of heritage assets and traditionally built buildings which are exempt from and those where special considerations apply in respect of certain energy efficiency measures. Any policy encouraging energy efficiency should note that the application will be different in relation to certain classes of historic buildings.	Note that policy on energy efficiency will be different in relation to certain classes of historic buildings.
7027	Andrew Granger & Co. (Mr Adam Murray)														We support the transition to a low-carbon future as per para95; NPPF. Given that the Draft Local Plan and the NPPF are both underpinned by a 'presumption in favour of sustainable development' it is considered rational that this is considered both in terms of development location and design. Any proposed development of the Land at Place Farm could be designed with consideration for the criteria set out within the policy. For example, the site predominantly within Flood Zone 1, with a small area on the eastern boundary of the site located within Flood Zone 3 which would be left undeveloped.	
7131	Hopkins Homes (Pegasus Group, Nicky Parsons)	yes	yes	no		✓				h	yes				This policy includes a list of measures by which a low carbon Colchester will be achieved. This does not reflect the energy hierarchy set out at paragraph 13.52, which rightly refers to a fabric first approach. The policy is therefore unjustified.	To ensure consistency with the supporting text it is suggested that the list of measures be clarified to reflect the energy hierarchy and the importance of reducing the need for energy use in the first place.
7180	Bloor Homes Eastern, Pegasus (Nicky Parsons)	yes	yes	no		✓				h					This policy includes a list of measures by which a low carbon Colchester will be achieved. This does not reflect the energy hierarchy set out at paragraph 13.52, which rightly refers to a 'fabric first' approach. The policy is therefore unjustified	To ensure consistency with the supporting text it is suggested that the list of measures be clarified to reflect the energy hierarchy and the importance of reducing the need for energy use in the first place.
7372	Myland Community Council (Helen Harris)														This Climate Change policy is welcomed.	None
7390	Woodland Trust			no		✓				w					Policy CC1 on climate change is not sound as it is not justified by available evidence. We would like to see some reference made to the proven benefits of trees and woods in delivering climate change mitigation including increased CO2 absorption, temperature regulation (urban heat island effect), improved flood management, water quality enhancements, ecological improvements as well as increased opportunities for recreation and improved air quality .	Amend policy CC1 to include reference to the proven benefits of trees and woods in delivering climate change mitigation including increased CO2 absorption, temperature regulation (urban heat island effect), improved flood management, water quality enhancements, ecological improvements as well as increased opportunities for recreation and improved air quality .

Key points Raised: Historic England and the Woodland Trust propose minor modifications to the policy. Anglian Water Services have identified a typo. Concerns are raised that the policy is vague and does not reflect the energy hierarchy. Representations of support have been submitted, including from Natural England and the Environment Agency.

LPA Initial Response: Support for thrust of policy by Natural England, Environment Agency and Persimmon Homes noted. The LPA will consider the modifications proposed as part of discussions concerning a Statement of Common Ground with Historic England. The typo in criterion (ix) will be corrected. Policy ENV1 does recognise the role of trees and woods in delivering climate change mitigation; criterion (iii) refers to tree planting and landscaping. The LPA will encourage and support all the measures in the policy to achieve a low carbon future. Measures are not listed in order of preference. The energy hierarchy and the importance of reducing the need for energy is recognised.





















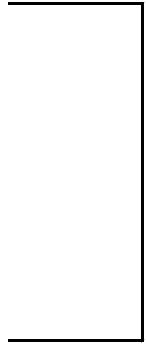












**PP1: Generic Infrastructure and Mitigation Requirements**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6184	Nicholas Fenton-Smith	yes	no	no		✓			w		The proposed developments are unsustainable in terms of the additional population relative to existing publicly used facilities and infrastructure..	Refuse planning on the above grounds.
6322	Anglian Water Services										Policy PP1 refers to proposals demonstrating that adequate wastewater treatment and sewerage enhancements are provided where necessary which is supported.	None
6505	RSPB (Mark Nowers)	yes	yes	no				✓	h		Policy to reflect the need for adherence to the Recreation Avoidance and Mitigation Strategy (RAMS) as part of the Council's Habitats Regulations Assessment (HRA).	Point vii) to be added to the policy: vii) meet the needs identified in the Recreation and Avoidance Mitigation Strategy (RAMS) in order to avoid any adverse effects on designated sites.
6512	Sport England (Maggie Taylor)										I am assuming the sports strategy and playing pitch strategy will be captured in this policy. I would press for any key sports infrastructure projects to be listed in this policy e.g. provision of more sports hall capacity which the IDP seeks to deliver strategically through several housing applications.	None
6902	Environment Agency			yes							We are supportive of the thrust of this policy and the supporting text. The EA has not, however, screened each development allocation site individually against environmental constraints map. Take it as read that comments made on Preferred Options Stage have been considered.	None
6960	Historic England			no							HE concerned that where references to heritage assets and archaeological investigation have been removed from site specific policies it is not clear when criteria (v) and (vi) are 'relevant' to these site specific policies in the terms of policy PP1. Welcome, in principle, the inclusion of criteria for the historic environment in this new policy in criteria (v) and (vi). In criterion (v) we recommend an amendment to delete the reference to "listed buildings" and replace it with "heritage assets" for consistency with the NPPF. Recommend review of criterion (vi) on pre-determination evaluations.	In criterion (v) we recommend an amendment to delete the reference to "listed buildings" and replace it with "heritage assets" for consistency with the NPPF. Recommend review of criterion (vi) on pre-determination evaluations.
7031	Andrew Granger & Co. (Mr Adam Murray)										Support the requirement for development proposals to make appropriate contributions to local infrastructure where necessary to support the proposal, in line with Paragraph 204 in the NPPF. Any proposed development of the site could be designed with consideration for the requirements outlined in the Draft Policy, including the provision of SUDS for the management of surface water discharge, connections from the site to the existing footpath network at the site entrance and the retention of mature hedgerow that bounds the site in order to mitigate any visual landscape impact.	

7086	Department of Education Skills and Funding														While it is important to provide clarity to developers, retaining a degree of flexibility is also necessary given that the need for school places can vary over time due to the many variables affecting it. Policy PP1 provides some flexibility by highlighting that proposals will be required to make contributions to the cost of infrastructure improvements "...as required and supported by up-to-date evidence from appropriate sources including the Infrastructure Delivery Plan (IDP)..." With regard to delivery of school places, it may be helpful if the council also include wording to ensure flexibility in relation to delivery.	With regard to delivery of school places, it may be helpful if the council also highlighted that: specific requirements for developer contributions to enlargements to existing schools and the provision of new schools for any particular site will be confirmed at application stage to ensure latest data on identified need informs delivery
7088	Department of Education Skills and Funding														The ESFA recommends that where sites are identified for new schools, local authorities should consider safeguarding additional land for any future expansion of these schools where demand indicates this might be necessary. For an example of this approach, see draft policy CC7 in Milton Keynes's Plan:MK Preferred Option draft from March 2017 .	Add reference to additional land for school expansion in the infrastructure policy
7133	Hopkins Homes (Pegasus Group, Nicky Parsons)	yes	yes	no	✓	✓	✓	✓	h	yes					Parish Councils should not be the relevant consultees for determining infrastructure requirements. The policy also refers to developments meeting Borough wide needs and addressing area wide transport issues, both of which are inappropriate and unlawful for individual schemes to address. It also lacks explanation of the requirements expected of a developer when considering whether to bring a scheme forward. Criterion vi is onerous and inflexible requiring disproportionate archaeological investigations.	The following changes are suggested: delete reference to Parish Councils in the first paragraph, amend the first paragraph to delete reference to 'Borough wide' requirements, delete criterion iii, amend criterion vi to read "Potential archaeological significance of the site as required and as appropriate to the specifics of the site and the proposed development."
7186	Pegasus (Nicky Parsons) for Bloor Homes Eastern	yes	yes	no	✓	✓	✓	✓	h						Parish Councils should not be the relevant consultees for determining infrastructure requirements. The policy also refers to developments meeting Borough-wide needs and addressing area-wide transport issues, both of which are inappropriate and unlawful for individual schemes to address. It also lacks explanation of the requirements expected of a developer when considering whether to bring a scheme forward. Criterion vi is onerous and inflexible requiring disproportionate archaeological investigations.	As stated in rep.
7373	Myland Community Council (Helen Harris)														This infrastructure and mitigation policy is welcomed and MCC would draw particular attention to the need for effective surface water handling in areas of predominantly clay soils as is the case in North Colchester.	None

Key Points Raised: A mix of support and more specific comments/revisions suggested. Objections to elements of the Policy indicated including reference to Parish Councils as an infrastructure consultee and to requirements for contributions toward Borough wide infrastructure is considered unlawful. The final criterion (vi) regarding archaeology is suggested as being disproportionate / onerous.

LPA Initial Response: Support is noted. Consideration of the points raised by Historic England will be clarified in a Statement of Common Ground and where appropriate recommended modifications will be proposed. A consistent and comprehensive approach in respect of the reference to the requirement for a RAMs which applies to other policies and Section One will be applied and will be pursued through wording modifications as required. In terms of the more fundamental points relating to the policy no further changes are considered necessary as it is considered to be lawful, proportionate and NPPF compliant.

### TC1: Town Centre Policy & Hierarchy

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6650	GL Hearn	yes	no	no		✓			w	yes	Policy TC1 confirms Colchester town centre as being top of the retail hierarchy. This town centre first approach and the identification of future development opportunities (by virtue of SG5 & TC3) is welcomed.	None
6961	Historic England			no						yes	We are disappointed to note that this policy has been amended since the Preferred Options Draft Local Plan July 2016 in that the following sentence has been removed: "The Town Centre boasts important historic character which must be protected and enhanced by all development as set out in Policy DM16 Historic Environment and relevant supporting guidance updated as required." Given the significance of the historic environment of Colchester town centre, and the omission of a reference to the historic town centres in policy SG6, we recommend that the sentence is reinstated into Policy TC1.	Reinstate sentence on protecting and enhancing town centre historic character.
6986	Peter Kay C-Bus									yes	It is indeed essential that the town centre remains the principal home of retail and leisure. Public transport can only compete effectively with the private car in this situation. Peripheral facilities can for most people only be reached by using two bus routes, which is a major disincentive. Unfortunately CBC does not apply this policy in cases where it can make money for itself by adopting peripheral sites, as just done in the case of the 2000-seat cinema in the 'Northern Gateway', designed by the developers (with CBC collaboration) on the basis that nobody would travel there by public transport because of its car-based site.	

7043	CBREGI (Cushman and Wakefield)										yes	We support the Council in confirming the pre-eminent position of Colchester within the area and the key location for new town centre related development.	
7266	Tollgate Partnership (Barton Willmore, Paul Newton)			no	✓	✓	✓	✓	h	yes	We have a number of concerns with the drafting of this policy. In particular it is unclear what is meant by 'larger scale' development and why there is a reference to 'particularly comparison'. If this is meant to exclude additional convenience goods floorspace in the centre then this would not be consistent with the NPPF. It that is not intended then the reference should be deleted to avoid any confusion.	As rep.	

Key Points Raised: A mixture of responses express support and objection. Concerns are raised in relation to bus users and consistency of the approach in "town centre first". Historic England request that reference to the Historic character of the town centre is added to the policy. Further issues are raised regarding wording requesting clarity in relation "larger scale" and reference to "particularly comparison". It is confusing and depending on the clarification may be considered not to be NPPF compliant.

LPA Initial Response: The Support is noted. The intention of the policy does not require any changes. Text suggested by Historic England is already included in explanatory text and covered in Policy DM16 - no further change considered necessary. Reference to larger scale development reflects the fact that some town centre uses are suitable elsewhere ie smaller scale parade's of shops. The reference to 'particularly comparison' does not exclude convenience retail uses.

**TC2: Retail Frontages**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6649	GL Hearn	yes	yes	no		✓			w	yes	We are concerned about the inclusion of detailed thresholds within the policy and supporting text at paragraph 14.8 that the thresholds are too restrictive and that there is insufficient flexibility in the Plan to allow for the introduction of other non-A1 uses into the PSA which would add to the overall vitality and viability of the town centre, including Culver Square. There is no specific justification provided in relation to the proposed thresholds. There may also be circumstances where A4 uses could be appropriate within the primary street frontages of Culver Square.	Consideration should be given to including a more flexible policy rather than include specific threshold guidance for the primary and secondary frontages, which seeks to maintain the predominance of A1 retail but recognises that the introduction of other non A1 uses including A3 and A4 uses can add to the vitality and viability of the town centre.
6664	Highways England (Mark Norman)										Colchester Town Centre Retail Frontages unlikely to have a severe impact upon the A120 or A120.	None
7044	CBREGI (Cushman and Wakefield)									yes	We support the Council in confirming the pre-eminent position of Colchester within the area and the key location for new town centre related development.	

Key Points Raised: The responses include support and objection to the Policy. There is concern regarding the level of justification for the thresholds for primary and secondary frontages and concern about unintended consequences of the application of the policy requirements.

LPA Initial Response: The Support is noted. The policy has been informed and is justified by the Retail evidence, no change to the policy is considered necessary.

**TC3: Town Centre Allocations**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6067	Nicholas Chilvers	yes	yes	no		✓			w		No one wants it. Commercial risk for a developer. Duff site, split levels, off centre. CBC fail to understand changes in social and shopping trends and is chasing a false dream. Their consultants are telling them what they want to hear...	Regeneration by good quality 'Town Houses'. We don't need more shops or leisure units in the centre. They need residents on the doorsteps of current shops to support them. Vineyard Gate area should be used for predominately housing.
6648	GL Hearn	yes	yes	no		✓			w	yes	Policy TC3 reiterates the town centre as the preference for future development and identifies development opportunities to accommodate future capacity over the plan period. Recognition (para 14.11) that Vineyard Gate, St Botolphs and Priory Walk can accommodate the need identified in the 2016 Retail Study Update is also welcomed as is the Inspector's comment (12.3.13) that whilst such sites are complex and may take time to assemble there is no reason why this cannot be achieved.	See rep
6663	Highways England (Mark Norman)										Colchester Town Centre unlikely to have a severe impact upon the A120 or A120.	None
6962	Historic England			no							Officer summary - cross-referencing to requirements in PP1 and DM16 required. Relocate text on importance of heritage assets to give it greater prominence. Strengthen wording on heritage assets and their setting at Vineyard Gate, the St Botolph's area, Priory Walk and Britannia and St Runwalds Car Parks.	Amend policy as follows: Vineyard Gate- "Development will need to protect and enhance the character of the heritage assets and their setting on and in the vicinity of the site, including the Scheduled Monument (Town Walls)"; St. Botolphs "Development will need to protect and enhance the character of the conservation area and listed buildings heritage assets and their settings on and in the vicinity of the site" Priory Walk - "Development will need to protect and enhance the character of the conservation area and listed buildings heritage assets and their settings on and in the vicinity of the site"

7045	CBREGI (Cushman and Wakefield)										yes	We support the Council in confirming the pre-eminent position of Colchester within the area and the key location for new town centre related development.	
7236	Alumno Developments (GL Hearn)										yes	Alumno Developments are keen to commit to working with the council to bring continued investment into the town. Whilst in general support of the mixed use allocation for the site (St Botolphs), which it is agreed will bring forward added vitality and viability to the town centre and deliver the wider regeneration aims of the St Botolphs area, it is not considered that the site allocation within the emerging proposals map provides sufficient flexibility at this state during the site's assembly and delivery.	Greater flexibility is sought for the site allocation to encourage investment potential and enhance the ultimate design and ongoing performance of the site.
7267	Tollgate Partnership (Barton Willmore, Paul Newton)			no	✓	✓	✓	✓	h	yes		Following the grant of planning permission for the Tollgate Village scheme, this will need to be included as a commitment in the capacity assessment and the Retail Study updated. This Study is not considered to be robust. Cushman & Wakefield recognise further work will need to be undertaken. Further work and justification is required in relation to the Vineyard Gate site. The Priory Walk allocation is not justified and not deliverable. An allocation for comparison goods at the edge-of-centre St Botolph's would not be sound as the Council has not undertaken a sequential assessment.	

Key Points Raised: The responses express a mixture of support and objection. Historic England (6962) request that more specific reference is provided in the policy to heritage assets. Other comments relate to the need to reflect the Tollgate Planning Appeal decision and update the evidence and the Plan in response.

LPA Initial Response: The support is noted. The point raised by Historic England is included as a generic requirement in the Minor Modifications. Due to a Legal Challenge to the Planning Appeal decision for the Tollgate proposals it is premature to propose any further amendments to the Plan in this respect.

**TC4: Transport in Colchester Town Centre**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan

6963	Historic England			no						<p>The infrastructure that can accompany transport works in historic areas can have a significant detrimental impact on the setting and character of the area. Insensitively positioned bus shelters, traffic signs and lampposts can easily damage the quality of the area and we therefore ask that a further sentence is added to the policy to address this.</p>	<p>Add following sentence -"The positioning and size of bus shelters, signs and other highways infrastructure must have regard to the historic character of the area and setting of heritage assets."</p>
<p>LPA Initial Response: Minor modification proposed to address Historic England comment.</p>											

NC1: North Colchester and Severalls Strategic Economic Area

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6085	Cllr Gerard Oxford										The requirement for a community building is necessary not 'May'. The site to deliver approximately 300 dwellings plus 260 extra care accommodation. This is far to much for the size of site we think an absolute max of 200 dwellings. This site should pay for the land and build of the community/ church building within the Highwoods Ward boundaries with access from Mill Road all other dwellings should be accessed from Axial Way.	
6147	Philip Wolski	yes	no	no		✓			w		The North Colchester Transport Plan is flawed. Mill Road is already destined for traffic calming measurers so why load it with even more traffic from even more new housing? It is already choked by rugby cub traffic, so why replace that with more. Mill Road is a primary A + E ambulance access route.	Reduce Rugby Club plan from 300 to 200 houses. Reserve far more green space for recreation. No Care Home, No Church or no other 'commercial' proposition that will attract high volumes of traffic including commercial vehicles. No access from the proposed housing development into Mill Road.
6153	Lesley Collins										Rugby Club development - We welcome the access to this new housing development to be from Axial Way only and would like to register our objection to any access from Mill Road being considered.  We do, nevertheless, object to the removal of the mature trees at the entrance to the Rugby Club.	As stated in the representation
6186	Nick Bell	yes	no	yes					w		No access to the new housing off either Mill Road or Oxley Parker Drive due to current traffic issues,	No access to the new housing off either Mill Road or Oxley Parker Drive due to current traffic issues,
6311	Essex Bridelways Association	yes	yes	no	✓	✓	✓	✓	h		No mention of equestrian access within Northern Gateway sporting area.	Amend wording as per that suggested in representation above.
6372	Martyn Dodd	yes	yes	no				✓	w		The increase in density of the residential/care unit development of the rugby club at Mill Road from 150 to the current proposal (300 residences+260 care units) is wholly unrealistic and such density is unrepresentative of the surrounding private developments. The current plans (NC1) also enables access/egress along Mill Road (contrary to the policy wording) which would significantly increase traffic and noise nuisance to local residents and existing users of Mill Road. It also appears the proposal could involve destruction of a strip of mature native trees along the boundary with Oxley Parker Drive against local planning policy.	Ensure access to any development is only from Axial way (and is not subject to "other considerations") and ensure the existing mature trees along the boundary with Oxley parker drive are retained.
6472	Maureen Thacker	yes	no	yes					w		Oppose any access to new build from OPD or Mill Road. Oppose change of use of land owned by Oxley Parker School from open green space. Oppose loss of habitat of wildlife now present in green space	Keep land owned by Oxley Parker School as green open space. No access to any new build from OPD or Mill Road. No expansion of proposed number of houses

6517	Sport England (Maggie Taylor)																			The development of the Zones 2 and 3 for the Northern Gateway area, both to address a deficit in sports provision and mitigate losses arising from the loss of the Rugby Club site, are generally supported by Sport England. This has resulted and been informed by the evidence base, supported by NGBs and continues to be shaped by the Strategic Implementation Board, set up to oversee the delivery of sports recommendations/actions.	None
6598	Strutt and Parker (Andy Butcher)									w										Policy NC1 is sound.	None
6667	Highways England (Mark Norman)																			North Colchester. This could have a severe impact upon the A12 and A120. We would wish to see a traffic impact assessment demonstrating the potential impacts of such a proposal. Of particular concern are junctions 25, 26, 27,28 & 29. There may also be impacts upon the main line. However, although these need to be quantified this section of the A12 is subject to a study for potential widening.	None
6763	Turnstone Colchester Ltd (Carter Jonas, Paul Belton)	yes	yes	no	✓			✓		h										Paragraph 14.27 requires an amendment to make the policy guidance for Policy NC1 clear, deliverable and therefore effective.	In light of the above it is suggested that the wording of paragraph 14.27 be amended to read as follows; "Land adjacent to the community stadium is allocated for mixed use. It is expected that a mixed leisure and commercial scheme will be delivered to complement the sport and employment offer elsewhere in the SEA. The mix of uses are likely to include uses such as a cinema, a hotel, active leisure, restaurants, food and drink establishments and retail."
6765	Turnstone Colchester Ltd (Carter Jonas, Paul Belton)																			We support the general thrust of Policy NC1 and specifically the vision to deliver a leisure led redevelopment of the area	None
6767	Turnstone Colchester Ltd (Carter Jonas, Paul Belton)	yes	yes	no	✓			✓		h										It is considered that the policy guidance in respect of the mix of uses appropriate for Zone 2 needs to be expanded to ensure the policy is clear, deliverable and effective. It is also considered that the policy needs to allow for appropriate retail uses to be provided to enable the vision for the area to be delivered.	In light of the above, it is considered that the following should be added at the end of the text contained within Policy NC1 that relates to Zone 2 "...unless it is demonstrated that such a retail use is complementary and supportive of the uses being delivered/located elsewhere within the SEA and that the proposed uses would not have an adverse impact on Colchester Town Centre."
6811	Phil Coleman																			Improved infrastructure, road network improvements and vastly improved public transport links are required in the North Colchester/North Station/Northern Gateway areas, (along with suitable car parking at sports facilities) or whole area will be at a standstill.	None
6990	Peter Kay, C-Bus									yes										Unless CBC can provide some evidence that future developer-supported bus services will have a vastly better record than to-date, policy aspirations to new/improved bus services must be treated as hopes without substance in any decision on the traffic/transport practicality of proposed developments. Summary list of bus services provided in new housing developments in Colchester since 1990s is included in full submission.	

7001	Jennifer Yates																				Concern about the number of houses proposed and the ability of the infrastructure to cope in particular the health, education and transport. In summary this just seems like a money making exercise for the council and I wonder how many of those approving these decisions live in the development areas. I would also be interested to know whether these same people are aware of the situation at Colchester hospital and whether their decisions would be influenced if they had to use these services in an emergency situation.	
7046	CBREGI (Cushman and Wakefield)										yes										We maintain our objection to the proposed multiplex cinema element for the proposals at Northern Gateway, given the significant adverse impact this will have on the Odeon Cinema within the town centre.  Whilst the Plan does not explicitly mention the proposition of a multiplex as part of NC1, instead referring to the area as a 'leisure / community hub', it is clear from the proposals advanced through planning applications have the intention for this to include a multiplex cinema.	
7268	Tollgate Partnership (Barton Willmore, Paul Newton)			no	✓	✓	✓	✓	h	yes											The NPPF is clear that LPA's should assess the need for Main Town Centre Uses. We can find no evidence of this and the very limited commentary in the 2016 Retail and Town Centre Study does not constitute an appropriate assessment. If need is identified, the NPPF requires a sequential assessment. North Colchester is out-of-centre. We cannot find any evidence that the Council has undertaken a sequential assessment of alternative sequential preferable sites, and the allocation of any Main Town Centre Uses in this location is therefore unsound. Tollgate Village site will need to be taken into account.	as above
7299	Eastern Counties Educational Trust (Boyer Planning )	yes	yes	no		x	x		h												Disappointed that site (rear of Oxley Parker Drive) continues to be proposed for open space since it is logically located for further residential development. Public open space not needed at this location and is privately owned.. Land has been vacant and unused since 1998 when main body of former school site was redeveloped for housing. Site could be developed either as part of a wider development or on its own since it doesn't involve need to relocate any uses. Residential allocation only realistic opportunity to achieve element of publicly accessible open space within the site. Access can be achieved from Oxley Parker Drive.	
7374	Myland Community Council (Helen Harris)																				MCC has been given to understand that 40 houses have been withdrawn from the LP? The overall number of houses on this site is larger than MCC previously understood and includes an Extra Care Home that might require 5 storeys. MCC refers you to its Chairman's comments at the LP Committee on Monday 12th June on these points and MCC's concerns regarding vehicular access from Mill Road. The provision for an area of green open space concurs with MCC's NP Policy ENV1 reference to 4.5 hectares to be designated as Local Green Space or as a Village Green.	None



CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Jusitified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6211	ECC (Jericho))	yes	yes	no			✓		w		This representation relates to paragraph 14.35. A change is required for clarification. The station is served by a single Train Operating Company (TOC) but this has changed with the franchise over time; however all successive TOCs have continued to commit to this project.	Change paragraph 14.35 as follows:  'The Colchester Station Travel Plan was developed in partnership with successive Train Operating Companies and Essex County Council and has been running since 2008'.
7005	Peter Kay, C-Bus									yes	WHAT opportunities are going to be available to widen footways and cycleways in the vicinity of the station? ECC has recently put in one of its universally-hated 'shared space' cycleways through the northbound layby bus stop, and under the rail bridge, and is threatening to convert the footway between the Essex Hall roundabout and Albert roundabout to a shared space as well.	No change put forward
7279	Braiswick Residents Association			no							increasing traffic problems at North Station will only get worse with new developments. Unrealistic to suppose that new proposals for sustainable transport will solve this and other traffic issues in Colchester unless very significant resources are committed, which seems unlikely Even if adequate financial resources are made available, it is difficult to see how, given existing constraints and earlier development, much in the way of improvement could be facilitated.	No change put forward
7375	Myland Community Council (Helen Harris)										Policy point (vi) suggests that the North Station area has an Air Quality Management Area (AQMA) designation. This is before sites such as Chesterwell and Severalls are anywhere near completion and before Northern Gateway attractions kick in. Any development of the North Station Area must have traffic movement and air quality considerations at its core.	None
<p>LPA Initial Response:</p> <p>The LPA agree to the change suggested by Essex County Council to clarify the point about changing train operators contributing to the Travel Operating Plan and is included as a Minor Modification. No other changes are considered necessary as the points referred to are covered by the policy wording or elsewhere in the Plan and where appropriate mitigation will be required to ensure development is acceptable.</p>												

NC3:North Colchester

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6292	David Mehigan	yes	yes	no		✓			w		Joining the two plots constitutes an infill development and loss of open space.The location of service provision such as employment, health care, shopping, education and other community facilities means site residences would favour use of cars for access.All traffic from 70 Dwellings will need to exit onto the B1508 (Bergholt Road/Braiswick) which already experiences high levels of traffic.The plot is in a flood zone and will be significantly impacted by noise from the A12, making it inappropriate for this density of development.Reduces residential amenity of Braiswick as a whole.	Potential of 1000 dwellings at Middlesex ranges means that marginal in-fill developments such as these can be removed from the plan.St Botolphs Farm development should be significantly reduced in size from the excessive number of dwellings (70) which is un-necessary.Do not allow residential developments that constitute in-fill behind existing properties on Braiswick (road). Join the open space at Keepers Green with Open Space South of golf course to create landscape boundary to Golf Course.
6331	Dr Michael Vernon	yes	yes	yes	✓	✓	✓	✓	w		The original submission to the Preferred Options Local Plan was for 'up to 50 dwellings' on St. Botolph's Farm, and 'up to 8 dwellings' on land south of Colchester Golf Club. If this is to be adopted, it seems reasonable to combine the future developments and use only one access point from B1508. The Draft Local Plan as recently published now refers to 'up to 70 dwellings' on the combined development. This is 12 more dwellings than originally proposed for the separate sites.	This total needs to be taken back to the original combined figure of 58 dwellings.
6358	Karhleen Jacobs	no	yes	no	✓						This proposal goes against the Myland and Braiswick Neighbourhood Plan adopted last year which states 'The Neighbourhood Plan does not seek to promote further significant housing development.In the context of the 20 or so properties on Braiswick that this development would border, an estate of 70 properties IS a significant housing development.This development would add to the traffic using the B1508 creating even more congestion at North Station.There would be an impact on wildlifelt would be a further eradication of open space leaving just the A12 to separate Colchester from the village of West Bergholt.	The proposal for 70 properties needs to be scrapped.
6483	Dr Michael Vernon	yes	yes	yes					w		If development of land at St. Botolph's Farm and land south of Colchester Golf Club is to be combined, with one access point to the B1508, then the speed limit between West Bergholt and Braiswick must be reduced from the current 60 mph, for safety reasons	Reduce traffic speed limit on B1508 between West Bergholt and Braiswick from 60 mph

6623	Steven Knowles	yes	no	no	✓	✓			w		I do not feel there is any justification for further 70 dwellings in the Braisiick and Myland area. This area is already swamped with housing growth c. 3000 new homes from the Chesterwell and Severalls hospital developments alone. The transport infrastructure in particular is just not strong enough to cope with with the current load and the developments I referred to earlier have only just begun so we're nowhere near seeing the total increase in traffic flow that will exist when these developments are complete.	This policy should be removed
6668	Highways England (Mark Norman)										North Colchester. This could have a severe impact upon the A12 and A120. We would wish to see a traffic impact assessment demonstrating the potential impacts of such a proposal. Of particular concern are junctions 25,26,27,28&29. There may also be impacts upon the main line. However, although these need to be quantified this section of the A12 is subject to a study for potential widening.	None
6706	Shaune Worrall	yes	yes	no					w		Combining the sites worsens residents' loss of amenity as this completely encircles us and brings development physically closer to our homes. Consider the noise pollution from upto 140 cars ( 2 cars per 70 dwellings) and many service vehicles crossing 24/7 directly behind our homes. Consider the light pollution from street lamps when this is currently dark at night. This is meadowland with rabbits, deer and rare woodpeckers. These plans would tarmac over them.	Revert to 2 separate sites to mitigate against the loss of amenity to residents and removal of wildlife on the edge of the town to the countryside. Reduce the number of dwellings proposed. This will reduce the number of vehicles accessing the site making for less dangerous access from the highway. This number of dwellings could be accommodated more efficiently, with better amenities and more safely with less disruption at many other sites in Colchester as close as Braiswick Park and Mile End developments. The Council needs to follow the precedent set at Bakers Lane and be consistent by rejecting this development only yards down the road for similar reasons.
6714	Catherine Bailey	yes	yes	no		✓			w		Allocation for 70 units south west of the Braiswick golf club does not fit with other policies in the plan. It would cause visual impact on views from West Bergholt and coalescence of West Bergholt with Colchester.	Withdraw the allocation as does not comply with other policies in the plan or the evidence base.
6776	Diana Fulford	yes	yes	yes					w		This representation is made on behalf of my husband and I. The prevailing wind blowing over the A12 is from the west and we believe that this site will have unacceptable pollution levels of both noise and noxious gases. Having lived on the boundary of the site near to the A12 for 40 years (my husband and I have now moved because of the noise) we do not believe that there is any way that successful noise mitigation can be achieved.	This site should be deemed unacceptable for housing and removed from the local plan.
6849	Aidan Solloway	yes	no	yes					w		There is insufficient infrastructure to cope with any more houses in this area. The Bergholt / Braiswick Road is already very busy especially towards North Station. With the Asda Roundabout becoming gridlocked regularly Also, the Bergholt Road is not wide enough to cope with the amount of extra cars that will need to use it on a day to day basis. It already is extremely dangerous. In addition the number of dwellings now planned has increased particularly to the south of the golf club. i therefore strongly object.	Do not implement the plan!

6852	Karen Solloway	yes	no	yes					w		There is insufficient infrastructure to cope with any more houses in this area. The Bergholt / Braiswick Road is already very busy especially towards North Station. With the Asda Roundabout becoming gridlocked regularly Also, the Bergholt Road is not wide enough to cope with the amount of extra cars that will need to use it on a day to day basis. It already is extremely dangerous. In addition the number of dwellings now planned has increased particularly to the south of the golf club. I therefore strongly object.	Please reconsider the number of dwellings and the lack of infrastructure at this stage.
7171	Gladman Development (Mathieu Evans)	yes	yes	yes					h	yes	Gladman note and support policy NC3 in the sense that it clearly and correctly identifies Braiswick as a sustainable location for residential development. The area is on the urban edge of Colchester and as such sits towards the top of the settlement hierarchy prepared by the council, as Gladman have identified there is a need for additional sites whatever conclusion is arrived at on the OAN, for this reason and given the sustainability of the location Braiswick is a suitable location for further residential allocations. Gladman is promoting a site in Braiswick.	Gladman is promoting a site in Braiswick.
7178	Gladman Development (Mathieu Evans)	yes	yes	no					h	yes	Gladman are working with the landowners of land off Bakers Lane, Braiswick, to promote the site for residential development.	Allocate land off Bakers Lane, Braiswick for residential development.
7278	Braiswick Residents Association			no							Illustration of Fernlea open space as public open space on policies map welcomed. Deletion of one of the 3 potential development sites shown in original draft welcomed however remaining 2 not supported. Existing development schemes ie Chesterwell already adding additional pressure on traffic, environment, and local facilities. Backland development wouldn't be sympathetic to existing character. St Botolphs Farm site marginal in suitability due to proximity to A12 and flooding issues. Would bring joining up of West Bergholt with Colchester nearer.	
7290	Sigma Planning Services ( C Hough) for Rydon Homes Ltd	yes	yes	yes					h		Rydon Homes Ltd who own St. Botolphs Farm support Policy NC3 and they are currently working on the preparation of a comprehensive Masterplan showing a single access from Braiswick Road. From their initial assessment and consultant's report they are satisfied that the requirements of the policy of the Submission Plan can be fully met and that the site is developable and deliverable within the early part of the Plan period.	
7376	Myland Community Council (Helen Harris)										MCC is commenting on 'Land at Braiswick' because the NP Area covers Braiswick. The extended development of St Botolphs Farm to relocate and reduce other potential developments in Braiswick to one site would seem preferable but MCC suggest this must now be the final development to impact on Bergholt Road and hence the North Station Area.	None

Key points Raised: The main concerns raised are regarding the number of dwellings proposed in the Braiswick allocation, and in particular the inadequacy of the infrastructure to cope with the additional growth given the recent developments in North Colchester. Traffic is a particular concern with objection included from Highways England regarding Impact on the road network and A12 junctions as with other proposals in the North of Colchester. Other issues include the loss of amenity / open space, flood risk, coalescence between Colchester and West Bergholt and pollution due to the proximity to the A12. Braiswick Residents Association suggest the allocation is contrary to the Myland and Braiswick NHP, whilst Myland Community Council does not express particular concern, although do state that this should be the final development to impact on Bergholt Road and the North Station area. The site promoters are preparing a Masterplan for the 3 areas to look to meet the policy requirements. An additional site is being promoted on land at Bakers Lane with a request that this also be allocated.

LPA Initial Response: The concerns regarding amenity, flood risk, impacts on surrounding areas will be reflected in the masterplanning of the site to ensure appropriate development can be delivered responding to the site characteristics and constraints. Policy NC3, NC4 and PP1 will ensure that any impacts from the development will be adequately mitigated with appropriate contributions as required. No change to the Policy is considered necessary and no additional sites are proposed for allocation.

#### NC4: Transport in North Colchester

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6146	Philip Wolski	no	no	no		✓			w		The issue is that the assumptions ignore the fact that thousands of houses are being built in North Colchester adjacent to Mill Road which is ALREADY to receive traffic calming measures. Why even more houses when the existing transport infrastructure can't cope.	Fewer new houses!
6993	Peter Kay, C-Bus									yes	Unless CBC can provide some evidence that future developer-supported bus services will have a vastly better record than to-date, policy aspirations to new/improved bus services must be treated as hopes without substance in any decision on the traffic/transport practicality of proposed developments. Summary list of bus services provided in new housing developments in Colchester since 1990s is included in full submission.	No change put forward
7004	Peter Kay, C-Bus									yes	NAR Busway Clarification needed: Recent maps, including that in Section 2, appear to show the busway ending at Mill Rd junction instead of continuing north into the Severalls Hospital development as originally shown. No confirmation of this change has been extractable from CBC.	Provide Clarification on the Policies Map of the NAR Busway

7377	Myland Community Council (Helen Harris)									Transport in north Colchester is an existing severe problem at peak times and these 'peak times' are growing in frequency. The draft North Colchester Travel Strategy 2012 was never adopted and its inadequacies sidestepped. Policy NC4 should be transformed into a new/urgent travel strategy for north Colchester & more if CBC is intent on having similar strategies for the east, west and north, there should be an overarching strategy that binds them all together into a coherent and effective way forward to 2033 and beyond for the Town and Borough as a whole. This prior to the LP adoption.	None
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LPA Initial Response:  
It is agreed that the Policies map should correctly reflect the proposed unimplemented section of the NAR Busway and updated map is included as a Minor Modification. No other changes to the Policy are proposed, the point regarding a travel strategy emerging from NC4 are noted and this together with the evidence base will seek to strengthen the strategic approach to transport delivery in North Colchester and comprehensively beyond.

**SC1: South Colchester Allocations**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6448	R F West (Andrew Martin Associates)										Support is extended to the proposed development of up to 150 new dwellings and the other provisions set out in the Policy relating to land South of Berechurch Hall Road. There are no insurmountable problems in delivering this site. There is scope to extend the allocation further south on land owned by R F West Ltd that could be brought forward to meet the shortfall of 200 units in the proposed trajectory through the outcome of the appeal decision at Tollgate Village. Additionally such land could be brought forward in the event of delays in delivery at the Middlewick Ranges.	None
6787	RF West Ltd & The Harding Group (Pomery Planning Consultants)								yes		Those who own or have option agreements on the allocation site, have joined forces (the respondents), to bring this site forward to develop a comprehensive housing scheme, as required by Policy SC1. To this end, work has begun to assess the suitability of the site for development and to inform and shape a future outline planning application. Well developed technical and environmental surveys and analysis have to date, not revealed any reasons why this land could not contribute 150 residential units to the Council's housing land supply. In fact, the site can deliver more than 150 units.	None
6816	Alison Capp	yes	no	no	✓				w		There are no measures shown to alleviate the inevitable increased volume of traffic the new Gosbecks and Berechurch Hall estates will generate in Shrub End. The 'snowball' effect on the already busy boundary traffic which connects the A134 through Whitehall, Abbots, Mersea, Berechurch Hall, Gosbecks Rds and Cunobelin Way through to the A12 at Tollgate will be significant. Already there is traffic congestion at the Layer Rd. junction at Kent & Blaxhills, increased by the new Lidl supermarket, plus stacking back of traffic onto Cunobelin Way blocking Shrub End Rd and Maldon Road as traffic tries to access Colchester Tip.	Measures to alleviate the increased traffic need to be planned now with the firms building the new estates in Gosbecks Rd, & Berechurch Hall involved too as their buyers will become part of the local community as well as current residents of these areas.
6838	Alison Capp	yes	yes	no			✓		w		While not objecting to the actual housing estate Gosbecks Phase 2, I am concerned that it may be allowed to encroach on the land which is currently the Gosbecks Archaeological Park which has Scheduled Monument status. This was gifted (with funding to maintain the site), to Colchester Borough Council by Mr Barbour the previous landowner. I note that the Local Planning Authority will require protection of the site but hope this will be robust.	Specify to house builders from the planning stage onwards that strict non-encroachment on the entire historical site is required as is suitably of build next to a Scheduled Monument.

7114	Colchester Natural History Society (Peter Hewitt)									yes	Any proposed development in the Gosbeck area should, in addition to the sensitivity of the archaeology, also pay careful regard to the areas biodiversity.	None
7189	Bloor Homes Eastern, Pegasus (Nicky Parsons)	yes	yes	no		✓	✓	✓	h		Support for policy but concern about reference to policy PP1 (for the reasons stated in relation to that policy), the justification for a maximum housing yield for the site and the need or justification for contributions towards Gosbecks Archaeological Park to be referred to in the policy.	The following changes are recommended to overcome these concerns:* Remove reference to policy PP1 unless the comments raised about policy PP1 are satisfactorily addressed.* Amend the first bullet point to read 'Approximately 150 new dwellings of a mix and type of housing to be compatible with surrounding development'* Delete the fourth bullet point as this is a matter that will be covered during the planning application process and other policies exist to cover the issue of heritage impact.
7356	MOD										Policies Map incorrectly shows land use for military purposes at Merville Barracks as designated open space.	Remove land from Proposals map incorrectly shown as open space.

Key Points Raised: Representations of support have been received from the promoters of the allocated sites. However, concern is expressed about policy PP1. Concern is expressed about the impact on Gosbecks Archaeological Park. The MOD has identified a mapping error.

LPA Initial Response: Support from the site promoters is welcomed. The archaeological importance of Gosbecks is recognised through the requirement in policy PP1 for an archaeological pre-determination evaluation and the requirement in policy SC1 for development of land at Gosbecks Phase 2 to make a contribution towards Gosbecks Archaeological Park. Contributions towards bus stop provision and improved sustainable transport links to Colchester Town Centre will help to manage congestion. The mapping error on the policies map will be corrected and is included in the table of minor modifications.

**SC3: Transport in South Colchester**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6064	Nicholas Chilvers	yes	yes	no		✓			h		South /East The report writers have glossed over the scale of the problem. The roads simply do not have the capacity to cope with existing and current plans, they cannot take more traffic. Need to understand that there is a lack of employment in the south which leads to people crossing town via the congestion areas. More people are self employed. and work variable shifts. Alternative transport options aren't realistic.	Widen roads at pinch points and additionally draw up a southern relief road. Re. east sides of Brook Stand bottom ends of Military and Mersea Rds, Compulsory purchase powers need to be used to increase capacity along these roads otherwise these routes will suffer more congestion and even worse air quality. CBC has dodged the problem. My suggestions would be uncomfortable for politicians who have let previous opportunities to grasp this slip...

6313	Essex Bridleways Association (Susan Dobson)	yes	yes	no	✓	✓	✓	✓	h		Policy SC3: Transport in South Colchester: we are disappointed to note that no mention of access for equestrians is included within this Policy and is not consistent with the aims of the Plan elsewhere relating to Green Infrastructure. We therefore suggest that to make this Plan sound, the wording of the last bullet point of this Policy is amended to read: 'Improvements to routes for walking, cycling and horse riding including links to the Garrison and Boadicea Routes and complete gaps in the network.'	Amend the wording of this Policy to that suggested in the representation.
6670	David Davies	no	no	no	✓	✓	✓	✓	w		Colchester town is a bottleneck for emergency transport, to and from the existing general hospital. Instead of siting a previously proposed second general hospital on Middlewick, serving the South and West of Colchester, the plan is to build even more houses. These will just add to the general traffic load along Mersea Road, Old Heath Road and through Whitehall Road to and from the East through the already congested Hythe. More houses will mean more pressure on all the local facilities, the existing hospital, schools, station, surgeries etc.	Even a little common sense applied here would reduce the number of houses by a considerable number to a maximum of 400 - 500 properties, and many of these stipulated for occupation by low-income families, the elderly and as starter homes for the young. Council ownership would make a considerable difference to the purely financial profit-orientated interests of commercial developers. The aim should be to restrict the increase of traffic, pollution and general overdevelopment of the South of Colchester and to provide amenities and infrastructure appropriate for the general locality, as it currently is and for the long term.
6994	Peter Kay, C- Bus									yes	Unless CBC can provide some evidence that future developer-supported bus services will have a vastly better record than to-date, policy aspirations to new/improved bus services must be treated as hopes without substance in any decision on the traffic/transport practicality of proposed developments. Summary list of bus services provided in new housing developments in Colchester since 1990s is included in full submission.	No change put forward
7444	STOP350 (represented by David Cooper and John Akker	no	no	no	✓	✓	✓	✓	A	yes	The Draft Local Plan does not recognise that Mersea is an island with restricted access due to its single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.

Key points Raised: The main concerns relate to the inadequacy of the existing infrastructure especially the road network to cope with the additional growth proposed in South Colchester. Road widening and a southern relief road are suggested as being required to relieve impacts. The number of additional houses in South Colchester should be reduced and the mix and type primarily for specific local needs and Council owned for rent. The Essex Bridleways Association request a revision to include reference to improvements to access opportunities for horse riders.

LPA Initial Response: The growth proposed in the South of Colchester will be required to mitigate against impacts and the policy requirements set out in the Site Allocations policies and PP1 will ensure appropriate contributions are secured as required. The amendment suggested by Essex Bridleways Association is agreed as opportunities to enhance access for all users is a sound and consistent approach, this is included as a minor modification. **2020 Update** - Planning permission for 144 units at Gosbeck was granted by permission 190522.

SC2: Middlewick Ranges

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6022	Kelly Francis	yes	yes	yes							I do not feel that the following issues have been properly considered by the LPA when building on MiddleWick, especially due to the late inclusion of this. 1. Lack of infrastructure for the area 2. Destruction of green space and urban sprawl 3. A late submission 4. Where will the houses go? 5. Wildlife 6. History 7. Healthy living 8. Public Transport	none
6039	Natalie John	yes	yes	no		✓			w		Delay this until people have the right amount of time to investigate the history (possible roman remains there), contamination and live shells. Consider green space and actually consider people for a change instead of certain pockets being lined with cash! Infrastructure - as well as schools - doctros and even the hospital will not cope and can not cope today.	Infrastructure - roads, schools, doctors, dentists, hospital, water/ sewerage system
6042	Paul Warner	yes	yes	yes					w		There are two Red Listed endangered species which are common in the fields off Weir Lane, the Nightingale and Sky Lark which, being a ground nesting bird ,would be wiped out. The loss of these two species, with their fantastic songs, to future generations alone should be enough to stop the development. I would be happy to show any ecological survey team the locations. The area should be a Country Park like the people of North Colchester enjoy at High Woods.	A construction development should not be considered.
6045	Eileen King	yes	yes	yes					w		Environmental impact - traffic, pollution, wildlife.	Vastly reduce the size and scale of any development - and preferably do not build on the ranges at all
6046	Clive Needle	no	no	no		✓			w		Reject the housing proposal; create and protect a South Colchester Country Park.	Reject the housing proposal: consult with public, private sectors and experts on the creation and sustainable development of a South Colchester Country Park.
6048	David Rice	no	no	no	✓	✓	✓		w		There is too much traffic already, not enough school places, green space and wildlife is precious	Significantly reduce the number of houses proposed for this site, or choose a different site. If the development has to go ahead, local infrastructure HAS to be improved to take account of the additional cars, traffic, school places etc.
6049	John Rankin	no	no	no		✓					Less houses or even non at all, maybe the land kept as it is and used for leisure and a remembrance garden installed on part of it. Mainly for all the troops that have trained there and gone on to trouble spots around the world defending us. If the building is agreed then schools, doctors clinic, play area and other perks for the area included in the plans	As stated in the representation.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6050	Karen Brennan	no	no	no	✓	✓	✓	✓	w		Middlewick is a wonderful place full of bio-diversity and containing red listed species, it contains woodlands & hedgerows, heathland and waterways, all of which are important to our native species, it provides a place of quiet and peace for all and is enjoyed by many, we don't have any other area like this in the immediate vicinity and it would be a huge shame to lose it to urbanisation	Consider making it a Country Park, consider pollution, lack of local resources to support extra housing, road & pathways, Mersea Road is already severely over congested, particularly at the town end, schools & Drs surgeries would have a huge influx, at present it can take me up to 4 weeks to get a non emergency appt with my GP.
6053	Sarah Bevan	no	no	no		✓			w		I am an individual registering my objection to the building of a further 1000 within my area. Proposed change to Local Plan proposed in full representation.	There is already too much traffic on Old Heath Road and the introduction of 1000 new houses would lead to increased traffic. There are already buses and lorries too that use Old Heath Road which has not been built to withstand such a volume and weight of traffic. The road already floods and has numerous pot holes caused by excess traffic and the noise pollution has increased considerably since the building of homes by camp church. The land has not even been purchased yet so building plans should NOT be approved as they do not legally have a right to the land at the moment.
6061	Chris Standell	no	no	no	✓				w		There are too many reasons to stop the building of 1000 houses over our remaining green public areas.	Stop the plan nothing to compromise.
6063	Lee Scordis	yes	yes	no		✓	✓		w		Middlewick offers not only open green space for the South of Colchester, but also a wide range of natural wildlife that other towns would be jealous of. The South of Colchester does not have the infrastructure to cope with 1000 houses on the Wick. Traffic is currently a major issue that is still not being addressed, while school places are now an issue. I would want to see all wildlife protected and promoted by CBC as a tourist destination. Middlewick has the chance to be a nature reserve or country park.	The housing numbers need to be reduced. I understand that we need more housing but this area of Colchester is simply not ready for that amount of housing and the more housing also means more greenspace destroyed.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6068	Nicholas Chilvers	yes	yes	no		✓	✓		h		Few employment opportunities close by to meet the needs of these home dwellers.	The lack of road capacity to support housing on this site. No adjacent employment opportunities for the new residents. Householders on this site looking for work will be forced to head towards the north of town and/or A12 via the town centre bottlenecks which are already a nightmare. The nearest mixed 'blue collar' site is at Whitehall Rd industrial site involves going via the Abbots Rd/Old Heath Rd junction next to a primary school. Downright dangerous to inflict more traffic there. No nearby health facilities and school operating to max. capacity.. Whitehall employment area doesn't have the capacity or wide enough employment range of opportunities.. . Bus services exist but are not likely to meet the needs of householders in these new build properties who will need well paid jobs. There aren't many in the town centre and certainly not near to Middlewick.
6072	Louise Hart	no	no	no				✓	w		No new houses to built on the Middlewick Ranges. Health Schools Infrastructure Wildlife History	Find a new location.
6075	Claire Anderson	yes	yes	yes					w		They will need to drive themselves across town aggravating congestion and poor air quality.	The plan needs to be rejected.
6078	Samantha Hipwell	yes	no	no	✓	✓	✓	✓	w		Destruction of green space. Lack of infrastructure. Destruction to wildlife and environment. Late submission without consultation. Overcrowding.	There are very few green spaces left or left unthreatened, surely these should be preserved for future wildlife and generations. The roads are already congested, I don't think the area could cope with more traffic. By building on the land it removes its historic properties.
6079	Rachel Buchanan	no	no	no	✓				w		Primary school at capacity and cannot grow in current location.	The ideal answer would not be not to build at all. However if development does go ahead this a real opportunity for Colchester to lead the way and develop housing which is at tune with the local environment and to provide a leading edge environmentally friendly development with strict planning criteria based around the use of sustainable products and environmentally friendly features. Part of the land should be a designated nature reserve.
6093	Andy Howell	yes	yes	yes					w		Lack of infrastructure, desruction of green spaces, late submission, public transport.	Housing numbers should be reduced.
6122	Caroline Pitt	yes	yes	yes					w		Destruction of green space. Lack of infrastructure. Destruction to wildlife and environment. Lack of Public Transport. No school or GP space. New builds are too crammed in with inadequate parking and are not popular.	Fewer well spaces homes with plenty of off road parking. Country park area, New school and surgery. Road improvements. Reinstatement of 66a bus.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6123	Gary Smith	no	no	no	✓				w		This area is fully saturated by current vehicle population. 1000 homes will bring a further 2000 vehicles plus ancillary vehicles for deliveries etc. No fiddling with junctions is going to improve an already gridlocked road net work during rush hour. The council already exceeds its homes target, a further 1000 is not justified. The current infrastructure for people in the area is stretched past its limit, I have waited 2 weeks for a Doctors appointment. School class sizes are too large, this will make things worse for our children.	The council need to look past taking developers money and investing in our natural infrastructure. The use by the MOD gas allowed middle wick to develop as a wildlife oasis in the middle of suburbia, we should keep this for our children's future, not concrete over this. A small development of 150 -200 homes and the creation of a wildlife park should be the aim. I believe the council has suggested that the MOD pay for the upkeep of a wildlife park, this is stupid. The council should request the land from the MOD and discuss the running and potential owners hip by a wildlife trust. The Essex wildlife trust just down the road have a unique skill in managing such projects and should be involved at the earliest stage possible.
6124	Alison Finch	no	no	no				✓	h		Passing this section of the plan is directly against government policy on several counts.	Maximum 300 social and affordable homes
6125	Robert Sutling	yes	yes	no	✓	✓	✓	✓	w		This development is neither desirable or necessary for the Council to meet its targets for new housing provision. It will place unacceptable strain on current local infrastructure and amenities - no confidence in the Council's ability to adequately address these issues is based on its performance at other developments. Change to Plan: Drop the plans to develop Middlewick ranges for housing and keep it as a public open space.	Drop the plans to develop Middlewick ranges for housing and keep it as a public open space.
6126	Emma McNaughton	no	no	no				✓	w		No infrastructure, no assessment of protected species, foot and mouth, community spirit being squashed (again) and we are already exceeding government targets.	Please focus your efforts on acquiring disused buildings, of which there are many within the borough, and revamping these to be used for housing.
6127	Gayna Gabriel	no	no	no			✓		w		1000 new homes in the area will put a huge strain on the local school and doctors surgeries. The sewer works nearby smells dreadful at times as it can't cope as it is, so with 1000 new homes, I dread to think what it will be like. Old Heath Road and Mersea Road, are already very busy, so any additional traffic will cause congestion and more pollution.	Add new schools, doctors surgeries, roads, sewer works to the plans.
6128	Sue Goodwin	yes	yes	yes					w		CBC for once do the right thing and save Middlewick ranges and remaining open spaces.	I have no idea if the DPD is legally compliant etc. but sometimes laws need to change.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6129	Terry Jags	yes	no	no	✓				w		Local infrastructure or lack of. Oversubscribed schools, doctors and dentists. Huge increase in traffic. Lack of crossings for pedestrians. Crumbling Victorian pipes and drainage system. Junction Abbots Road and Old Heath Road very narrow and not suitable for site traffic y Site contamination from live firing and carcasses from the last foot and mouth. Lack of green space for recreation in this part of Colchester. Concerns over the wildlife on site. Colchester has been heavily built up over the last few years so why the need for 1000 houses on this well used green space. Change to Plan: As Old Heath is already overbuilt with resulting traffic problems, I feel this site is ill thought out and lack of consideration for local residents is obvious within this plan	As Old Heath is already overbuilt with resulting traffic problems, I feel this site is ill thought out and lack of consideration for local residents is obvious within this plan
6132	Elizabeth Rogers	no	no	no					w		I feel very strongly about so many homes to built in a place of natural beauty when there is possible no need. Once it has gone there is no going back. We have red listed wild life here also. Nightingales can be heard quite clearly in the spring as well as Skylarks not to mention Owls, different butterflies etc. We need to keep open space for the sake of physical and mental health of future generations of Colchester,an amazing place to live.	As set out in rep
6133	Teresa Storey	yes	no	no		✓			w		I do not feel that the following issues have been properly considered by the LPA when building on MiddleWick Ranges :-  1. Lack of infrastructure for the area (already busy Mersea Rd and Berechurch Hall Rd). 2. Where will proposed access to new estate be? 3. Destruction of green space. 4. A late submission 5. Wildlife. I fear for the loss of the habitat for 2 protected species. 6. History 7. Healthy living. More pollution and noise. 8. Public Transport. Bus routes are not easily accessible as mentioned. 9. Council housing allocation already above target as I understand.	As set out in rep

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6144	Ian Shepherd	yes	yes	yes							Reasons for objection 1, Destruction of valuable green space, increasing urban sprawl, and damage to the environment 2. Late submission of site, resulting in lack of local consultation. 3. Compromising this living landscape in terms of the wildlife it can support and the historical resource it might provide. 4. Local infrastructure (roads, schools, public transport and existing community facilities is insufficient to support a development of 1000 homes on this site. 5. Development would not be sustainable, would increase pollution and therefore contradict the policy of healthy living being promoted in the Final Draft of the Local Plan	I can accept that some of the Middlewick Ranges site could be suitable for some smaller scale development, especially where the site abuts and runs alongside Abbots Road and Mersea Road southwards to the current Range access track. For sustainability reasons, I believe this development should not exceed 500 properties, provided there are sustainable improvements to the local infrastructure.
6149	Philip George	yes	yes	yes					w		Fewer houses please: lack of infrastructure and services; more green space; no public consultation has been made on this allocation; historic and wildlife site of interest; lack of transport links. I would suggest a greatly reduced number of houses on this site	As set out in the representation.
6185	Robert Bradshaw	yes	no	no	✓	✓		✓	w		I have seen Colchester's green areas being eroded by construction works in the last 15 years of living in the town; I am concerned that this local wildlife space should house so many dwellings. I object to any building work to be planned when other areas of Colchester are still in construction and the quality of infrastructure in Colchester is deteriorating - there isn't a single area I go with my family where excavators are not at work. The size of this sprawl is becoming unsettling.	I believe an extensive area of Middlewick should be set aside for public use and included in the Local Plan as a Country or Nature Park
6187	Diane Palmer Moore	no	no				✓		w		Too many houses proposed, lack of infrastructure and building on this would cause hardship to residents who enjoy a space to walk and walk their dogs, due to lack of green space in other areas due to over building.	A parkland without strings attached, upkeep paid through council tax Only minimum development allowed The protection of wildlife that already live there CBC already proposed 2 garden villages in local plan monkwick ranges should not be included.
6195	Michael Watkins	yes	yes	yes					w		Opposition due to: Poor public transport - 66A bus about to be axed, 67 recently reduced - no longer a 'sustainable location.' Impact on local road network which cannot be widened. Overstretched local infrastructure: school places, healthcare. Need to protect wildlife and open space. Late submission. No need for the housing as CBC has met Government housing targets in recent years. Instead - improve access to countryside and develop a country park Proposed change to Local Plan set out in full representation.	Protect the site from development and enhance access to the countryside - establish a country park for South Colchester.

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6199	Linda Mahon-Daly	no	no	no	✓	✓		✓	w		Inappropriate. Nationally important wildlife habitat. Infrastructure, roads could not cope or be widened to cope. schools and doctors would not be able to cope.	Middlewick should be left as open space, and the former firing ranges amalgamated with next door roman river SSSI
6215	ECC(Jericho)	yes	yes	no			✓	✓	h		A change to Policy SC2 is required to ensure provision of a primary school and early years and child care facilities as a direct result of the development and to meet education needs arising from other Local Plan allocations in south Colchester. This requirement is detailed in the CBC Infrastructure Delivery Plan but needs to be included in the site policy itself. The additional wording for the policy has been provided.	Change Policy SC2 to include the following additional requirements: * A new primary school with co-located 56 place early years and childcare facility (D1 use) on 3 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations. * A new 56 place stand-alone early years and child care facility (D1 use) on 0.13 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations. * Financial contribution to early years and childcare, primary and secondary education provision as required by the Local Planning Authority primarily through Section 106 Planning Obligations or the Community Infrastructure Levy
6216	North East Essex Clinical Commissioning Group									yes	This specific proposed development will increase the population by approximately 435 new patients and will require sufficient mitigation to enable appropriate and sustainable healthcare infrastructure to be provided.	none
6228	Andrew Bugg	no	no	no	✓	✓	✓	✓	h		No development Middlewick is an oasis of open space just a mile from town. Preserve as an open space amenity local infrastructure , roads, schools , doctors are currently at capacity and gridlocked, 1000 new homes will make this unsustainable. Colchester is overfull now. I back on o this site, loss of property value, noise etc. No details of proposed road access to this site. Wildlife conservation compromised. Plan submitted so late it was a " fait accompli".	withdrawal
6235	Mike Beare	no	no	no		✓			w		We do not need any more houses in Colchester! The roads can't cope! The hospital cannot cope now and with yet even more people in the area it will be worse! The local infrastructure will not cope! To build more houses is total madness! When will the council realise that we do not need more homes built in this area! There are too many!	Scrap any idea of building homes. Turn the ranges into a park. Plant trees, do some landscaping and turn it into a place that people can enjoy!
6237	Gail Farrow	yes	yes	no					w		1 - Archaeological importance 2 - Haven and lifeline for British wildlife in the area, plus important for locals to walk in and relax 3 - Lack of decent infrastructure in South Essex - poor roads and public transport; not enough schools or shops 4 - Some of the area contaminated by disposing of carcasses during the Foot and Mouth outbreak and should not be disturbed 5 -objections by local councillor and area MP	Turn the ranges into a park. Plant trees, do some landscaping and turn it into a place that people can enjoy!

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6246	Joanna Chaplin	no	no	no	✓	✓			w		A poorly and hastily thought out plan that will have a massive detrimental impact on residents from miles around and wildlife. Poor infrastructure currently with particularly limited access to GP and dental care as it is.	Development of the Middlewick Ranges needs to be halted. Why not take the interest in this beautiful area and develop it into a country park like the one at Highwoods?
6248	Leanne Howard	yes	yes	yes					w		There is no need for more houses in the area. Roads would not be able to cope with increased traffic. Not enough local schools or doctor's surgeries. Losing more and more open spaces in Colchester. Middlewick should be kept as a country park possibly under the management of Essex Wildlife Trust.	Scrap new housing. Preserve the area as a country park.
6249	James Alden	yes	yes	no	✓			✓	w		Based on, Wildlife and habitat, Lack of infrastructure, loss of greenspace and public amenity, healthy living, history, late submission and contamination.	It is difficult to see any changes that could be made to support any new development, school and surgery certainly, but there is no viable way to alter the road system, many of the wildlife species are invertebrates and as such almost impossible to relocate and it is an offence to destroy a single protected butterfly egg.
6250	Karen Barrett	no	no	no		✓			w		Lack of infrastructure in the area Only green area locally that is accessible Wildlife on the ranges	Improvements to roads, transport, hospital, primary health care, education facilities.
6251	David Smith	no	no	no		✓			w		Middlewick is unsuitable for housing, the area is already congested, journeys at certain times of the day have increased from a few minutes to over 30 minutes, example I live in CO2 8dt, to travel to CO4 through the Whitehall industrial estate can take 40 minutes or more, local schools can't cope with the current population, doctor surgery are already running at double the capacity. The area contains much natural wildlife, living here for 38 years I often see deer, foxes etc There has been inadequate consultation with the local; population on a scheme that will greatly impact on us ok	The plan should be changed by building houses in an area where they are more suitable and there is better infrastructure (x4). What I am saying is that the area is not suitable for all these new homes ok
6254	Julie Ennifer	no	no	no	✓	✓	✓	✓	w		Not enough infrastructure. protected species known to be on the land including birds, bugs and reptiles as well as trees & plants. The extra traffic will cause decline in air quality. Crime will increase & mental health will suffer. Land not suitable for development due to contamination & debris from artillery range used over many years. The archaeological interest in the area should be preserved. The borough already has above and beyond filled the quota for housing and has by far built more houses than any other local borough. Late submission of application which has not allowed for proper consultation from local people.	The area should be made a country park for local people to enjoy as they have been using this area for many years and this should continue for all the generations to come. Wild life needs protecting as many species are declining due to developments No housing should be built on this land

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6255	Stephanie Murran	yes	yes	yes					w		I object to the Development on the Middlewick Ranges on the grounds set out in my representation.	No Development on Middlewick Ranges
6266	Leanne Macilwaine	yes	yes	yes					w		I believe that this area of Colchester has enough houses and the infrastructure can not cope with any more, the local gp's, schools and the hospital where I work as a nurse are already buckling under the strain of the rapid growth Colchester has seen. The rangers are an oasis of wildlife and the history that this area has should be preserved for the future including my children who enjoy this area exploring, walking the family dog its a much loved piece of land that the residents of the area enjoy and to lose it would affect so many people	This area should be kept as a country park, the wildlife protected There is no need more houses in this area
6270	Mervyn Bright	yes	yes	no		✓			w		no summary or text provided	We (as listed above) fully oppose this proposal for 1000 new homes to be built on Middlewick for the following reasons: 1 -Lack of Infrastructure for the area - All roads in the area are already fully congested to an extent where we already avoid peak times for travel as we struggle to be able leave our driveway at times. The potential for another 1000-2000 cars will only increase this congestion. 2- Destruction of green space - Middlewick ranges currently provides a welcome relief to many people from the urban sprawl that is suffocating Colchester. We have all enjoyed the benefits it provides over the past 30 years with its large open space. 3- Late submission - It appears this application has been submitted at the very last minute (deliberately) with no consultation to the residents. 4-Where will the houses go ? - There are many areas where building should not take place over the area with protected wildlife, dedicated footpaths, and contamination. I fully remember watching foot and mouth carcasses being buried at the rear of the firing butts. This is despite this fact being denied by military and council authorities. If required, I can show the exact location where this took place. 5- Wildlife - There are a number of very rare species in the area. Wildlife organisations will be very concerned about the extinction of these. 6- History - Middlewick has a huge history going back to Roman times. This fact should be used to promote tourism, not by building on this land 7- Healthy living - Other areas of Colchester have country parks to promote the local plan of healthy living and natural beauty. This would be an ideal opportunity to have this facility in South Colchester. 8- Public Transport - The current transport facilities in Colchester is already appalling with the failed and inadequate "bus station" in Colchester Town Centre. As a result we personally rarely use public transport

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6273	Peter Harvey	no	yes	no				✓	w		The site has enormous nature conservation value, with nationally important invertebrate assemblages and Priority NERC Act habitat and species. There is a major Protected Species issue. It is a Local Wildlife Site which actually warrants SSSI designation. While it is possible that very limited development in the ranges could take place without significant harm, by selecting the areas of lowest importance, the ecological balance-sheet could only be satisfied if the undeveloped areas were positively enhanced above their current condition and their nature conservation value safeguarded by securing their long term future and ongoing management.	We would urge that Middlewick Ranges are not allocated for development in the Local Plan, but kept as public open space.
6290	John Hobrough	yes	yes	no		✓	✓	✓	w		I object strongly to this plan. Our roads can take no more. Local amenities are at breaking point and can take no more. The Wick is one of the few "lungs" in Colchester. Building here will kill and banish most wildlife including rare and endangered species This is a town with strong historic connections, and if building is allowed these too will be destroyed. I have lived in Colchester all my life, 65 yrs, and have gradually seen the quality of like deteriorate for residents in this area. It must not go ahead!	The Plan should not go ahead.
6294	David Harris	yes	no	no	✓						I'm tottaly opposed to such development as there is no infrastructure to support even a small development at this site. Road network is at breaking point, in fact its gridlock now on Mersea Road. The school places do not exist in the locality and the transport links to not exist to carry so many children across a far to busy road system not built for the numbers of current pupil numbers let alone any extra Dentist doctors urgeries not coping with appointments ..emergencies only (2 weeks wait) treatment locally even with existing numbers of residents.. let alone extra thousands planned	Take out the Middlewick ranges from the plan and consider extra on out of town garden communities to meet demand. Garden communities can be designed with proper infrastructure in the first place.
6312	Essex Bridleways Association (Susan Dobson)	yes	yes	no	✓	✓	✓	✓	h		Include equestrian access within Policy	Amend the wording of this Policy to that suggested in the representation above.
6327	Anna Appleyard			no					w		It is ludicrous to carve up an ancient green space of natural and historical significance to build yet more housing. The infrastructure will not support it and people will struggle to maintain healthy lifestyles with no green space to exercise.	Build on brownfield sites and offer serious incentives to use public transport to combat traffic.

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6340	Daisy Knights	no	no	no					w		Lack of infrastructure, school places, doctors surgeries, total chaos at rush hour, poor junctions. Priceless open countryside that can never, ever be replaced. It is not good enough to "leave" a few spaces and a play park. We need trees to BREATHE. THINK of our children and grandchildren. No further houses needed in Colchester - the town is growing beyond sustainability and our hospital is beyond breaking point.	The Government should be forced to look at every available traffic route to the Middlewick site, where there is nothing beyond mini roundabouts to control the flow of traffic, and all roads are residential. The site is not like Severalls or other sites to the North - there is NO scope for larger roads, roundabouts and so on. There is simply not the room.
6341	Katherine Schofield			no					w		Too many houses already.	Please stop this.
6357	Andrew Cook	yes	no	yes					w		Lack of infrastructure in place, roads to busy all ready	Scraped consideration of wildlife & new sewer
6368	Mark Watson	yes	yes	yes							The road infrastructure isn't going to cope.	Don't build 1000 houses and allow an extra 1200ish vehicles onto the road without some major improvements to the road infrastructure.
6369	Helen McCutcheon	no	no	no	✓	✓	✓	✓	w		This open space should be left for wildlife and family enjoyment	Not to be used for houses but as a country park
6371	Linda West	no	no	no	✓						I object to the inclusion of middlewick ranges into Colchesters local plan to meet housing targets which we know have already been surpassed before the mod indicated the land being put up for sale. Area / infrastructure is already at bursting point and it would be ludicrous to build more houses. The area contains protected species and is home to several muncjac, badger setts. I also understand the area was used to bury animal carcasses during the foot and mouth outbreak in the late 90's so it is not fit for development.	Further access out of Colchester such as an additional bridge over the river colne avoiding the hythe completely. Significant improvement of Mersea Road and Berechurch Road in order to take excess traffic. Inclusion of a new medical practise, primary and secondary school plus a supermarket
6377	Neil Allen	yes	yes	yes					w		This site because of it's use as a firing range has become a sanctuary for wildlife of all kinds, this should all be preserved for future generations. People need their green spaces. Anyone who uses the roads on this side of Colchester know how congested the roads can get, to build another 1000 houses is just going to create real traffic problems.	This green space in Colchester should not be destroyed.
6379	Simon Ashurst	no	no	no	✓						Less Homes = less traffic, less pollution, more green space and less strain on the community services. Has all the relevant wildlife and contamination considering been taken?	Less building and more green spaces and include more community facilities as the current ones are already struggling to cope.
6380	Lorraine Ashurst	no	no	no	✓						no need less then 100!!!!	Less building and to keep the green spaces to help promote healthy living in our community
6400	Natasha Entwistle Bailey	no	yes	no	✓		✓	✓			Lack of infrastructure Destruction of green wildlife space History Impact on local resident Roads and pollution Completion of agreed work Social and accesible housing	Fewer houses that are all for council housing and not grand mansions or shoe boxes for the masses.

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6402	Julia Bailey	no	no	no				✓	w		Lack of roads, lack of infrastructure, not enough schools,gps,hospitals., essential green space with rare wildlife.,used by community ,too much urban sprawl,destruction of important archaeological sites, too much pollution. This cannot be sold for housing colchester cant cope.!	No housing development
6405	Natalie Meadows	no	no	no				✓	w		Lack of infrastructure, not enough roads/schools/social care - our roads are already jammed leading to noise and air pollution  a piece of land which is very much used by dog walkers, families and school outings.  it is very wheelchair accessible -destruction of a fantastic green space in a town that has lost so much green space.	DON'T DO ANYTHING! Leave the land as it is.
6411	Andrew Radley	yes	no	no	✓	✓	✓		w		Colchester is an easy target for housing development because much of the open land is MOD and therefore, government owned. It is unjust that Colchester should take such a large burden of new homes because it is easy. Mersea Road is already very congested. 1000 new homes on Middlewick Ranges will ensure that the South of Colchester (where most of the MOD land sits) is gridlocked at peak periods. It is madness to build so many homes that are trapped by natural boundaries such as the river Colne and Colchester town centre.	Use some of the MOD land to create open spaces and country parks and make Colchester a beautiful place to visit, not the urban jungle that is has become under the past 30 years of poor local government planning and developers' greed.
6414	Jean Snowsill	no	no	no	✓	✓	✓	✓	w		Congestion, lack.of school & community facilities Pollution wildlife destroyed, contamination possibilities Lack of natural green space.	No houses to be built on Middlewick ranges and change development into a country park
6419	Linda Paterson	no	no	no	✓	✓	✓		w		This proposal has significant issues concerning infrastructure including the lack of schools, surgeries and dental services; roads are already very congested and there is no room to alleviate the problems. There has already been a large amount of housing built in the area and further building will lead to over-development. Middlewick is a beautiful area, already widely used for leisure and should continue to be available for the community and wildlife. There is contamination within the site which would need dealing with. Not enough thought or preparation has been given to this proposal, the Council is late in this submission.	Withdrawal of the proposal. Propose Middlewick ranges being given to the community for leisure - a country park providing a green lung for the area.

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6434	Peter Williams	no	no	no	✓	✓		✓	w		Nowhere for traffic to access/leave in ANY direction. Blocking access etc for existing local and wider community. Inevitable increase in pollution. Need to maintain some open space within Colchester, this land has never been developed and is not even brown field.	Needs totally dismissing, maintain as green open space.
6455	Janet Livingstone								w		To summarise I strongly oppose this plan on these main points. Traffic congestion during building and after by increased cars on the road. The destruction of a much loved green space amenity to nearby residents. Potential destruction of archeological sites. Impact on habitat with loss/disturbance to protected species. Unchecked development in Colchester area impacting on infrastructure/services and natural resources like water.	Ideally, to take all the above points into consideration the plan needs to be drastically reduced. i.e down to 500 max. MAKE SURE THEY ARE AFFORDABLE!!! Force the developers to comply or get somebody who can!
6473	Tim Roberts	no		no					w		I would like to object to this development. It is totally inappropriate to develop up to 1000 homes in this area. Even with a new highway junction - the road system is not sufficient to cope with this. Mersea Road is already clogged up with traffic in the rush hours. I believe it is an important natural space that is home to considerable wildlife and is an important recreational area for local residents. This benefits of any development are significantly outweighed by the negative consequences	The vast majority if not entirety of this site should be preserved as a park and not used for housing

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6507	Aileen Holborough	yes	yes	no					w		<p>This is a town with strong historic connections, and if building is allowed I object strongly to this plan. Our roads can take no more. Local amenities are at breaking point and can take no more. The Wick is one of the few "lungs" in Colchester. Building here will kill and banish most wildlife including rare and endangered species these too will be destroyed. I have lived in Colchester all my life, 65 yrs, and have gradually seen the quality of life deteriorate for residents in this area. It must not go ahead!</p>	<p>1, i have lived this side of town all my life. I have gradually seen the roads, particularly Old heath rd and Abbots Rd, gradually become more and more congested. Old Heath rd between Whitehall rd and Abbots road is particularly bad, with many large lorries and vans using it, some to get from the A133 to the A12. There was a time, years ago when traffic was nowhere near as bad, that a proposal was made to put a road from bottom of Abbots Rd across the river and join the A133 near the university, it didnt happen and traffic has continued to get worse. A Lidi store has yet to be refurbished in Abbots Rd, When this is complete it will further add to traffic in the area causing more noise and air pollution which goes against the Local Plan policy on healthy living. What school will children of residents attend? What doctors surgery will residents attend? The infrastructure is not there and has not been considered.</p> <p>2. I have used the Wick most of my life. As a child I played there, now I walk my dog there and enjoy the flora and fauna and the fresh air. This is one of the few "lungs" in Colchester. It is used when possible by people from Old Heath, Monkwick, Barn Hall and NewTown and surrounding villages. It is well used and promotes healthy living. CBC claims it is against urban</p>
6509	Wendy Fransella	no	no	no	✓				w		<p>The area is an area of conservation interest and a valuable green space that should be kept as a country park. Further building will increase pollution and clog up roads. Without extra doctors surgeries and schools it will stretch local amenities to breaking point. If the north of Colchester can have High Woodd country park why can't the South have Middlewick Country Park?</p>	<p>The change from 2000 houses planned to 1000 is not enough of a reduction. No houses would be preferable and put it to Parkland.</p>

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6564	Dawn Hooper	yes	no	no	✓			✓	w		<p>Lack of infrastructure for the area - The roads are currently congested, and this is before Lidl and other developments take place. Congestion will then lead to noise and air pollution - air pollution will go against the Local Plan policy on healthy living. There are not enough school and community facility for the area as it stands. The local hospitals all ready cannot cope</p> <p>2. Destruction of green space and urban sprawl - Middlewick offers one of the only natural wildlife areas in the South of Colchester. It is used by people from all over the borough and services Monkwick, Old Heath, New Town and surrounding villages. It is well used and promotes healthy living. CBC claims it is against urban sprawl but a development such as this is against this idea. The Plan also promotes public open space. Middlewick offers this already but by building over this the plan is going against one of its own aims.</p> <p>3. A late submission - This application was submitted very late on without any consultation with residents and a lack of time for Councillors to prepare. It has not allowed time for historical, contamination and wildlife tests and has not given the local community a chance to look at a neighbourhood plan.</p> <p>4. Where will the houses go? - Due to contamination, wildlife and historical monuments we do not even know where the houses will be going or if this site could take 1000 houses. It has faced years of contamination from ammunition and also foot and mouth carcasses.</p> <p>5. Wildlife - Areas of Middlewick are a site of special scientific interest due to the amount of rare species discovered. This needs to be maintained if Colchester is determined to have a sustainable future</p> <p>6. History - Middlewick is believed to have archaeological evidence of Neolithic and Roman life. Colchester, as the oldest recorded town should look</p>	<p>no changes only ones promoting the growth to nature and healthy living ie a country park an area families can enjoy .</p> <p>leave our countryside as it is ! we don't have enough green areas for wild life as it is .</p>
6566	Gary Mcilwaine	yes	no	no							<p>I live very close to the wick and already battle with traffic to and from work, the congestion around an already over subscribed school. The area can not cope with anymore houses, the roads, gp's, schools can not cope!</p> <p>We are loosing green space rapidly and this area is rich with wildlife that has just as much right to a home. The history needs to be preserved for the next generation.</p> <p>Im also concerned about the extra pollution with two young children that often play outside I worry for their health.</p>	<p>The council need to step in and stop this rapid growth and take care of the green space we have left.</p>

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6567	Daniel Greygoose	no	no	no	✓	✓					The Middlewick area is in an area that is wrongly designated as accessible. The local roads and infrastructure are unable to be updated sufficiently to allow such a large development of housing. Geography of area is prohibitive. Oversized development would result in the loss of valuable public green space and wildlife habitat	Full and stringent planning with an end game should be formulated before any building work starts whatsoever. What I believe to be flippant remarks on the position of the site to be extensively reviewed.
6568	Winston Dorsett	no	no	no	✓	✓			w		This is not a site suitable for 1000 home.  The is insufficient infrastructure roads,too much traffic lack of schools and community facilities  Place should be protected for community use, wild life and green area.	There should be minimal development if any with social housing
6584	Stephen Goodey	yes	yes	no	✓			✓	w		Don't build on green land.  Infrastructure can't handle existing traffic.	Don't build on green land.
6585	Abigail Ganjehbaf	yes	yes	no	✓	✓	✓	✓	w		I object on the grounds of overdevelopment of Colchester. Lack of infrastructure. Lack of consideration for those already living here and those struggling to live here.	No housing on Middlewick Ranges., Think outside the box and keep the ranges as a country park for all to enjoy. Consider what is happening to our town and the quality of life for those living here rather than lining the pockets of developers and a government who couldn't care a less.
6588	Alison Walls	yes	yes	yes					w		Middlewick is an area of invaluable wildlife habitat and a green space for people to enjoy, so essential for health and wellbeing. Given the proposed 'garden village' to the east of Colchester, development of Middlewick is unsustainable. The infrastructure, roads, schools and surgeries are struggling now, Mersea Road is one long traffic jam at peak periods and it is wishful thinking to assume people will give up their cars. We have a responsibility to protect our green spaces and diverse wildlife for generations to come, concreting over them is not an option	As Middlewick is an area of vital wildlife habitat the impact of any large scale development must be considered. Should this go ahead provision must be made to preserve generous open space and there must be far less housing than the planned 1000.

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6596	Graham Sims	no	no	no	✓	✓					There is a very noticable lack of detailed information about the infrastructure. The roads at present are hardly able to cope with the traffic along Mersea Rd and Abbots Rd and Old Heath Rd. 1000 houses means another 2000 cars which is utterly ridiculous for this part of Colchester! THIS PART OF COLCHESTER IS ALREADY OVERLOADED!	There is a very noticable lack of detailed information about the infrastructure. The roads at present are hardly able to cope with the traffic along Mersea Rd and Abbots Rd and Old Heath Rd. 1000 houses means another 2000 cars which is utterly ridiculous for this part of Colchester! THIS PART OF COLCHESTER IS ALREADY OVERLOADED!More traffic means more air pollution - at present Middlewick is a 'green lung' and if anything Colchester needs MORE of these areas, not fewer.Colchester has enough examples of urban sprawl already - Greenstead, High Woods, Monkwick Estate to name a few. This very high density housing has never worked in Britain and results in a severe degradation of the area. This area already is surrounded on three sides by housing and yet more exacerbates the problems that go with housing estates. On a wider level - Colchester simply can't keep on expanding for ever. The General Hospital is already on overload dealing with 380,000 people. If West Tey gets the go-ahead there will be too many people for the existing population for hospitals, schools, surgeries eThe area at present is an unintended Nature Reserve and as such needs as much protection as possible against ANY housing development. There are interesting historical and archeological remains and also there is ground contamination from army exercises and army dumping over the years. I am not sure of this but I have heard that this area of land was commandeered from what was Cabbage Hall Farm in the early part of the 20th century and as such the Army has no legal right to sell the land as it never bought it! CBC should fully investigate this before any legal procedure is given the green light.Finally, on a personal level - why can't Colchester do anything to ENHANCE the environment instead of destroying it. This area of land is and should be left for future generations to enjoy
6603	Judith Sorrell	yes	yes	yes					w		I object on the grounds that the building of these houses will destroy a fantastic local resource for the town and also all the very valuable wildlife. I have seen wildlife here that is just not present in other parts of Colchester.Colchester has enough new houses. The infrastructure cannot cope. The schools are full, the hospital and GP surgeries are struggling.	The houses should not be built.

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6606	Amanda Wardroper	yes	no	no	✓						I object strongly to this plan of building 1000 new home at the Middlewick Range. With current infrastructure, the area will not cope with the volume of traffic on the roads, the schools are all full, there are families where their children are not in the same school, due there no enough place. Doctors are over stretch and lost off habitat for are wildlife. Are green areas for are wildlife is precious. Building here will kill and banish most wildlife including rare and endangered species	Stop the build
6609	Jane Johnson	no	no	no	✓				w		Stop the Build	no' (read to also be stop the development of as per the current policy)
6610	Phil Wardroper	no	no	no	✓				w		I object strongly to this plan, infrastructure, the area will not cope with amount off traffic, are GP are over stretch, the schools have not the places. The lost off rare and endangered species. Are green areas for are wildlife is precious.	stop the build
6619	Michael Brown	no	no	no		✓			h		The site known as Middlewick Growth area is currently owned or controlled by the MOD. The MOD currently recognise that the area provides public amenity use that will be lost if developed. They are still willing to seek out appropriate uses for the land including community facilities, to allow the use only of private dwelling construction prevents.	Better proposals for the use of the land should by publicly explored including continued public amenity land or community facilities and also the costs of decontamination of the land in a safe manner prior to disposal. The council have already miss led the public with false claim that the MOD wanted to put 2000 houses on the site.
6622	Robert Smith (Butterfly Conservation)								w		This is a major site for Protected Species, notably invertebrates, and should have greater protection than the current Local Wildlife Site designation. It was one of the last sites to hold the Grayling butterfly, a species now lost to the county. From a nature conservation aspect, this is an area of acid grassland, a habitat that is increasingly rare in the county and one that should be recognised on a par with lowland heath. Any development should only occur on the lowest areas of importance after careful study and the areas of higher importance managed to maintain their importance.	Other than development removal from the Local Plan, careful study of key areas for protection
6642	Hilary Mee	yes	no	no	✓		✓		w		The plan lacks infrastructure and maintaining a balance for the area. It doesn't address congestion that it will cause, that fact that the school ins on a corner round about. Healthy living it is used by runners dog walkers, walkers taking away green space and crating urban sprawl this all goes against CBC current policies	Preferable I would prefer it to be some kind of country wildlife park like highwoods for all to use with some kinds of activity to Colchester's youth. With cross country mountain biking facilities, dog walking areas for off lead, still having the wildlife protected. If you have to build then more thought needs to go to infrastructure and how many more children this will bring to the area and how you are going to extend the school place and find things for them to do There needs to be a balance for everyone not just stick 1000 houses there.

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6654	Jane Sims	no	yes	no	✓	✓	✓	✓	w		Colchester cannot afford to lose another green space. If this goes ahead, increased traffic will lead to increased pollution in the area and increased stress for everyone. Wildlife will lose yet more of its natural habitat and numbers of many species - rare or not - will decline. Lack of infrastructure will exacerbate existing problems. Development in Colchester cannot continue at this rate without serious consideration of the consequences and proper careful planning. Quality of life for all should be considered - not how much money CBC can make from the deal and how many boxes can be ticked	Don't let it happen
6661	MP Will Quince	yes	no	no		✓			w		This objection is premised on the lack of a sustainable master plan to secure the social and transport infrastructure required for a residential development of 1000 properties at Middlewick Ranges. It is vital that these considerations have full attention otherwise you have urban sprawl determined by developers. I also believe that the inclusion of Middlewick Ranges is simply not required as Colchester Borough Council has included the provision of two Garden Community developments and is delivering more house builds than is the required need.	I believe the plan to be legally complaint, I feel the soundness test is undermined by not having in place the comprehensive master plan that ensures the required social and transport infrastructure comes on stream with the new houses. Without this, you have developer led urban sprawl and not a well thought out community.

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6692	Sarah Knee	no	no	no	✓	✓	✓	✓	w		I am a home owner. I live on Wick Road.	<p>Traffic on Old Heath Road</p> <ol style="list-style-type: none"> <li>1. Development of the ranges will increase traffic along Old Heath Road and Mersea Road. It is already very difficult and dangerous to cross Old Heath Road. Therefore crossings will be needed, especially so close to the Old Heath Primary school.</li> <li>2. Bearing in mind the new Lidl store which will be opening on Abbots Road, traffic lights may be necessary at both ends of Abbots Road and a pedestrian crossing will be needed in front of the store.</li> <li>3. The "Tesco" bridge at the Hythe is at full capacity for several hours each day, both morning and evening. Drivers get impatient and angry so they beep at each other a lot. In the morning the bridge is unable to accept additional traffic so the traffic queues up from the bridge to within 100 to 200 yards of Old Heath Road in the mornings. When there is rain Haven road floods. Haven road is not fit for purpose already and you want additional traffic on it?</li> <li>4. A new bridge is needed further down the River Colne. Further housing development should be restricted at this end of town until such a bridge exists. Another option would be to open up the nearby bus only bridge to all traffic. Many drivers already ignore the signs during the rush hour risking fines because the traffic is so horrendous.</li> </ol> <p>A12 and Commuting</p> <ol style="list-style-type: none"> <li>1. Assuming that many people will be driving down the A12 then we need assurance that the condition of the A12 will be improved and capacity of the A12 will be increased. There are sections of the A12 where we can no longer driver on the inside lane because the surface is so poor. How can we continue to increase</li> </ol>
6693	Christopher Luff	no	no	no		✓	✓		w		<p>There is insufficient infrastructure to support any further housing development in this area. Public transport will not be available as the bus company are going to withdraw routes. This will increase traffic in the surrounding area, causing environmental damage. The lack of public transport will cause hardship to those who do not own their own transport, possibly causing the estate to become isolated.</p>	<p>Stop the proposed development and make Middlewick Ranges a protected area.</p>
6695	Deborah Booth	no	yes	no				✓	w		<p>Unnecessary development of a valued wildlife site, in an area surrounded by already busy roads that cannot be widened, should be kept as a green area for the south of town.</p>	<p>Reduced development, on a small area, keep the rest as green space.</p>

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6698	Claire Ward	no	no	no	✓				w		Resident on Abbots Road (inputted by objector) - Officers interpret objection to be based upon considerations in 'Change to Plan'.	Services Colchester are struggling already with pressures mounting on GP surgeries, Hospitals etc. More houses this side of town will impact more on the already busy roads,potential for more accidents. Middlewick ranges is a beautiful area, it should be preserved,turned in to a country park,putting somewhere safe for old and young alike to enjoy the great outdoors.
6700	J Partner	yes	yes	no	✓				w		traffic congestion, causing air pollution. No easy access roads to get out of town North & South. Lack of infrastructure, services, buses. Only natural recreation area this side of town with many rare breeds of animals & insects.Danger of clearing land due to amunitions buried in ground & foot & mouth carcasses.	There are plenty of better areas for these houses to go that won't impact on an already congested & polluted area. The road structure cannot be improved enough to accommodate this many more vehicles. Quite simply a different area has to be chosen, there might be the land but it is surrounded by an already over populated, congested area.
6701	Richard Hughes	yes	no	no	✓	✓			w		I object to the proposed level of development at the middlewick ranges. While I understand the need for new housing across the borough, the infrastructure is already unable to cope with present demand. The road network is frequently jammed at peak times, schools and local GP surgeries cannot cope with the current levels of demand. Without expanded provision in these areas first then new development should not be included in local plans. The road network cannot be expanded and public transport provision has been cut back and faces further reductions. Please reconsider this decision.	More robust and specific plans should be included to expand the infranstructure prior to any development taking place. This should include likely demand for GPs schools, roads and public transport. Developers should invest inthese areas prior to being given approval for development.
6702	Graham McCarthy	no	no	no	✓	✓	✓	✓	w		This has been included at the last minute.  There can be some homes but not 1, 000 as it's too far from the A12 , A120 and railway.  Poor public transport, being cut by Essex County Council and their profiteering private wealthy associates.  Damage to health from pollution, with a stretched hospital.  No school places.  Loss of wildlife habitats.  Loss of another historical site, which could be a draw for tourism.  Less open space for physical activity, against the local plan.  Dangerous as the land is not safe due to infected foot-	No change put forward.

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6705	Claire McCarthy	no	no	no	✓	✓	✓	✓	w		<p>-Housing needed, but 1, 000 is too many.</p> <p>-Wrong location: look at closer access to A12 and A120, with railway station reachable.</p> <p>-In conflict with aims of local plan due to noise and air pollution, increased car use, impact on healthy living, activity and health (in the context of how Colchester general hospital is already), loss of green space and wildlife habitats.</p> <p>-Unsuitable siting due to contaminated land from ammunition and foot-and-mouth carcasses, as well as loss of a historically important setting.</p> <p>-People will start voting Conservative because they have pounced on this like vultures.</p>	<p>-Build there please, but fewer homes.</p> <p>-Aim for larger developments closer to the A12, A120 and railway access.</p> <p>-Keep proposals in line with the aims of the local plan- so much of his is in conflict. The aims of the plan itself are good, they're just not being kept to.</p>
6708	Angela Burgess	yes	yes	no	✓				w		<p>1. Roads already congested and will become more so with the development in Rowhedge and Lidl etc People will not change their transport habits.</p> <p>2. Wildlife and habitat lost forever.</p> <p>3. Loss of valuable recreational space for people in the surrounding neighbourhoods =less healthier lifestyle</p> <p>4. Any real investigation into existing land pollution or archeological interest. Of which the town is very rich.</p>	<p>Find out what the real requirements are of the local population. To enhance their lives . Not having to fight for school places and doctors appointments. To breath fresh air and not car fumes.</p>
6710	Paula MacGregor	no	no	no	✓				w		<p>I am seriously concerned about the total lack of infrastructure for our area. The roads are often congested leading to noise and air pollution, which affects us all negatively. More cars means greater air pollution, going against the Local Plan policy on healthy living.</p> <p>Middlewick offers one of the only natural wildlife areas in the South of Colchester. Such an area of natural beauty encourages walking, which promotes healthy living that the local plan tries to promote.</p> <p>Finally due to the amount of rare species discovered in Middlewick, it is a site of special scientific interest and must be maintained.</p>	<p>CBC have met their housing quota, so this scheme is not needed. I think it should be scrapped completely and the area given over to some sort of a country park.</p>

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6712	Alan Hayden-Case	no	no	no	✓	✓	✓	✓	w		Lack of strategy; Lack of infrastructure: More cars; Too many houses; Congestion; Lack of schools; Lack of access to hospitals; Lack of GP surgeries; Further destruction of green space and wildlife; More air pollution; Lack of affordable public transport; Detrimental to mental health; Water table being affected; More flooding; and, More vibration causing damage to older properties.	This site is unsuitable for building on.
6713	Tracy France	yes	no	no	✓				A		I am objecting to the building on the 'Wick' on the grounds of my and my sons mental health ,the protection of wildlife in all forms and the massive ,counter effects this will have on the extraordinarily high level of pollution that already exists in this area .. Further more the infrastructure just cannot cope with the weight of traffic as it is without the addition of extra housing especially on school days and during rush hours.	Instead of the proposal for 1000 houses on the 'Wick' I believe it should be turned into a country park with the council providing a car park that can help to fund the charges need to maintain this each year.
6715	Chris Copus	no	no	no				✓	w		I believe these plans demonstrate a short sighted approach that seeks to maximise house building and minimise the required investment; yet is full of throw away comments about building community and encouraging alternative transport.	Please rethink your plans, and consider the effect on the current residents and communities first, rather than just the new ones you hope to attract to move here.
6719	David Skinner	yes	yes	no				✓	w		My Objections are Stated Above. Officers interpretation of full text: - All commentary will be 'lumped together' - The area is of historic importance - The area is of environmental importance - There is insufficient infrastructure for this proposed development	NO DEVELOPMENT ON THIS GREEN BELT AREA .
6721	Richard Cockerton	yes	yes	no		✓		✓	w	yes	Local roads are currently congested and there are limited infrastructure facilities; this proposal will only worsen the situation. Middlewick offers one of the only natural wildlife areas in the south of Colchester; for varying reasons, we do not know where the proposed houses will be going or if this site could take 1000 houses.  The local plan tries to promote healthy living. Middlewick provides this by encouraging walking and higher O2 levels to counter pollution. It is not sustainable to lose this land to housing or any other development.	Given the MOD's determination to dispose of Middlewick, an ideal solution would be for CBC to purchase the area as a country park for reasons fully detailed in my attached supporting Representation document.

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6722	Sam Barfoot	yes	yes	no				✓	w		I object to the development on the grounds of pollution. Lack of infrastructure. The late submission which does not allow time for the complete and correct surveys to be carried out or local residents correctly consulted. The historical aspect of Middlewick ranges being deliberately ignored and the future generations learning and enjoyment not being considered but instead looking only at the revenue raised short term. Invest in the local wildlife and open spaces to make Colchester truly a forward thinking town.	Removal of all housing and the future proposals instead move the area into public ownership as a nature reserve and outdoor museum to encourage healthy living and celebrate Colchester's rich and important heritage.
6729	Stephen Merry-Lidbury	yes	yes	yes					w		This development is unnecessary and environmentally unsound.	A plan for the Middlewick Ranges needs to be drawn up that does not include any housing.
6732	Thomas Rowe	no	no	no	✓	✓	✓	✓	w		I am against this development and believe it will cause congestion around Colchester to the detriment of local residents. The infrastructure and local Colchester General hospital is at breaking point so this many extra houses will be disastrous. Colchester has seen huge development in the last decade while other towns have been untouched this imbalance must be addressed as part of the national strategy.	I am against this development and believe it will cause congestion around Colchester to the detriment of local residents. The infrastructure and local Colchester General hospital is at breaking point so this many extra houses will be disastrous. Colchester has seen huge development in the last decade while other towns have been untouched this imbalance must be addressed as part of the national strategy.
6736	Julian Brett	yes	no	no	✓				w		Public transport is not reliable on this route because traffic bottle necks on Mersea Road within 100m of St. Botolph's Circus. The transport infrastructure cannot cope with traffic as it is without the additional 1000 dwellings. There are many protected species on this site. The site is of archaeological importance. The site is used widely not just by dog walkers. There is a lack of schooling in the area.	No public dwellings.
6756	Donna Hadsley-Chaplin	no	no	no	✓	✓	✓	✓	w		This area of Colchester and many others can not support the level of development proposed. Where are the roads, the schools, the jobs? Are you actually trying to grind this town to a complete standstill? And concrete over everything? You are way above the government target for housebuilding - this is so unnecessary.	Not needed. Country park or a school or three. New hospital.
6758	Nicki Matthews	yes	yes	yes					w		East Donyland Parish Council wishes to note their concern about the inclusion of the Middlewick site within the draft local plan. Please note, the sub questions below relating to legal compliance, soundness and duty to cooperate have been answered 'yes' as it is not possible to submit the form without answering these questions, but the accurate response of 'do not know' is not available.	Unknown - this is a large new site not included in previous drafts and requires careful consideration. We are aware of considerable concern among residents in the parish about the potential impact of this site being developed for large scale housing.
6782	Terry Watts	no	no	no	✓				w		In short, please do not develop on this land, we need an open space on this side of Colchester. Somewhere, where all people can enjoy, albeit walking the dogs, looking at all the wildlife in this area/	The changes that need to be made are that the development of this area does not go ahead. I do not believe the infrastructure of Colchester can cope with the proposed development.

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6786	Martin Byrne	yes	yes	no	✓		✓	✓	w		Important for wildlife. Rare species to be found there. Green space, important for health, exercise and wellbeing. Historically important. Contamination by ordnance and foot and mouth carcasses. Infrastructure is inadequate. Public transport not inadequate. Would make a great country park. Late submission of application.	Remove Middlewick Ranges from the Plan, CBC to take the MOD offer to buy the land, and retain the area as a green space, with the option to make a country park.
6789	Natalie Fitzpatrick	yes	yes	no	✓	✓	✓	✓	w		Not enough time to allow representation , late application. Wildlife implications, rare breeds have been seen and time should be allowed to investigate the damage to these breeds. The area could not cope with more housing without a massive improvement to bus networks, school, transport links and medical facilities . The proven link between foot and mouth carcasses being buried on the wick and the contamination this could cause in water supplies etc. Area of historical interest, we should be investing more in promoting tourism not building over the archaeological sites.	The plan needs revising to take into account the useage of the wick now. We all love this area and do NOT want housing built on it. It should be used as an historical area of archaeological interest and protected. Incorporate the area into a tourism boost for Colchester, as one of the oldest towns on record and not just layering concrete all over it.
6791	Jane Vicente	yes	yes	no	✓				w		roads are overloaded, bringing stress and air pollution to affect the health of the community. Increasing the traffic significantly will make this worse. reducing the green space will further reduce the air quality and health. Local services are not able to cope with the current population. The area is currently full of wildlife, most notably there is a thriving bat population, which are a protected species. construction would increase flood risk to the surrounding areas. the only true green space for the local community, other play parks do not offer the same wildlife.	Remove planned building in Middlewick.
6814	Patricia Curran	yes	yes	no	✓	✓	✓	✓	w		lack of infrastructure destruction of public green area late submission an area of natural wildlife no public transport in this area opposes healthy living as proposed by the plan	reduce the number of houses to just one years quote i.e. 920 to be built with a new school. to retain all current trees in the area and to plant at least one new tree for each new house
6822	Philip & Angela Cass	yes	no	no	✓	✓			w		Lack of infra-structure, particularly public transport, suitable roads, school and health facilities; massive potential noise, air and road pollution; inadequate assessment of environmental, scientific, and historical impact; continued and unwelcome urban sprawl over public use green space. Soon it will be possible to walk the entire length and breadth of the borough and always be surrounded by houses. It will also be quicker to walk it than drive as the place will be gridlocked with people driving to work, school, health facilities, somewhere/anywhere else where there are proper amenities for local communities.	Clear and satisfactory answers to the points raised in our objection must be in place BEFORE any housing development can take place - the horse cannot follow the cart.

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6841	Robert Newman	yes	no	no				✓	w		Insufficient infrastructure exists and cannot be reasonably provided without serious damage to the existing area. The existing area is well used as public open space and this would be lost. It would create urban sprawl. The submission was submitted too late for proper public consultation. Studies need to be done on pollution levels and any necessary mitigation. Parts of the Ranges are SSSI's. Evidence of neolithic and Roman settlements should be investigated before being including in the Plan; too much of Colchester has already been spoiled because such matters were only considered when planning applications had been made.	Any development here should be small scale and a car free development to prevent further congestion on existing roads and adding to air pollution levels. There is a need for better public transport before any more development happens on this side of Colchester.
6845	Philip Marlow-Mann	no	yes	no	✓	✓		✓	w		Lack of infrastructure, The area has already had 30% increase in new houses built Destruction of important environmental and scientific interest. Need to retain open space for healthy living	Reflecting as above
6850	Matthew Kelly	yes	yes	no		✓			w		Lack of infrastructure for the area - The roads are currently congested. Destruction of green space and urban sprawl. Application was submitted very late without consultation with residents. Due to contamination, wildlife, historical monuments we do not even know where the houses will go or if this site could take 1000 houses. Wildlife - Areas of Middlewick are a site of scientific interest due to rare species. History - Middlewick is believed to have archaeological evidence of Neolithic and Roman life. Healthy living. More cars mean greater CO2 levels and more air pollution.	Don't build on Middlewick Ranges. Use it as a country park.
6926	Sara Wass										1. Lack of Infrastructure The Mersea Road/Abbots Road areas are already terribly congested with traffic. This will soon increase with the new Rowhedge Wharf/ Lidl developments. Where will people go for Doctors/schooling when the local ones are bursting at the seams. 2. More green space destroyed With in increase in population, there is a need for green space for recreational needs, of which a colossal area would be lost. 3. Air Pollution 4. Loss of Wildlife A huge area of very important wildlife will be lost made worse by the fact that some areas are of special scientific interest.	None

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6929	Sandra Walsh			no					w		1. Did the Army pay for the land or was this gifted. If gifted the Army has had no financial loss and can give the land to the Council as a park or recreation area for the general public 2. Damage to wildlife 3. Insufficient drainage 4 Loss of public amenity 5. Increase of traffic capacity 6. Overload on Doctors, Schools, public transport 7. Dirt and dust during the construction. 8 Bullets and other Ammunition left on the Ranges by constant Firing practice 9. If the Army does not need the Ranges , why are they constantly using it?	No change put forward
7007	Peter Kay, C-Bus								yes		There appears to be no attempt to explain how the inevitable further overloading of Mersea Rd inwards in the am peak is to be dealt with. The approach to St Botolphs roundabout under the Abbey wall cannot possibly be widened, or bus priority be provided. This might be a suitable site if only there were no such thing as the am peak, but as there is, it is not. It would actually introduce longer delays to incoming buses.	No change put forward
7059	Dawn Parkin			no		✓			w		The proposed building of 1000 houses on the Middlewick Ranges site is not something that the area needs. There is insufficient infrastructure to support this. There are not enough doctors surgeries or schooling to support a further influx of people. The roads in this area are already overcrowded and more traffic from additional housing will only make this already busy area even worse. The range is used as a recreational area for people walking and exercising their dogs. Would not a more conducive use of the land be a country park or similar?	No change put forward
7062	Janet Read										I strongly object to the proposed development of Middlewick Ranges on the following grounds; Old and insufficient drainage, sewage and floodwater infrastructure to take a further 1000 homes Already over-subscribed schools, doctors' surgeries and medical facilities for this area. The massive rise in the number of new vehicles creating air and noise pollution on the current roads which cannot be widened. The loss of a significant green space for the local community to exercise and enjoy, and the detrimental effect this will have on the rare species of wildlife that make Middlewick their home. Government housing targets already exceeded!	No change put forward

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7074	Leslie Steele										Object to SC2 for reasons summarised; Rapid growth already taken place; traffic congestion already a major issue causing chaos and impact on pollution affecting inhabitants; Inappropriate to add 1000 houses at this side of town where there are just two roads (Mersea Road / Berechurch Hall Road. There are many other reasons I will leave others to tell you for this proposed plan to be wrong.	No change put forward
7077	Essex Wildlife Trust	yes	yes	no		✓	✓	✓	w		Essex Wildlife Trust objects to the allocation of Middlewick Ranges for housing. This proposal will result in the almost total loss of one local wildlife site (Co122) and recreational damage to any retained areas. Another local site, Birch Brook Wood (Co128), would also be adversely impacted by increased recreational usage, littering and disturbance. The proposals could also result in the local extinction of a population of the rare hazel dormouse.  We are of the opinion that the development of Middlewick Ranges would represent an unacceptable loss of important priority habitats and biodiversity.	The allocation of Middlewick Ranges should be removed from the local plan.
7087	Department of Education Skills and Funding	yes	yes	no							The ESFA note that Policy-SC2: Middlewick Ranges does not include any specific reference to school provision on this site. However, the Integrated Delivery Plan indicates that a school site of 2.8ha should be secured as part of this site allocation to deliver a primary school of at least 3FE to support growth of sites in Colchester South and South East. The school provision identified in the IDP should be carried through to the site allocation unless circumstances have changed (e.g. provision to meet the need arising from this growth has been secured elsewhere), in which case this should be explained.	The school provision identified in the IDP should be carried through to the site allocation ie a school site of 2.8ha be secured as part of the allocation under SC2
7115	Colchester Natural History Society (Peter Hewitt)									yes	CNHS notes the policy plan to review the Middlewick ecology and provide compensatory habitat where required. It will be essential that key areas are protected by affective buffer zones and that where necessary green linkage corridors are provided.	None

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7172	Gladman Development (Mathieu Evans)	yes	yes	no		✓			h	yes	Gladman note the allocation, with the site due to be closed by the MOD around 2020. We note the findings of paragraphs 14.56 & 14.57 which note the ecological value and use of the site for recreation space, these issues will need to be considered in more detail in order for the site to be included for such a large number of dwellings within the plan period. Gladman would draw the Council's attention to the similar scheme at Lodge Hill in Medway, where development has been severely delayed and subject to a public inquiry due to ecology. Further evidence needed.	
7217	Stormont Cox			no					h		Objection to the use of the Middlewick Site for Housing- as it is the only natural wildlife area in South Colchester. It is used by many Borough residents. The site is contaminated from armaments and animal carcasses ( foot and mouth). The site is criss - crossed by Public Rights of Way. Site included late in process after close of initial (Preferred Options).The lies told to the people re the future of the site - concern about transparency Inadequate infrastructure - adverse impact on local highway network and hospital Objections to the format of this draft plan Objection to the use of the Middlewick Site for Housing- as it is the only natural wildlife area in South Colchester. It is used by many Borough residents. The site is contaminated from armaments and animal carcasses ( foot and mouth). The site is criss - crossed by Public Rights of Way. Site included late in process after close of initial (Preferred Options).The lies told to the people re the future of the site - concern about transparency Inadequate infrastructure - adverse impact on local highway network and hospital Objections to the format of this draft plan	No change put forward
7255	Elizabeth Firmin										instead of another 'over 55 retirement village' or more houses that are surplus to requirements, would a space of 'independent living' made up of general needs bungalows and houses with private gardens, providing foundations for people with disabilities but wanting to maintain a mainstream lifestyle be a proposal to put forward?	As set out in the representation

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7283	Braiswick Residents Assoc.										Late addition of Middlewick should result in changes/deletions to other sites. There appear to be 3 options: i. Middlewick is included and other sites which could provide for a thousand dwellings are deleted ii. Middlewick is not required and thus excluded from the Local Plan 2017-2032 and possibly earmarked for potential inclusion in the Local Plan which will be formulated in the future for the period 2033-2049. iii. The Council conclude that the Middlewick site is not suitable for housing either now or in the future due to its location/ environmental considerations/ amenity/ contamination etc.	As set out in the representation
7297	Mrs C G Loy			no							I object to the destruction of green space with natural wildlife throughout. It is a Site of Scientific Interest which should be protected. Middlewick is believed to have archaeological evidence of Neolithic & Roman life which could ne important for tourism. There is enough pollution around here now without another 1000 cars on already clogged roads. Proposal conflicts with Local Plan aspirations to promote healthy living. Schools. GP surgeries, & hospital can barely cope now so how does this help? This might just be the last straw.I object to the destruction of green space with natural wildlife throughout. It is a Site of Scientific Interest which should be protected. Middlewick is believed to have archaeological evidence of Neolithic & Roman life which could ne important for tourism. There is enough pollution around here now without another 1000 cars on already clogged roads. Proposal conflicts with Local Plan aspirations to promote healthy living. Schools. GP surgeries, & hospital can barely cope now so how does this help? This might just be the last straw.	No change put forward
7355	Colchester Civic Society (Peter Evans)										Middlewick- (SC2) The inclusion of the MOD proposals for housing on the Middlewick Ranges causes us most concern. We support the Council's view that instead of the 2000 units in the MOD proposal 1000 would be more realistic but we would like to know more details about the scheme, as this may be more than the development should support. The area is popular for walks and leisure and a large development would need open spaces, both for Middlewick and the Barnhall/Abbotts Road homes, already established. We would welcome the opportunity to comment on a detailed development brief.	No change put forward

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7364	Mrs JV Thorington			no							<p>The idea of building on The Wick is totally unacceptable. Mersea Road and Abbots Road are congested now without more cars coming from Mersea, Peldon and Abberton/Langenhoe. Why shouldn't we be allowed to keep the Wick as it is so that people don't have to drive out of town to find a green space.</p> <p>As a Council you are useless and never consider existing residents. CBC let the Army do what they like with "their" land. Started thinking about impacts on Colchester.</p>	No change put forward
7395	Protect Middlewick Range Make it a Country Park (online petition created by Julie Ennifer)										<p>Online, open petition. At the close of the consultation period it had 900 signatures. We want them to protect Middlewick Range and make it a protected area a country park so that all the community can enjoy this beautiful area. It has protected species on the land &amp; potentially arceaological finds that are a National Heritage Feature for the whole of the UK so we can learn more about our History and culture.  <a href="https://you.38degrees.org.uk/petitions/protect-middlewick-range-make-it-a-country-park?just_launched=true">https://you.38degrees.org.uk/petitions/protect-middlewick-range-make-it-a-country-park?just_launched=true</a></p>	As set out in the representation
7396	Mr & Mrs Johnson										<p>I bit concerned of the army trying to sell off the land for over 1000 houses. The issues we have are extra strain on Doctor surgeries getting appointments It is hard enough to get them now. The traffic around about town and on the A12. The impact it had on the schools around there as some parents I've Got their children into different schools because the school up by my area is not big enough.</p>	No change put forward
7398	Master Steele			no							<p>1000 new homes on Middlewick will be devastating for wildlife and the population. All wildlife will be killed if the development proceeds.</p> <p>Insufficient time allowed for consultation.  Lack of evidence to support proposals. Uncertainty over location of new houses.  Traffic levels will increase as well CO2 levels. There is inadequate rail capacity at Colchester stations.  Inadequate health and education facilities to support the proposed growth in South Colchester.  Proposal conflicts with national and local objectives for promoting healthy living which is important for mental and physical well being.</p>	No change put forward

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7399	Miss S D Steele			no							<p>1000 new homes on Middlewick will be devastating for wildlife and the population. All wildlife will be killed if the development proceeds.</p> <p>Insufficient time allowed for consultation. Lack of evidence to support proposals. Uncertainty over location of new houses. Traffic levels will increase as well CO2 levels. There is inadequate rail capacity at Colchester stations. Inadequate health and education facilities to support the proposed growth in South Colchester. Proposal conflicts with national and local objectives for promoting healthy living which is important for mental and physical well being.</p>	No change put forward
7400	Mr D B C Steele			no							<p>1000 new homes on Middlewick will be devastating for wildlife and the population. All wildlife will be killed if the development proceeds.</p> <p>Insufficient time allowed for consultation. Lack of evidence to support proposals. Uncertainty over location of new houses. Traffic levels will increase as well CO2 levels. There is inadequate rail capacity at Colchester stations. Inadequate health and education facilities to support the proposed growth in South Colchester. Proposal conflicts with national and local objectives for promoting healthy living which is important for mental and physical well being.</p>	No change put forward
7401	Mr G E R Steele			no							<p>1000 new homes on Middlewick will be devastating for wildlife and the population. All wildlife will be killed if the development proceeds.</p> <p>Insufficient time allowed for consultation. Lack of evidence to support proposals. Uncertainty over location of new houses. Traffic levels will increase as well CO2 levels. There is inadequate rail capacity at Colchester stations. Inadequate health and education facilities to support the proposed growth in South Colchester. Proposal conflicts with national and local objectives for promoting healthy living which is important for mental and physical well being.</p>	No change put forward

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7402	Mr E G Steele			no							<p>1000 new homes on Middlewick will be devastating for wildlife and the population. All wildlife will be killed if the development proceeds.</p> <p>Insufficient time allowed for consultation. Lack of evidence to support proposals. Uncertainty over location of new houses. Traffic levels will increase as well CO2 levels. There is inadequate rail capacity at Colchester stations. Inadequate health and education facilities to support the proposed growth in South Colchester. Proposal conflicts with national and local objectives for promoting healthy living which is important for mental and physical well being.</p>	No change put forward
7403	Mrs MMR Steele			no							<p>1000 new homes on Middlewick will be devastating for wildlife and the population. All wildlife will be killed if the development proceeds.</p> <p>Insufficient time allowed for consultation. Lack of evidence to support proposals. Uncertainty over location of new houses. Traffic levels will increase as well CO2 levels. There is inadequate rail capacity at Colchester stations. Inadequate health and education facilities to support the proposed growth in South Colchester. Proposal conflicts with national and local objectives for promoting healthy living which is important for mental and physical well being.</p>	No change put forward
7407	David Bull			no							<p>Loss of valuable green space and the diverse animals and birds living at Middlewick. Hugely inadequate infrastructure in the area to cope with proposed growth. Local roads cannot cope with current traffic levels and the extra traffic from the new estate will make it worse. Schools doctors and the main hospital are already under strain. The expansion of Colchester without infrastructure investment cannot continue. There is no need for this area to be included in the local plan; Colchester has exceeded government housing targets. Retain this green space or at least improve the infrastructure if the development must proceed.</p>	As set out in the representation

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7408	Jane Rayner			no							Objection to proposals for Middlewick Ranges as Abbots Road is already busy with traffic and cannot take any more. Existing health and education facilities are at capacity and cannot take any more. The development will result in the loss of a well used vital green space. The development will result in the complete destruction of the wildlife, woods, fields and green space for all who use it. Colchester has enough houses. Save Middlewick Ranges.	No change put forward
7415	Sir Bob Russell										I write to register my objection to the principle of any development on Middlewick, currently army firing ranges. None of this land should be allocated for housing. All of it should be retained as an important area of undeveloped land which provides welcome space between the established urban communities of Old Heath and Monkwick, and an attractive unspoilt view not only for those living opposite in Abbots Road and roads off but also for those travelling along Abbots Road, The land is special, a unique natural feature in a rapidly urbanised Colchester.	As set out in the representation
7416	C Hutson										The current roads are congested and this is before other developments such as LIDL take place. Further congestion will lead to noise and air pollution which goes against the Local Plan policy on health living. There is also a lack of both school and ommunity facilities as it stands so any development would increase this. Middlewick offer one of the only natural wildlife areas in the South of Colchester. It is used by people all over the borough and in being used promotes health living.	No change put forward
7417	David Cox										I am writing to object to the plan to build 1000 houses on Middlewick Ranges to the south of Colchester. I have been a resident of Old Heath area for more than thirty years during which time there has been a number of developments which have put pressure on the local infrastructure, local roads and junctions have become increasingly congested causing noise air pollution contradicting the Local Plan Policy on health living. I also understand that there are insufficient schools and general community facilities. It is already very difficult to secure a GP appointment.	No change put forward

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7418	Doreen Daniells										We really do not want any more houses in this area , people living in them will most likely have more than one car, so with 1000 houses it will be about 2000 people as for the buses I for one rely on them to get me from place to place. I am a person in my eighties and cannot walk very far. Another aspect for not wanting these homes is sewage we only have one sewage plant to supply Colchester so how will it cope with another 1000 homes plus. Would they build a school?	No change put forward
7424	Mr Sharpe										Just to confirm my objections to the draft plan for 100 houses on Middlewick Ranges. All the reasons stated I agree with , traffic lack of infrastructure and loss of green space and wildlife	No change put forward
7429	Mrs Bareham										To build over this land to any great extent will exacerbate many problems. Infrastructure and roads being the obvious leaders. Traffic in Mersea road, St Botolphs roundabout, Magdalen Street, Old Heath , Whitehall Road, Tesco roundabout and Brook Street areas is in my opinion at maximum levels. The road layout cannot accommodate it . School require extra places for the expected influx of children to Medical Centre/surgery would also be required. Middlewick Ranges are part of our heritage Colchester is a Military Town, too much of our heritage has been lost over the years. This area requires saving or conserving.	It could be developed into an area to be proud of with a field centre, play area and parkland. Perhaps even a mini farm could be included and a venue for children parties.
7431	Norman Lithgow										South Colchester is rapidly losing its open country areas for the enjoyment of everyone and would increase the urban sprawl. New villages to the West of Colchester would be preferable as there is plenty of open space in the area. Also for the following reasons: lack of infrastructure, destruction of green space and urban sprawl, a late submission, where will the houses go, wildlife, history, healthy living, public transport.	As set out in the representation
7432	Jennifer Lithgow										South Colchester is rapidly losing its open country areas for the enjoyment of everyone and would increase the urban sprawl. New villages to the West of Colchester would be preferable as there is plenty of open space in the area. Also for the following reasons: lack of infrastructure, destruction of green space and urban sprawl, a late submission, where will the houses go, wildlife, history, healthy living, public transport.	As set out in the representation

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7433	Margaret Moss										My husband and I have lived in Old Heath almost all our lives, we are 83 years old. He played over the wick as a boy and then my boys also. We have lived at swallowdale almost fifty years and have seen Abbots Road turn from a lane into a rat run. Turning right out of Swallowdale is a nightmare. Please leave the wick as a green lung for future generation because once it is built on it will be too late, why not a country park	As set out in the representation
7454	Mr A Pinford										To Whom It May Concern, I wish to object in the strongest terms the need to build 1000 homes on the Middlewick Ranges when you know we don't need or want them. Our MP Will Quince is saying we don't have to have them some Councillors say it would be very bad for Colchester as a whole. We have too many cars on our roads now without more, many people use the green open spaces we need more green open space not more houses	No change put forward
7455	Mrs Allston										I have lived in Old heath all my life and I think it is disgusting that someone wants to put 1000 houses on the land. The schools in the district won't take anymore the road is often full of traffic, likewise Mersea Road. It will get worse when LIDLs opens up. This is already a big residential area Please leave somewhere people can get off the road and walk How will the sewerage cope.	No change put forward
7458	Gillian McKenzie										If this building goes ahead I'm only objecting to the number of houses it is proposed to be built. Surely 1000 is too many? We have the age old problem of lack of infrastructure for the area. Although I don't live in Old Heath I am affected by the traffic congestion. Maybe 800 houses could be the maximum? This could mean fewer cars less destruction of green spaces and still allowing people to enjoy this natural wildlife area. I trust that a thorough survey of Middlewick will take place.	Maybe 800 houses could be the maximum?
7462	P Field										lack of infrastructure, destruction of green space and urban sprawl, a late submission, where will the houses go, wildlife, history, healthy living, public transport.	No change put forward
7463	Mrs Sheldrake										Colchester cannot cope with any more new housing. There just isn't the facilities to support so many people. The roads are already virtually at a standstill at pretty much any time of the day. Colchester Hospital is already in dire straights. It is virtually impossible to get appointments at our doctors which are on the old garrison site. Where are all these new people going to be registered everyone is talking about large class sizes and lack of money to buy essentials in schools.Middlewick Ranges has been a dumping ground for alot of things.	No change put forward

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7486	Sylvia Wesbroom	yes	no	no				✓	w		Housing land requirements for the local plan up to 2022 have been allocated. The road situation is not suitable for anymore additional traffic. The Old Heath School will need to be extended. A doctors surgery will need to be in place as the Wimpole Road surgery is at capacity. As for the site itself, there is a large amount of wildlife in the area. I do not see how they are going to develop this site with the number of houses they are proposing. Leave sufficient green space for people to use.	Confirm the Local Plan details and address infrastructure issues.
7487	William Jolliffe	yes	no	no	✓			✓	h		Colchester and Mersea Road cannot stand anymore housing. The road near my house is choked with traffic. Middlewick itself is a delightful area, many people use it when the army are not there. Colchester must keep a lovely greenbelt like this in Colchester. The children must have a natural area to explore.	I just do not want this area concreted.
7488	Katie Crellin	no	no	no	✓	✓	✓		h		Emotional welfare of current residents not considered. - increase in crime rate. - road infrastructure cannot cope. - not enough doctors/ school places. - ruining greenbelt land. - no need at all for extra houses here.	Doesn't need to be done, as it isn't justified (the plan itself not justified). Residents need to be informed why those houses are needed. Need to be notified how they plan to deal with increased demand for schools and doctors.
7489	Susan Wills								w		It is inappropriate to build homes on land which has been used for military purposes. This is an area with considerable deprivation and lacking in infrastructure sufficient for the existing population. In the last few years doctors and dental surgeries have reduced or ceased altogether. All the roads are in a poor state and being minor roads cannot support more traffic which would lead to greater pollution and risk to children in particular. access to open countryside is extremely limited. Throughout Colchester there is already massive house building , a further development cannot be justified.	
7490	Lauma Baukss	no	no	no		✓	✓		w		3,500 people, 1,00-1,800 more cars using already overcrowded roads. Where are the doctors, dentists, schools. Plan is not viable. MOD may own the land but they are merely custodians. If they no longer require if they should gift it to the people of Monkwick, Blackheath and Old Heath. Let the land and the flora and fauna that it sustains recover to that we, the locals can enjoy the incalculable benefits. Government urges we take more exercise, yet this council wants to destroy an area of natural beauty. The Wick has been freely enjoyed by numerous people for generations.	Having no legal experience I am unqualified to answer this.

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7500	Philip Behn										After living in the Old Heath/ Mersea road area for 65 years and being as a young boy in the 50s "The Wick"was our play ground. When the MOD were not using it of coarse, and to this day i still use it. The MOD say it is surplace to requirements rubbish. the Schools won't cope, the Doctors are full at Abby field and most of all, Old Heath Rd. Mersea Rd. Abbots Rd. Whithall Rd are allready grid locked on most days. I therefor ask you to withdraw this ill thought planning idear it is simply NOT NEEDED.	
<p>LPA Initial Response: The key issues raised in objection to the development of Middlewick Ranges include a lack of infrastructure (schools, roads and health) in South Colchester to support development, destruction of green space and impact on wildlife, traffic impacts – increased congestion, increased pollution and poor public transport service, impact on archaeology, contamination and pollution, inadequate consultation as proposal submitted late, lack of evidence to support proposal, loss of local amenity green space and requests to make Middlewick a Country Park</p> <p>A number of studies have been or will be commissioned by the MOD to ensure that impacts arising from development at Middlewick Ranges can be effectively mitigated. CBC will continue to work with the MOD to ensure the delivery of the site and the implementation of effective mitigation measures. A detailed masterplan for the area will be developed based on evidence and consultation with local people. The site is not expected to deliver new housing until late in the plan period to ensure all issues can be addressed. The site is in a sustainable location on the edge of the built up area of Colchester and is considered suitable for development. The number of new dwellings reflects the need to include large areas of open space for residential amenity and to address any issues concerning wildlife, archaeology and contamination.</p>												

**EC1: Knowledge Gateway and University of Essex Strategic Economic Area**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6171	The University of Essex (The JTS Partnership LLP)	yes	yes	no	✓			✓	h		The University supports the thrust of policy EC1 and the supporting text but it has a number of concerns which mean that, at this stage it has to make an objection. The University's concerns principally relate to the deletion of the existing land identified for campus expansion; the lack of information about the Orbital route; and the working of the paragraphs requiring possible contributions to offsite infrastructure.	The University seeks the reinstatement of the land, identified for the expansion of the campus, in the current local plan. Alternatively, it seeks a replacement allocation. The University seeks more information about the Orbital route so that it can assess its implications for the campus and its activities. The University seeks further clarification and information regarding potential contributions to offsite infrastructure.
6337	Richard Crappsley										We support the direction of policy EC1 and policy EC2, however we believe that there is an opportunity to take these policies further, and create a dynamic new central activity zone focused on the University of Essex and Hythe. This would compliment Colchester's town centre and existing areas of activity, and strengthen Colchester's role as a 'great place to stay' for both existing and new communities and visitors. The attached document sets out how we think this might be achieved.	None. Refer to document attached to the full representation.
6520	Sport England (Maggie Taylor)	yes	yes	no	✓				w	✓	General support for the policy however the site also includes a lot of sports infrastructure that, whilst not in LA ownership and perhaps not regarded as public open space, is still important provision which provides access to the community to help meet sporting infrastructure needs. We would suggest the outdoor sports facilities merit protection as green space as well as recognition of the economic value of the site. See attached for further information.	See supporting documents sent via email.
6657	Mersea Homes (Brian Morgan)	yes	yes	no		✓			h		The policy map identifies the western section of the proposed Colchester / Tendring Garden Community. The map key shows the green shading is the Garden Community broad area of search. However, the plan very specifically leaves out a large area of land on its western boundary and aligns itself exactly along the route of the A133. These are particular and detailed master plan matters which should be a matter for the subsequent development plan document which will deal with specific master plan details.	Delete the green shading area from the policy map and replace with the following text:  'Colchester / Tendring Garden Community Broad Area of Search'  A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.

6689	Highways England (Mark Norman)																		Whilst we recognise these are long term proposals they are dependent upon improvements to the A12 and A120 coming forward and the comments about the need for jobs, housing services, facilities and infrastructure coming forward ahead as the need develops is critical if a sustainable development is to be delivered. There is a strong interdependence between these proposals and the improvements to the A12 and A120 and it will be essential that we work together to achieve our strategic objectives and ensure the evidence base is robust.	None
6964	Historic England			yes															We welcome the inclusion of references to the protection of Wivenhoe House in paragraph 14.71 and the reference to the same and the Registered Park and Garden in the policy.	

LPA Initial Response:

The support from Historic England is welcomed. The need to work closely with Highways England to reflect the interdependence between proposals for development in East Colchester and the improvements to the A12 and A120 is agreed and will continue. It is suggested that there is an opportunity to create a dynamic new central activities zone focussed around the University and the Hythe. The University support the principle of the Policy but request wording changes to provide more details / clarity and to safeguard the existing campus expansion site or provide an alternative allocation in the Local Plan. Whilst these objections relate to EC1, it is considered that many of the more detailed points will be more relevant to the emerging DPDs for the Garden Communities which are closely linked to points referred to in these representations. No changes are to EC1 are necessary.

**EC2: East Colchester/ Hythe Special Policy Area**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6172	The University of Essex (The JTS Partnership LLP)										The University welcomes, and supports, the Council's proposals to regenerate this part of the town, and in particular, the identification of the East Transit Corridor, and the improvement of links between the town centre, East Colchester, the University and the Tendring Colchester Cross Borders Community / University Garden Community. The University also considers that improved links are required from East Colchester to the A12 / A120 and North Station.	

6314	Essex Bridleways Association (Susan Dobson)	yes	yes	no	✓	✓	✓	✓	h		Amend Policy to include equestrian access	Amend the wording of this Policy to that suggested in the representation above.
6390	Hythe Forward Community Land Trust, Richard Bailey										Hythe Forward welcomes the inclusion of the Hythe as a special policy area in the draft Local Plan and has a few observations that as the Community Land Trust representing the locality we trust the Council will take on board.	None
6703	Hythe Forward Community Land Trust (Richard Bailey)	no	no	no			✓		W		Hythe Forward is pleased with the inclusion of the Hythe as a special policy area in the draft Local Plan but has (A) serious concerns over the allocations in the East Colchester map and (B) has a few observations that as the Community Land Trust representing the locality we trust the Council will take on board	See Representation
6965	Historic England			no							Our comments on the July 2016 consultation highlighted that Hythe has been a conservation area at risk for a number of years. We welcome reference in paragraph 14.75 and the policy to the need to secure viable re-use of heritage assets. However, more articulation in the supporting text about the historic character of the area and buildings, why they are at risk and how they can support the regeneration of the area would make policy EC2 (iv) clearer.	More articulation in the supporting text about the historic character of the area and buildings, why they are at risk and how they can support the regeneration of the area would make policy EC2 (iv) clearer.
7232	Network Rail (Katie Brown)	yes	yes	no			✓		w		Network Rail strongly supports the identification of the site at 'Derelict depot at Hythe Station Road between railway line and River Colne, Colchester' as a new residential allocation. Policy EC2 is not considered to be sound because it is not effective in identifying what uses are appropriate where in the East Colchester/ Hythe Special Policy Area.	Is it considered that there needs to be a better link between policy EC2 and the map to ensure that it is clear what development is appropriate where. It is suggested that policy EC2 I) is amended as follows: '... homes and community and environmental enhancements, (ADD) 'in line with the site allocations shown on the East Colchester Policies EC1-4 map,' and create a strong sense of identity for the area'.

LPA Initial Response: Support from the University is welcomed. The comments / issues raised by Hythe Forward are noted and the Council will continue to work with them to inform the delivery of proposals. Additional wording referred to by Historic England in the supporting text is supported in principle however, no text is suggested. The LPA will work with HE to agree wording as a minor modification. The clarity sought by Network rail to better link the policies Map and the policy is agreed and is included as a minor modification.

### EC3: East Colchester

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan

6076	Nicholas Chilvers	yes	yes	no	✓	✓	✓		w		<p>Re. Employment site at Whitehall industrial estate. This is up to capacity and already causing grief to nearby resident by virtue of massive HGVs thundering along narrow residential Old Heath Rd and/or Haven Rd.</p> <p>Surely, CBC doesn't want to aggravate traffic and air quality problems?</p> <p>To suggest it can be developed further is misleading and won't provide a range of employment for those who move onto the Middlewick or any southern developments.</p> <p>It is almost all warehousing or light industry. Blue collar trades.</p> <p>The location wouldn't be first choice for an upcoming business. Poor access for supplies and distribution</p>	<p>This site isn't going to provide more jobs than already exist.</p> <p>It doesn't offer office or IT type employment. (Unlike mixed use Severalls business park)</p>
6966	Historic England			no							<p>We welcome the reference in policy EC3 to heritage assets at the East Bay Mill site. We note that the Magdalen Street Development Brief (adopted in February 2014) does refer to the heritage assets on the site, however, we recommend that for clarity reference is made in policy EC3 to requirements for heritage statements under policy DM16 as well as the reference to policy PP1.</p>	<p>Reference is made in policy EC3 to requirements for heritage statements under policy DM16 as well as the reference to policy PP1.</p>
<p>LPA Initial Response: Whitehall industrial estate is proposed for a mix of uses with policy requirements included to reflect the constraints and opportunities of the site. The support from Historic England is welcomed and the importance of heritage statements and other evidence is understood but these are adequately covered in policies DM16 and PP1 and it is not necessary to repeat requirements again in the site specific policies. No change to the policy other than a minor modification providing text relating to the Place Farm mixed use allocation (linked to a Representation in SG2) for consistency. <b>2020 Update</b> Planning permission for 20 units at East Bay Mill was granted for 190424, and the former bus depot on Magdalen Street was given permission for a 250 bedspace student accommodation building (181281)</p>												

**EC4: Transport in East Colchester**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6173	The University of Essex (The JTS Partnership LLP)										<p>The University of Essex acknowledges that existing transport infrastructure on the east side of Colchester needs to be improved and it particularly welcomes the commitment (para 14.93) to the early provision of a link between the A120 and A133.</p>	

6315	Essex Bridleways Association (Susan Dobson)	yes	yes	no	✓	✓	✓	✓	h		We are disappointed to note in this Policy that no access for equestrians is being proposed, with only pedestrians and cyclists being catered for. This is not consistent with the aims of the Plan elsewhere. We therefore suggest that to make this Plan sound, the wording of the last bullet point of this Policy is amended to read: Improvements to connectivity for all user groups, including equestrians, including existing and new bridges, links to the Wivenhoe Trail and Salary Brook route and other routes...'	Amend the wording of this Policy to that suggested in the representation.
6995	Peter Kay, C- Bus									yes	Unless CBC can provide some evidence that future developer-supported bus services will have a vastly better record than to-date, policy aspirations to new/improved bus services must be treated as hopes without substance in any decision on the traffic/transport practicality of proposed developments. Summary list of bus services provided in new housing developments in Colchester since 1990s is included in full submission.	
7003	Peter Kay, C- Bus									yes	The policy that new developments will have good public transport services is unsound because it is evident from many years of experience that CBC/ECC do not in practice have the interest or ability to make this happen.	
LPA Initial Response: The support from the University is welcomed. There is commitment to seek to support new development with adequate infrastructure improvements including public transport services. The inclusion of equestrian users in the third bullet point is supported and the suggested amendment is included as a minor modification.												

**WC1: Stanway Strategic Economic Area**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6465	Andrew Martin Planning (Andrew Martin)	yes	yes	no		✓	✓		h		Following updated technical appraisals and reconsideration of the previous illustrative masterplan submitted at the 'Call for Sites' stage and both the Issues & Options Consultation and Preferred Options Consultation, it is considered that the site has a capacity to provide approximately 720 dwellings, together with the other uses/facilities required.	Consequently the figure of '630' dwellings should be deleted and substituted by 'approximately 720 dwellings'.
6600	Tollgate Partnership Ltd (Strutt and Parker, Andy Butcher)								w		We support the revised allocation of land at Trafalgar Farm, London Road, Stanway, for employment.	None
6639	Mersea Homes (ADP, Brian Morgan)	yes	yes	no		✓			h		This site is an existing allocation in the current local plan and the following amendments to the policy are proposed to simply update, clarify and reinforce the existing approved master plan.	Amend (i) to read Approximately 490 dwellings; Amend (ii) to read Proposals which generally accord with the agreed master plan....;  - Delete (iv)  A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.
6671	Highways England (Mark Norman)										West Colchester. This could have a severe impact upon the A12 and A120. We would wish to see a traffic impact assessment demonstrating the potential impacts of such a proposal. Of particular concern are junctions 25,26,27,28&29. There may also be impacts upon the main line. However, although these need to be quantified this section of the A12 is subject to a study for potential widening.	None
6874	Martin Robeson Planning Practice			no		✓	✓	✓	h		Policy needs redrafting in light of Tollgate decision to reflect Stanway's position in spatial hierarchy. Zone one needs to be reduced in extent to remove land at Stane Park, with related criteria altered to better facilitate economic growth. Inappropriate to have blanket policy not permitting main town centre uses. An additional Zone Three should be introduced for Stane Park recognising its strategic opportunities designating it for commercial uses that have a beneficial synergy with relevant components of the Economic Area.	No specific wording provided.
6967	Historic England			no							We reiterate our comments at the previous consultation stage that though Stanway has an established economic role and has seen much new development, there remain a number of listed buildings in the area whose setting and continued beneficial use should be considered as the area is identified for growth.	No specific wording provided.

7047	CBREGI (Cushman and Wakefield)									yes	We note the Council's proposed allocation of the land between Tollgate West and London Road (the former Sainsbury's Site) at Tollgate for residential development, which we support. This appears a sensible solution to the re-use of this site and will deliver valuable housing development which will further consolidate the role and function of Tollgate to its surrounding residents. Elsewhere in the Plan, we support the Council's intention to control retail development within the Tollgate Area in order to maintain the role and vitality and viability of Colchester Town Centre.	
7269	Tollgate Partnership (Barton Willmore, Paul Newton)			no	✓	✓	✓	✓	h	yes	Zones 1 & 2 are not clearly identified on the Policies Map. There is no justification for the removal of existing retail uses east of Tollgate Road from the District Centre boundary. The Tollgate Village site should now be included in the District Centre along with the new Costa. We have provided a Plan showing the recommended boundary. There are misleading references to Stane Park at paragraph 6.96. The Plan (paragraph 6.97) seeks to restrict new town centre uses in the District Centre. Land south of Tollgate West / West of Tollgate Centre should be removed from the employment allocation.	As stated in Rep.

Key points Raised: Support for housing allocations but suggest higher numbers could be accommodated and a more flexible approach to policy wording. Highways England are concerned about impact on the A12 but acknowledge that widening and junction works are planned. Support and objection for approach taken to Stanway Strategic Economic Area and Tollgate District Centre.

LPA Initial Response: Housing matters covered by Policy WC2. Tollgate Village appeal decision is subject to legal challenge so it would be premature to suggest changes to the Plan at this stage. Other policies afford protection to Listed Buildings. No changes proposed to policy. **2020 Update** -Reserved matters approval 191722 given for Tollgate commercial development following appeal (APP/A1530/W/16/3147039 and 150239). Reserved matters approval 162421 given for Stane Park commercial development following appeal (APP/A1530/W/15/3139492 and 146486)and planning permission 162005.

**WC2: Stanway**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan

6217	North East Essex Clinical Commissioning Group								yes	Significant proposed developments will require Health to be involved with developers in the early stages and appropriate mitigation sought to enable the appropriate Health infrastructure for this growing community. Previous experience has meant that lack of engagement with both NHS England and the CCG has resulted in poor infrastructure and no mitigation to support the existing premises.	None
6221	ECC (Jericho)	no	yes	no			✓	✓	h	<p>Amend first paragraph of the policy to remove reference to 'existing capacity issues at the primary schools'. The measures as currently listed are/will be implemented by ECC to address forecast growth and are not a result of Local Plan growth. Not necessary to list measures in policy. Amended wording is provided.</p> <p>Policy WC2 (Land off Dyers Road etc.) Contributions towards education should be paid by all sites listed in Policy WC2 and not just Dyers Road. Better approach is not to list specific contributions against individual allocations but ensure Policy SG7 applies to all sites and Policy PP1 covers education.</p>	<p>Change Policy WC2 (first paragraph) as follows:</p> <p>'Allocations as shown on the policies map will be safeguarded for predominantly residential uses unless otherwise stated. In addition to meeting the requirements set out in Policy PP1, a new primary school will be required on 2.1 hectares of land to the north of London Road in a location to be decided. The primary school will be secured through a S106 agreement and will be co-located with a 56 place early years and childcare facility (D1 use). An additional 0.13 hectares of land for a 56 place early years and childcare facility will also be required in Stanway in a location to be decided.</p> <p>Change Policy WC2 as it applies to land off Dyers Road etc. by removing point (v) and ensuring it is clear that Policy SG7 and Policy PP1 applies to all sites and cover education.</p>
6316	Essex Bridleways Association (Susan Dobson)	yes	yes	no	✓	✓	✓	✓	h	Include equestrian access within plans.	Amend the wording of this Policy to that suggested in the representation above.
6449	R F West Ltd Andrew Martin Planning (Andrew Martin)	yes	yes	no		✓	✓		h	Paragraphs 14.107 and 14.108 are no longer appropriate due to a change in circumstances following the Appeal Decision dated 4th August 2017 which grants permission at Tollgate Village (former Sainsbury's site) for mixed use development comprising uses D2, A1, A2, A3, A4 and A5, but no housing element. These paragraphs should be deleted and the Appeal Decision should be reflected in Stanway Strategic Economic Area section and Policy WC1: Stanway Strategic Economic Area should be revised accordingly. Policy WC2: Stanway should be revised to delete the section 'Land between Tollgate West and London Road'.	These paragraphs should be deleted and the Appeal Decision should be reflected in Stanway Strategic Economic Area section and Policy WC1: Stanway Strategic Economic Area should be revised accordingly. Policy WC2: Stanway should be revised to delete the section 'Land between Tollgate West and London Road (former Sainsbury's site).
6639	Mersea Homes (ADP, Brian Morgan)	yes	yes	no			✓		h	This site is an existing allocation in the current local plan and the following amendments to the policy are proposed to simply update, clarify and reinforce the existing approved master plan.	<p>Amend (i) to read Approximately 490 dwellings;</p> <p>Amend (ii) to read Proposals which generally accord with the agreed master plan....;</p> <p>- Delete (iv)</p> <p>A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.</p>

6466	Lesley Scott-Boutell	yes	yes	no		✓	✓		h		Chitts Hill--Noise pollution and poor public transport links Land off Dyers Road including Fiveways Fruit Farm--Highways infrastructure.	Chitts Hill--Buildings need to take into account the proximity to the railway line and to adjust the design to mitigate the noise--for example air conditioning. Fiveways fruit farm--a cumulative approach to be taken. Residents call for highways infrastructure to be installed before occupation, especially the spine road and the impact on the Warren Lane/Maldon Rd junction.
6467	R F West Ltd (Andrew Martin Planning Ltd)	yes	yes	no		✓	✓		h		Following updated technical appraisals and reconsideration of the previous illustrative masterplan submitted at the 'Call for Sites' stage and both the Issues & Options Consultation and Preferred Options Consultation, it is considered that the site has a capacity to provide approximately 720 dwellings, together with the other uses/facilities required.	Consequently the figure of '630' dwellings should be deleted and substituted by 'approximately 720 dwellings'.
6469	R F West Ltd (Andrew Martin Planning Ltd)	yes	yes	no		✓	✓		h		The Policy should be revised to delete the section 'Land between Tollgate and London Road (Sainsbury's site)' following the Appeal Decision dated 4th August 2017 which grants permission for Tollgate Village for mixed use development. With respect to the section of the Policy 'Land North of London Road' it has been found following recent technical appraisals that the site has the potential capacity to accommodate approximately 720 dwellings at an average density of 35 dpha. This is greater than the stated 630 dwellings in the Policy.	Delete the section of the Policy under the heading 'Land between Tollgate West and London Road (former Sainsbury's site). Delete reference to '630 dwellings' and replace with approximately 720 dwellings'. The Policy should be revised accordingly.
6532	Sport England (Maggie Taylor)										West Colchester Proposals Map includes a housing allocation to the north of Holmwood House School (land at Chitts Hill). Sport England has no objection to the development of the land per say BUT a buffer zone must be required, to ensure there is no risk of ball strike issues arising from use of the cricket pitches on site, and therefore indirectly inhibiting the use of the playing field. It is noted that the playing field is protected as private open space.	None
6607	R F West Ltd (Andrew Martin Planning Ltd)	yes	yes	no		✓	✓		h	yes	Updated technical assessments have resulted in an updated illustrative masterplan. This shows the proposed revised residential allocation of 22.7ha including primary school and early years (2.2ha);	The Policies Map should be revised to exclude from the new residential allocation the existing commercial area. Additionally, the Policies Map should be revised to redefine the Stanway Strategic Economic Area to include the former Sainsbury's site in the blue notation of the Tollgate District Centre, following the planning permission recently granted on appeal at Tollgate Village. The changes required are shown on the revised Policies Map attached.
6666	Nigel Turp										Retained commercial area of 2.7ha; Open space including SuDs and landscape of 22.9ha; Net housing area of 20.5ha; Residential capacity at 35 dpha = 717 dwellings. R F West Ltd will retain the existing retail and commercial area. The Policies Map should be revised to exclude from the new residential allocation the existing commercial area. The changes required are shown on the revised Policies Map attached.	None

6672	Highways England (Mark Norman)														West Colchester. This could have a severe impact upon the A12 and A120. We would wish to see a traffic impact assessment demonstrating the potential impacts of such a proposal. Of particular concern are junctions 25,26,27,28&29. There may also be impacts upon the main line. However, although these need to be quantified this section of the A12 is subject to a study for potential widening.	None
6918	Persimmon Homes	no	yes	no		✓	✓	✓	h						Officer summary - support designation at Land to North of London Road, but Persimmon consider site can accommodate approximately 720 dwellings rather than 630 based on updated masterplanning work.	Increase Land to North of London Road allocation from 630 to 720.
6927	Stanway Parish Council														Objection to residential allocation of former Sainsburys site. Parish Council is working on a neighbourhood plan. We need to see a greater emphasis on alleviating congestion levels already seen in Stanway, this even before the Current developments have their impact.	None
7085	Education & Skills Funding Agency (Douglas McNab)	yes	yes	no											Policy WC2: Stanway highlights on-site requirements for a primary school at Lakelands (already allocated as part of the previous Local Plan) and a primary school as part of the 630 home development to the north of London Road (2.1ha site specified). The primary school will be secured through a S106 agreement and co-located with an early years and childcare facility. The ESFA suggest that the wording of policy WC2 should be clarified to clearly identify the size of the primary schools required.	
7116	Colchester Natural History Society (Peter Hewitt)									yes					This policy references development land at Chitts Hill. In doing so at point (iv) it recognises the close proximity of the Local Wildlife site Iron Latch Woods and Meadows. CNHS welcomes the intention to provide open space and green infrastructure to compliment this important biodiversity site and urges that the sites integrity is in no way undermined by any development.	None
7134	Hopkins Homes (Pegasus Group, Nicky Parsons)	yes	yes	no		✓			h	yes					Support for allocation of Chitts Hill site within the policy but concern about reference to PP1 (for reasons stated in relation to that policy), the justification for a maximum housing yield for the site and the lack of clarification for the type of access that is restricted to Chitts Hill.	Retain policy PP1 reference if policy PP1 is amended in the manner requested previously, amend first bullet point to read 'approximately 100 new dwellings of a mix and type of housing to be compatible with surrounding development', amend third bullet point to clarify that only vehicular access is restricted to Chitts Hill.
7235	O&H Properties (Terence O'Rourke, Alex Chapman)			no		✓			h	yes					Policy WC2 proposes an allocation of approximately 150 new homes and provision of employment space at Land West of Lakelands. O&H proposes a redistribution of these uses across three sites at Lakelands to ensure delivery in the short term and a number of wider place making benefits.	Policy WC2 should be amended to include the following: "Land South of Church Lane Development of this site will be supported where it provides: (I) a mix of uses to include approximately 65 new homes and 1.47ha of public open space/recreation area. (ii) an ecological survey with appropriate mitigation. (iii) satisfactory access to be agreed with the Highway Authority. (iv) provision for retention or diversion of any existing public rights of way within the site. Land south of Lakelands Phase 1 Development of this site will be supported where it provides: (I) a mix of uses to include approximately 27 new homes. (ii) an ecological survey with appropriate mitigation. (iii) satisfactory access to be agreed with the Highway Authority. Existing criterion (I) to be amended to state "approximately 51 new homes and 4.84ha of employment space". An alternative proposals map for the part that covers Lakelands, Stanway is proposed at Appendix E.

7270	Tollgate Partnership (Barton Willmore, Paul Newton)			no	✓	✓	✓	✓	h	yes	Despite forming part of the Tollgate Village site, the former Sainsbury's site is identified for residential development. This allocation should be deleted as it is not deliverable. It should instead form part the District Centre and be allocated for retail / leisure use in line with the permitted scheme. The Economic Area boundary should include this site. reference to provision of a north-south pedestrian and cycle link should be amended to reflect the scheme. Due to the substantial change in levels at the north of the site, it's not appropriate to specifically refer to a cycle link.	as above
<p>Key points Raised: Insufficient regard to health infrastructure; revisions suggested to address education requirements; support for housing allocations but include higher unit numbers and more flexibility/changes to site specific criteria within policy; Housing allocation at Tollgate should be reallocated as a part of District Centre; Highways England are concerned about impact on the A12 but acknowledge that widening and junction works are planned; include reference to equestrian use; need a greater emphasis on addressing congestion; recognition of Stanway Neighbourhood Plan; existing commercial land should be retained which requires changes to Policies Map.</p> <p>LPA Initial Response: Minor modifications proposed to address points raised by ECC and Education and Skills Funding Agency in relation to education. The Council have had a number of meetings with health and a working group has been established to ensure health requirements are taken into account. Revisions have been made to the IDP to reflect this. The Council is in discussion with a number of site promoters in the area and it is expected Statements of common Ground will address some of the detailed comments made. No change is proposed to the tollgate allocation because of an outstanding legal challenge in respect of an appeal decision. <b>2020 Update:</b> Please note that the Chitts Hill site allocation has now been given planning permission (172049). Planning permission has been given for commercial use on the former Sainsbury's site allocated for 200 residential dwellings. (191722). Planning permission for 420 units has been given to the Dyers Road site allocation(182220).</p>												

**WC3: Colchester Zoo**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6317	Essex Bridleways Association (Susan Dobson)	yes	yes	no	✓	✓	✓	✓	h		Include equestrian access within policy & explanatory paragraphs.	Amend the wording of this Policy to that suggested in the representation above.

6629	Colchester Zoo (Rebecca Moore)																			Colchester Zoo would like to make a representation stating that it believes this Local Plan Publication Draft to be sound and it strongly supports Policy WC3: Colchester Zoo and Policy Map 9; West Colchester 2. Colchester Zoo believes the Local Plan Publication Draft will enable it to retain its status as one of the best UK zoos and continue to play a leading role in species conservation with European Zoos going into the future.	
6968	Historic England																			HE welcome the reference in policy WC3 to the scheduled monument but note that current terminology is scheduled monument rather than scheduled ancient monument and recommend a small amendment to bring it in line with the NPPF	current terminology is scheduled monument rather than scheduled ancient monument and recommend a small amendment to bring it in line with the NPPF
7117	Colchester Natural History Society (Peter Hewitt)									yes										CNHS urges that any development of Colchester Zoo should not pose a threat to the integrity of the biodiversity importance of the Roman River Valley.	None

LPA Initial Response: Support from Colchester Zoo is welcomed. The concerns regarding safeguarding biodiversity and the importance of the Roman River Valley are adequately covered in Policy WC3 and other policies in the Plan. The correction regarding the correct description of a Scheduled Monument is included as a Minor Modification. Essex Bridleways request to include equestrian access in the Policy and supporting text as agreed in part with a minor modification include to this effect in Paragraph 14.118. Reference in the policy is not appropriate. No further changes are proposed.

#### WC4: West Colchester

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6178	Marguerite Hadrell	yes	yes	no	✓				h	yes	I object to the local plan in that it fails to provide any map for the WC4 area to the west of Essex County Hospital and east of Stanway. ie the plan excludes a map for Lexden.	Provide a detailed map for Lexden
6180	Marguerite Hadrell	yes	yes	no		✓		✓	w		Object to the development of land in Irvine Road. The site has poor or no access. There are ecological implications in developing the site . There are better alternative sites available which the Council continue to ignore which are closer to the town centre and immediately available with no access or ecological restrictions	Delete this site for housing
6181	Marguerite Hadrell	yes	no	no	✓	✓		✓	h		I object in that a site capable of housing development which is better suited than that proposed at Irvine Road has been dismissed by the Council	Allocate the site as enclosed in the attached details for housing at Highfield Drive
6501	RSPB (Mark Nowers)										The RSPB supports the development of an Ecological Management Plan for the Irvine Road site.	None

6673	Highways England (Mark Norman)														West Colchester. This could have a severe impact upon the A12 and A120. We would wish to see a traffic impact assessment demonstrating the potential impacts of such a proposal. Of particular concern are junctions 25,26,27,28&29. There may also be impacts upon the main line. However, although these need to be quantified this section of the A12 is subject to a study for potential widening.	None
6842	Lexden Restorations & Development (Pomery Planning Consultants)														It is considered that the level of development proposed by the policy, when combined with the retention of the Local Wildlife Site, strikes the most appropriate balance between achieving sustainable housing growth and maintaining biodiversity assets. The respondent continues to collaborate with the Local Residents Association to secure the long-term maintenance strategy for the orchard land.	None
7118	Colchester Natural History Society (Peter Hewitt)									yes					The proposed development land at Irvine Road is an orchard. Orchards provide unique habitat for wildlife and whilst CNHS acknowledges that it is proposed that 60% of the site will be subject to ecological improvement plans CNHS would prefer that the whole site be retained as a wildlife orchard and expert advice sought on how best the site could be enhanced both as an orchard and an important urban biodiversity site. CNHS would welcome the opportunity to see the ecological report and to be involved in any consultation process regarding the orchard's future.	None
Key points Raised: Support and objections to site in Irvine Road. Additional site put forward in Lexden.																
LPA Initial Response: No change required to Policy or text. <b>2020 Update</b> - Please note that the Land of Irvine Road allocation was permitted by application 182528.																

**WC5: Transport in West Colchester**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6996	Peter Kay, C-Bus									yes	Unless CBC can provide some evidence that future developer-supported bus services will have a vastly better record than to-date, policy aspirations to new/improved bus services must be treated as hopes without substance in any decision on the traffic/transport practicality of proposed developments. Summary list of bus services provided in new housing developments in Colchester since 1990s is included in full submission.	
LPA Initial Response: There is commitment to seek to support new development with adequate infrastructure improvements including public transport services. No change to the Policy is necessary.												















SS1: Abberton and Langenhoe

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6062	Samantha & Stuart Hall	no	yes	yes					w		There are no village amenities and the Langenhoe Lion is not going to be turned into a shop and is up for medical centre letting. The increased traffic along Peldon road would be detrimental to the village which could be around another 100 cars a day. The road is not wide enough for a footpath to allow safe access. This is encroaching on rural land and would affect the wildlife in and around the reservoir.	Should not happen in this area.
6145	Christopher de Caourcy-Bower										The provision of 55 homes in Abberton & Langenhoe is proportionate and meets the concerns relating to the large number of vehicle movements to and from Langenhoe school. Increasing the number of young families in Abberton will provide local pupils who do not need to be transported to Abberton. The money resulting from a suitable 106 agreement can be used to provide realistic improvements in parking for those who still need to be brought in by car. The plan will result in less traffic and less congestion in the streets around the primary school.	
6200	Abberton & Langenhoe Parish Council	yes	yes	yes					W	✓	Please find attached a document covering the parish council views which include those from residents and feedback from the information meeting held on 3rd July 2017 4-8pm.	As set out in the representation
6242	Gordon Smith, Matrix Planning Ltd on behalf of Allied Care Ltd	yes	yes	no		✓			w	✓	1. THE SITE IS NOT 'SPRAWL'. Further development will not result in ribbon development. It is closer to the village centre than others. 2. THE SITE IS WELL CONTAINED. This proposed housing allocations is in the central part of the village. Existing site boundary features all help to contribute to rural character and these will be retained. 3. IT PREVIOUSLY HAD PERMISSION. The site previously had permission for development. 4. ACCESS FROM GLEBE LANE AND PEDDON ROAD. Both roads function adequately. The addition of more houses can readily be accommodated on the narrower Glebe Lane.	Include the excluded site 'RSE11' plus the extension as part of the Abberton settlement boundary
6374	Graeme Bowles	yes	yes	yes	✓	✓	✓	✓			Peldon road is a rural lane not wide enough for pavements. Development would involve realignment and removal of old hedging and represent a significant adverse environmental impact. The pick up/drop off area for the school would require more entrances/exits and street lighting. It would attract non-school use and litter. All this represents negative impact on the character of the landscape and on the setting of the adjacent listed building. More houses mean increased traffic when road and amenity infrastructure is already inadequate: more noise, more light and more pollution. More households mean poorer internet access/speed.	Far fewer houses and a much more modest development proposal would have less negative impact on the environment. Let's maintain the rural amenity rather than just pander to the need of more houses.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6375	Sue Bowles	yes	yes	yes							<p>Peldon Road is a quiet green amenity road where cyclists and walkers are commonplace. It permits rural road access to Abberton Reservoir, the Blackwater estuary and Peldon Common. Nightingales nest on the proposed west site and near unbroken hedgerows offer wildlife corridors permitting movement between Friday Woods north of the village and green spaces to the south.</p> <p>55 more houses with potentially 100 more cars, plus the proposed school drop-off, will make the road more dangerous, polluted and noisy. Let's retain a quiet green rural amenity lane encouraging fresh air and exercise and not create yet more sterile suburbia.</p>	Fewer houses such that the semi-rural nature of S Abberton is retained.
6392	Anna Cawdrey	yes	no	no		✓					No houses should be built in Abberton. Resources are at a stretch already. This is NOT sustainable	Do not build houses
6403	James Bond	no	no	no				✓	w		<p>1. the visibility when pulling out of my property (same for neighbours) is virtually nil due to the design of the road. More houses = more car's = more near misses.</p> <p>2. Very poor internet/ phone signals hamper my business (run from home). I Have already spent £100's on boosters and multiple broadband packages so as to run work computers to a reasonable standard (still poor).</p> <p>3. Poor water pressure.</p> <p>4. Impact on wildlife - Newts, Nightingales + others</p> <p>5. My doctor is on Mersea so I have to make sure I am not ill when the tide is high</p>	<p>A redesign of Abberton Road. By making it straight, and will allow oncoming vehicles to at least be seen when pulling out of my property.</p> <p>The redesign of the junction at the top of Abberton Road. At present you have to edge out very carefully as virtually blind from the left. Already had a number of near misses due to speeding and the narrowness of the road/junction.</p>

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6453	Malcolm Mattack	yes	no	no	✓						<p>I comprehensively object to the plans. Abberton and Langenhoe is a very small village settlement. An additional 55 houses would be a vast increase when considered against the current population. The current services and infrastructure were severely stretched before now and would be unable to cope with the massive increase proposed. The development proposal would destroy the character of the village while another new estate would comprehensively overwhelm it. The visual qualities of the village would be ruined, wildlife sites adjacent to and open sites in close proximity to the proposed development area would be adversely impacted. It is highly probable the traffic congestion in and around the village would be greatly increased. The roads simply cannot cope now. The facilities claimed for the village in the document are vastly exaggerated. There is a primary school, which is already at capacity and the vast majority of the pupils come from outside of the parish. Mitigation suggested not detailed and contrary to other objectives. The Langenhoe Lion Public House is derelict and I am sure will never open as a retail site. Similarly the current advertising hoarding indicates the site is to be let as a health centre, again this is almost certainly a spurious claim.</p>	None
6459	Keith Turrell	no	no	no				✓	w		<p>The planned houses are being built on an area that will ruin natural wildlife habitat. Where the houses must have one or more motor vehicles to go to work, take their children to senior school, to go to the doctors, dentist, shops. There are poor facilities regarding water, sewage, broadband and mobile phone reception. All of which impacts on and directly effects the residents in the local community.</p>	<p>Improve the local infrastructure and supply amenities for the local community. Reduction of the speed limit to 20mph on the roads through the villages and enforce it. Do not build on greenbelt land.</p>
6464	Rosemary Turrell	no	no	no				✓	w		<p>This is a village it was not meant to have a large amount of traffic going though it with such narrow roads. We have not got the infrastructure to support more housing. It is unsustainable. The improvements to school parking facilities will mainly benefit people from outside the village. This is greenbelt land it should not be built on please leave it for our local wildlife.</p>	<p>If you want to put in more houses you need to improve the amenities and facilities and sort out the traffic problems throughout the villages.</p>

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6506	Kay Patterson	no	no	no				✓	w		There is no infrastructure to accommodate the new proposed additional 55 properties in Abberton and Langenhoe because: 1. There is no local GP or NHS Dental Surgery 2. There is no local Shop or P.O. 3. The local School is over subscribed 4. There is a poor internet connection 5. There is low mains-water pressure 6. There is insufficient Street Lighting 7. There is a poor local Bus Service 8. There will be an impact to Wildlife and Domestic Pets 9. There will be increased Air and Noise Pollution 10. There is insufficient Pavements	Please address the bullet points made above which are already effecting the existing residents of Abberton and Langenhoe. The money invested in building 55 new properties would be better spent on providing the village with a Shop or Doctors surgery for starters!
6533	Sport england (Maggie Taylor)										No objections to housing proposals. Just note from the proposals map that school playing fields are not protected whereas club facilities and any public open space is. As a general point school playing fields which are regularly available for community use outside of school hours are a very valuable element of playing field provision (as demonstrated by the PPS). School playing fields should therefore equally protected as green space.	None
6565	Gregory Herne	no	no	no	✓	✓	✓	✓	w		This is not a sustainable development as the infrastructure is not in place to sustain current residents let alone a potential additional 400 . GP's and Dentist 3 miles travel. GP practise is a failing practise under special measures-Winstree medical practise. There is no local shop, at least 3 miles travel distance. There is low water pressure affecting water for Firefighting saving life and property. Low water pressure for residents, new dwellings will exasperate the situation. Very poor internet access, I only receive 3 bph can barely get on internet sites most of the time. additional traffic	Planning refused as this cannot be a sustainable site and Abberton & Langenhoe does not have the infrastructure to support 55 nrw dwelling s and some additional 440 residents. This is not a sustainable development
6640	Mersea Homes (Brian Morgan)	yes	yes	no		✓			h		The source of demonstrated need needs clarification. Some new residents may currently live locally, but the majority will come elsewhere. Housing Needs will be defined in the Housing Market Area assessment. House types will be informed by local character.	- Amend paragraph (i) to read Approximately 50 dwellings;  - Delete paragraph (iii) from Land west of Peldon Road and paragraph (iii) East of Peldon Road, allowing the Council the opportunity to come up with a clear approach to school access.  A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.
6674	Highways England (Mark Norman)										Abberton and Langenhoe development on the scale proposed here is unlikely, on its own, to have a severe impact on the strategic road network.	None

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6696	Graham Gilman	no	no	no	✓				w		No shops in village. Difficult to access doctors due to being full. More green space being built on Infrastructure in village inadequate. Broadband inadequate Water pressure too low. Road into Colchester already at full capacity at certain times of the day. Speeding vehicles in Peldon Road,more traffic would increase the likelihood of more accidents. The type of house to be built would not address the problem of affordable housing in the village.	A need to completely reassess the policy of trying to turn small villages with no facilities into sterile housing estates.
6707	Miss Francine Gilman	no	no	no	✓				w		Too greater increase in traffic on an already busy and at times dangerous road. Awful broadband and phone signal. No restrictions on buy to let landlords or first time buyers. No developer restrictions on planning applications and changes to these applications. Devastating impact on wildlife.	Complete reassessment of the plan and infrastructure. Also, more detailed initial plans with regards to where money is to be sourced, money put aside by developers for improvements to infrastructure, details of wider plans eg. more money for hospital places? More trains? Plan is not costed and in enough detail.
6861	Maree Moore	yes	yes	no	✓			✓	w		The infrastructure (ie.water, drainage, internet ) of Abberton and Langenhoe cannot cope now , so will grind to a halt with extra building in the area. Facilities such as Drs., School, are already struggling to manage due to high numbers. The traffic will increase dramatically as we have no village shop, dentist, pub which means villagers have to travel to other villages/towns. we who choose to live in the countryside do so to enjoy the wildlife and green spaces, so we do not want to see every inch built on.	Build somewhere else or reduce the numbers of properties.
6914	Jane Mussi (Savills, Joe Haines)	yes	yes	no	✓	✓	✓	✓	w	yes	The Local Plan looks beyond the 5 year supply of land for housing and it would be pragmatic to identify additional land to guard against the failure of provisionally allocated land to come forward for development. We therefore propose that the land at Oxley House be considered as suitable for housing development.	We therefore propose that the land at Oxley House be considered as suitable for housing development.
6928	Mr & Mrs Schwarz			no					h		Please note our strong objections to the plan to build 50 dwellings in Abberton and Langenhoe. Neither roads, schools nor infrastructure are adequate for more houses. There is no shop in the village. The quality of life for the present inhabitants will suffer as will the local wildlife. The plan is neither practical nor feasible.	None

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6930	Jon Skelton			no							Outside village envelope, greenfield site, disproportionate impact on the village, unlikely to contribute to social infrastructure, overlooking for existing properties, excessive noise and pollution from vehicles, health and safety risks from additional cars, impact on road safety, existing sewers and drains already struggle, existing water supply pressure is low, noise, healthcare should be provided, no local dental surgery, no local shops, proposals would jeopardise protected species, not enough places in the local school, no parking for school drop off.	None
6931	Mary Bond			no					w		* Infrastructure is insufficient, no local GP, broadband and internet access at Peldon Rd is under severe strain already. Adding another 50 dwellings will increase the traffic flow on Peldon Road causing more air pollution and noise. I am also concerned about the significant impact on wildlife. Finally, more dwellings in Peldon Rd is an accident waiting to happen.	No change put forward
7218	Christine James			no					w		We are against the building of up to 50 dwellings in Abberton and Langenhoe. The main reason being that the existing roads, school, services and nearest doctor's surgeries will not be adequate for this increase in population. The wildlife in this area will also be detrimentally effected if this project is implemented.	No change put forward
7258	W Corcoran										I live in Langhenhoe, I would like to comment on the object to the building of more homes in this area. I know we need more homes but I think there are too many being built around Colchester and surrounding areas. As you point out we have a job getting appointments at doctors the hospital has a job coping the roads are getting really busy. I think Colchester council have gone building mad. Every piece of land is being built on. There won't be any green land soon. We will all be buried under concrete.	No change put forward
7264	Victoria Andrews			no					w		This site has protected wildlife that will be impacted upon. Health services are at capacity- where will new residents go? The 3 village shops have all closed. It is necessary to drive to access services. The development will increase traffic levels (100 cars) and pollution on already poor quality local roads. Water pressure in Abberton & Langenhoe is dismal, more houses will put even more pressure on this already failing system. Broadband is similarly an on-going issue. Why can't education, health, shops be provided before houses are built. We do not need more houses in Abberton or Langenhoe.	No change put forward

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7271	Mr T and B Milligan			no					w		The amenities needed for an expanding community are not available and are unlikely to be provided. More houses means more cars which will mean more pollution and noise and the extra traffic causes pollution and noise because of parking problems at the school. The road surface is appalling. Speeding traffic along Peldon road is dangerous enough already. Financially the owners and developers reap all the benefits whilst the residents what hope will there be when there are more cars. Do not approve this planning application because 50 extra dwellings will have a detrimental effect on the village and local residents.	No change put forward
7276	Karen Stout										Health including dental services are at capacity- where will new residents go? The village shops and amenities have all closed. It is necessary to drive to access services outside the village. The development will impact on the environment. Water pressure in Abberton & Langenhoe is low, more houses will put even more pressure on the system Broadband is similarly an on-going issue. The development will significantly impact local wildlife. The development will increase traffic levels and noise /pollution. Developers will benefit more than local people from the proposals.	No change put forward
7295	Sarah Andrews			no					w		The local community and infrastructure cannot cope with these proposed new 55 dwellings and it will have a negative bearing on our day to day lives and the local people who sought a village life, will be impacted by these changes. It would be a grave mistake to approve these plans. □ It will make a substantial increase in traffic, thus increasing the risk of a road crash/accident, where someone could be killed due to cars travelling too fast on Peldon Road and Layer Road. A tragedy waiting to happen. □ It will ruin the small village appeal that we currently have. □ The school cannot manage and it will lose its small, personal feel where every teacher knows every child at the school. Broadband – Vast impact on internet connection/service and signal strength, affecting businesses in the village. Quality of life altered due to low water pressure already.	No change put forward
7337	Robert Brussell			no					w		I wish to strongly disagree with building 50 houses in Abberton & Langenhoe. For all the reasons already given. The village can't support the building of these proposed dwellings. The water pressure is very low, it effects our boilers. The roads won't be able to take high volume in traffic. What about schools, doctors, all types of pollution, the list goes on. We are not interested in promises, the developers won't have enough money to fulfil them	No change put forward

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7358	Christine James			no							<p>We are against the building of up to 50 dwellings in Abberton and Langenhoe.</p> <p>The main reason being that the existing roads, school, services and nearest doctor's surgeries will not be adequate for this increase in population.</p> <p>The wildlife in this area will also be detrimentally effected if this project is implemented.</p>	No change put forward
7363	Mrs J Thorrington			no							<p>There are no facilities to support the 50 houses in Abberton along Peldon Road. There has already been large housing growth across the Borough with no consideration for people's quality of life or lack of supporting infrastructure/facilities. All the roads in this area are overcrowded now. School traffic already chaotic in village. Significant impact on wildlife.</p>	No change put forward
7365	D Spalding			no							<p>Considering the houses extra houses in Abberton, the Garrison and West Mersea, plus everyone commuting into Colchester daily - are you really seriously thinking these plans are a good idea?</p> <p>The increased load on Medical and Dental services, mains water pressure and an indifferent internet capability make this Draft Local Plan a complete nonstarter.</p> <p>Are planners brave enough to publish a map highlighting each new dwelling development either planned, ongoing or completed in the last 10 years?</p> <p>We must be meeting the whole of the Government's housing target in Colchester alone!</p>	No change put forward
7368	Mrs & Mrs Schwarz			no							<p>We have lived in Abberton since 1984. Please note our strong objections to the plan to build 50 dwellings in Abberton and Langenhoe. Neither roads, schools nor infrastructure are adequate for more houses. There is no shop in the village. The quality of life for the present inhabitants will suffer as will the local wildlife. The plan is neither practical nor feasible.</p>	No change put forward
7421	Mr Stevens										<p>The proposed site for these houses is a wildlife sanctuary that is enjoyed by alot of dog walkers who get to see buzzards, adders owls etc. Which if this development goes ahead will destroy their habitats. And what for? So that the owners and developers can make £2million each at our expense. 50 houses = 100 cars more pressure on the Local Schools that is already taking in pupils from other areas. In my opinion this is a sad decision for the people who living in the villages of Abberton and Langenhoe.</p>	No change put forward

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7434	Mrs Keader										I am very concerned over the fact the main water pressure is very low in Abberton and Langenhoe 2 There is no local GP surgery and doctors in other places are already full with patients 3 The amount of traffic that goes through the village is already enormous and there are no crossings for pedestrians. 4 I understand that with 50 new dwellings it will seriously affect Broadband and internet 5 Being near the Abberton reservoir we also have a certain amount of wildlife on the Peldon side of the village which I think should be taken into consideration	No change put forward
7435	Mrs Dale										We who live in abberton have: No shop No Road Crossings No Post Office No Doctors Surgery. Our water pressure is very low here. Traffic is really bad,trying to catch a bus one tkes their life in their hands wtching traffic from Colchester, Peldon Layer,Fingringhoe. Worse still at school times heavy lorrys noise to put up with, it is supposed to be a village.	No change put forward
<p>Key issues raised: The key issues relate to concerns regarding the capacity of existing infrastructure, proposed scale of growth and negative impacts of development including, on village character, traffic and wildlife habitats. Alternative sites are proposed to provide additional growth in Abberton and Langenhoe.</p> <p>LPA Initial response: Abberton and Langenhoe is identified as a sustainable settlement within the spatial strategy and as such is justified to support the proposed 55 additional dwellings. Comments are noted but are not considered to justify changing or deleting the policy. No objection has been raised by the highway or education authority. No alternative site allocations are considered necessary. School playing fields will be shown as open space on Policies Map for consistency.</p>												

**SS2: Boxted**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6675	Highways England (Mark Norman)										Boxted development on the scale proposed here is unlikely, on its own, to have a severe impact on the strategic road network.	None
6969	Historic England			n							We note the policy in the adopted Boxted Neighbourhood Plan relating to the Hill Farm site. However, we suggest that clarity as to the applicability of policy PP1 and DM16 would be useful in policy SS2 (cf. comments for policy PP1 above).	Add clarity as to the applicability of policy PP1 and DM16 would be useful in policy SS2 (cf. comments for policy PP1 above).
<p>LPA Initial Response: All development proposals in Boxted Parish including the Hill Farm site at Boxted Cross, as shown on the Boxted policies map, will be determined against and be required to comply with policies in the made Boxted Neighbourhood Plan and any relevant Local Plan policies. It is not considered necessary to make any changes to Policy SS2.</p>												

SS3: Chappel and Wakes Colne

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6080	Chappel Parish Council										More parking. Two access points required for the proposed development.	More parking. Two access points required for the proposed development.
6234	Stephen Thompson	no	no	no		✓			w		Whilst I support additional affordable housing in the village, I do not think there is sufficient sustainable transport infrastructure to support it in its current form. This site is not within 30 minutes commute by sustainable transport of sufficient employment, education or healthcare facilities. The lack of quality footpaths or cycle routes around the village also make walking to the school, shop, business park, and railway station less attractive. The likely result will be further vehicle use around the village and along the A1124.	At the very minimum the development should be accompanied with a dedicated pedestrian / cycle access to the village school, shop and pub. At present walking to the railway station or business park is discouraged by the lack of pedestrian routes on The Street and Station Road, the need to cross the increasingly busy A1124 and insufficient width and maintenance of roadside pavements along the A1124. Any further development in the villages should be dependent on improvements to these routes. Further afield, and in coordination with proposed developments at Eight Ash Green, Fordham, and Great Tey the council should be pursuing more active travel along the Colne Valley from Colchester to Halstead. For example, there is ample flat, undeveloped land along the river floodplain to support a dedicated high quality cycle / walking route that could alleviate pressure on the A1124, given the political will.
6579	A M Forrest										In general, I support the thrust of Policy SS3. Policy SS3 (ii) however states that there should be a single site access via Swan Grove. This specific requirement is unjustified and unnecessary and should be deleted from the policy.  ECC Development Management Policies does not prohibit the creation of direct access off Chappel Hill.  There is, therefore, no reason for ECC Highway Authority to object on policy grounds to: the creation of a new access point off Chappel Hill, provided it is constructed to the requisite standard having the correct geometry.	None
6676	Highways England (Mark Norman)										Chappel and Wakes Colne development on the scale proposed here is unlikely, on its own, to have a severe impact on the strategic road network.	None
6970	Historic England			y							We welcome the identification of the proximity of grade II Hill House, Martyn's Croft and Brook Hall to the proposed allocation in the supporting text. We welcome reference in the policy to good design and landscaping.	

7326	Mr D White (Edward Gittins & Associates)	yes	no	no						h	yes	The exclusion of a substantial area of village housing at the eastern edge of the village from any Settlement Boundary is opposed. A Settlement Boundary should be defined which includes a frontage site on Spring Gardens Road, known as Timberlands Farm.	Requested Change: Define a Sustainable Settlement Boundary for those parts of the village lying to the east of the railway line to include the site at Timberlands Farm.
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Key Points Raised: General support for the allocation but some concerns regarding access, parking and sustainable transport/access. Amendment to the settlement boundary is also sought and specifically the inclusion of identified sites on the eastern edge of the village.

LPA Initial Response: CBC recognises Chappel and Wakes Colne to have a level of sustainability that is interdependent between the two settlements. In consideration of this CBC believes that an allocation of 30 dwellings is justified for the plan period. The specified access reflects the requirements of the Highway Authority. Policy SS3 and Policy PP1 will ensure the appropriate mitigation in terms of any infrastructure required by development and no amendment is recommended for SS3. The settlement boundary identified in the Plan is supported by evidence so no further change is supported.

SS4: Copford and Copford Green

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6037	Peter Hewitt	yes	yes	no		✓			w		The proposed site at the rear of Dorothy Curtis Court is unnecessary infill and over development when West Tey is so close. The proposed site is a valuable visual amenity of green open space to residents of the Court. This did not appear in the call for sites, so why is it now included?	This site should be removed from the Local Plan
6117	2008 Angora Bare Trusts (Cheffins)	yes	yes	no		✓	✓	✓	h	yes	We object to both of the proposed housing sites - land west of Hall Road in particular. An alternative housing site is proposed.	Amend the Queensbury Avenue site. Delete the proposed allocation East of Hall Road,. Allocate new alternative site as proposed.
6152	Judy Moland	yes	yes	no	✓	✓	✓		w		The two sites are unsound for the following reasons:-  Queensberry Avenue - 70 homes Access road through development is 5.5m wide and used for commuter parking as well as by residents, which will hinder construction traffic. Development in this area has previously been turned down prior to the planning stage as unsuitable.  Hall Road - 50 homes Poor access with insufficient width available to create two car width road with pavement. Development will compromise the setting of listed buildings. Current housing development in this area is of ribbon type and not currently built up as stated in the DPD.	Consideration to be given to available brownfield site currently used for car boot sales which would provide circa 40 homes.  Smaller developments adjacent to village hall and nearer the school should be considered.
6196	Saussanna Harrion (Fenn Wright, Roger Hayward)									yes	Land West of Hall Road is available and highly suitable for development. Recent site investigations have shown that there no significant archaeological features within the site boundary worthy of retention or likely to restrict the extent of the proposed development. Suitable means of a access to the site for pedestrians and vehicles has been established and considered by Essex County Council. Overall there are no known constraints that would frustrate delivery of the proposed site allocation	None
6342	Lesley Suttling	yes	yes	no		✓			w		will the proposed housing be in keeping with properties in Queensberry Ave including garaging & parkingthe land proposed is currently used for livestock - what is the rationale for change of use?a separate and discreet vehicular access route should be included in the planning process and existing public right of way on the western boundary left undisturbed.	the plan should be more specific on housing type and who this is aimed atexplain the rationale for the proposed change in the use of agricultural landidentify a suitable access road for the proposed development that does not open up Queensberry Avenue to significant increase in traffic either during the building phase or on completionmaintain the existing public right of way to ensure the proposed new development has its own identity

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6349	Graham Barney	yes	yes	no				✓	w	yes	Attached documents has more details on representation	During draft Local Plan submission and since to officers. Since then some additional information has been provided
6404	Stephen Whitfield	yes	yes	no		✓					This objection is on the grounds that this is an area of beauty and peacefulness used by local people. Such areas are now few and far between need to be maintained. It can be accessed with low carbon footprint- most arrive on foot because of it's narrow lane. The woodland and river valley are rich in birds and wildlife. This will be greatly jeopardised with the building of more houses. The London Road is already a busy road and not coping well with traffic. With another fifty houses in this space the junction will never be able to cope.	No changes will be acceptable. This is simply not needed
6409	Michael Stawicki	no	no	no	✓	✓				W	Hall Road is single track and not wide enough for a development of 50 houses .The proposed site is much needed agricultural land considering the upcoming Brexit . Roman river valley opposite is an area of outstanding beauty as well as conservation area ,Pits Wood is the same. Hall Road provides a safe haven for wildlife including Badgers ,Deer,Foxes,Buzzards Kestrels , Larks,Red Woodpeckers,Dog walkers ,mothers and children walking to school away from busy roads ,cyclists,pedestrians all on a single track road it is what village life is all about do not lose this wonderful amenity	here are brown field sites that could be developed before Green belt . There is a proposed development at the moment not 300 yards away at Copford Place is that enough to meet housing targets .Traffic will become grid locked all the way to stanway
6412	Anna Stawicki	no	no	no		✓	✓			w	hall road is a safe haven for children to learn to ride a bike for cyclists to keep away from busy roads for joggers to run fast for joggers to jog and chat for joggers to jog backwards as the Chinese do to Nordic walk for puppies to learn to walk to heal to walk your dog in safety lonely people to walk a dog and meet a friendly face and chat Hall Road is the hub of our community a real country lane thriving with human life and activity in our lovely village.	Do not build on Green food producing fields only Brown fields

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6423	Michael Monk	yes	yes	no	✓	✓		✓	w		- number of homes disproportionate compared with other villages. - fails Policy SP6; will lead to destruction of important natural and historic landscape and exacerbate pressure on natural resources. - fails Policy SP9; protection and conservation of The Roman River corridor. - challenges the Environmental Protection Policy ENV1. - it would impact severely upon the Local Wildlife Site (LoWS) of Pits Wood. LoWS are a 'material consideration' in the determination of planning applications. - cannot be justified under Policy DM17; Retention of Open Space and Recreation Facilities. - adverse effect on the setting of Historic and Listed buildings	1. Reduction in the number of homes demanded of Copford to a similar proportion asked of other villages. i.e. 60 homes. 2. Reappraisal of brownfield sites within the village and other sites offered in the call for sites. 3. Recognition of the need to conserve and protect the Roman River Valley and its historic and natural assets and heritage. 4. Recognition of the amenity value of Hall Road and the need for CBC to comply with Policy DM17 - Retention of Open Space and Recreation Facilities
6475	Sarah Monk	yes	yes	no	✓	✓	✓	✓	w		Hall Road site unsound in terms of CBC's plans for village, wider precepts CBC regarding Colchester area, national policy; greenfield, farmland in production, rural, open, abuts conservation corridor, abuts a LoWS, low density traditional ribbon housing including Listed Building, an historic landscape. Site is furthest point from village amenities, likely heavy car use, is unsustainable. Brownfield sites, sites already developed available instead. Queensberry unsound in present form. Overall targets for Copford too high, disproportionate considering existing numbers, limited amenities. London Rd main road for village, also through route to commercial and residential development adjacent Copford increasingly overloaded; also unsustainable.	Hall Road site is unsound and therefore should be abandoned; alternatives exist which can be better justified. Queensberdry is unsound in its present form and needs revisiting. Review overall plan for Copford. Reduce number of dwellings planned so as proportional to existing size of village and its limited amenities. Insufficient consideration has been given to situation on London Road which is already under strain due to neighbouring residential and commercial development due to it being a through route for other village/Tollgate developments.
6513	Elke Singer	no	yes	no	✓	✓	✓	✓	w		It has not been 'positively prepared' with respect to sustainable long term development of the area. It will lead to the destruction of an important natural and historic landscape as it fails to conserve and enhance the natural and historic environment, including landscape! (Policy SP6)	An alternative solution must be found! As the 'Hall Road Plan' is not consistent with National Planning Policy more justified and appropriate when considered against alternatives!
6558	Dr Lindsay Greig-Smith	no	no	no				✓	w		This proposed development In Hall Road is unsound. It damages a Greenfield site which is not appropriate since there are alternative sites for development, hence inconsistent with National Planning Policy. It is on a rural lane which goes against Protected Lanes Policy. It will impinge upon a Local Wildlife Site which requires protection within the planning system. It impinges on the Roman River corridor failing to protect heritage and biodiversity assets. It will remove a green break between large developments to the east adjacent to London Road and hence allow Copford Village to merge into wider Colchester housing.	The designation of this space should be changed to leave it as farmland, not housing development.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6559	Dr Peter Lindsay Greig-Smith	yes	no	yes		✓		✓	w		I object to the proposal for housing to the west of Hall Road because: 1. There is already very heavy local housing development 2. It would destroy productive farmland 3. It would diminish enjoyment of a local amenity 4. There would be adverse effects on wildlife and the natural environment 5. It could set a precedent for further inappropriate housing expansion	The land allocated for housing development to the west of Hall Road should be retained as farmland, outside the boundary of the sustainable development area.
6627	Jason Cater	no	no	no	✓	✓					Benefits of additional housing provision will not outweigh the cons i.e. pressure on infrastructure, impact on environment and community etc etc,	Huge site where car boot sale is held....other areas where infrastructure not already strained i.e. Lexden etc
6646	Keith Quinton	no	no	no	✓				w		I object to the addition of 70 homes to Queensberry Avenue, without any other separate road access, because there are currently 156 dwellings served by the road and reference to the Essex County Council Design Guide for a 5.5m wide Type 3 Feeder Road states a maximum of 200 dwellings should be served by a cul-de-sac. Therefore only 44 dwellings can be added to comply with the Essex Design Guide document.	a. Maximum 44 dwellings can be added to land east of Queensberry Avenue, with access only from Queensberry Avenue. b. 70 dwellings can be provided to land east of Queensberry Avenue, with access from Queensberry Avenue and London Road, but not solely from Queensberry Avenue.
6658	Keith Quinton	no	no	no	✓				w		Land East of Queensberry Avenue. I object to the removal of the substantial tree belt running through the land along the eastern boundary of the Old Mill House. It is an important habitat for birds and possibly bats plus other species.	The substantial tree belt shall be preserved as part of the housing development. Tree Preservation Orders should be made accordingly.
6662	Keith Quinton	no	no	no	✓						I object to the development of land east of Queensberry Avenue and at Hall Road, which are both greenfield sites and have road access problems because there is an ideal brownfield site available with direct access from London Road which would provide the 120 dwellings required by the plan. The site I am proposing is currently used for a car boot sale once a week (in good weather only) and is just unused for the rest of the time. It lies to the west of Queensberry Avenue and north of London Road.	Provide 120 homes on the boot sale site and remove the proposals to develop land east of Queensberry Avenue and off Hall Road.
6669	Ekatrina Cater	no	no	no	✓	✓					Impact on local infrastructure etc too significant particularly given Wyvern Farm development still ongoing.	Area opposite where car boot sale is held
6677	Highways England (Mark Norman)										Copford and Copford Green development on the scale proposed here is unlikely, on its own, to have a severe impact on the strategic road network.	None

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6699	Linda Gossett	yes	yes	no	✓				w		Housing allocation is too high. No one in the village wants Hall Road developed. It has a single track road leading to a conservation area and is of archeological interest. There are already congestion problems with commuter parking from Marks Tey. Water and Sewage has significant capacity issues in Copford with the Water company pumping out at 5am in the morning in School occasionally.	First of all, if water and waste water capacity cannot be guaranteed to be significantly increased, do not proceed with building. Reduce number of houses allocated. Ensure 20 per cent are small or bungalows Reduce traffic through the Old London Road Ensure Green space is allocated
6734	Hanover Housing Ltd (Contour Planning Services, Karen Crowder-James)	yes	yes	no	✓	✓	✓	✓	h	yes	Whilst Hanover Housing welcomes the designation of part of its site for residential development, including the option of two potential access points, the allocation should include the wider site within Hanover's ownership, which is a recognised sustainable location that is immediately available and deliverable. In addition, Policy SS4 does not make effective use of this sustainable location so should not set a threshold and should instead be drafted so that the provision of new dwellings on this [wider] site should meet local housing need at the time of the application submission - please see separate document for full representations.	The first half of policy SS4: Copford should be worded as follows: East of Queensbury Avenue In addition to the infrastructure and mitigation requirements identified in policy PP1, development will be supported on land within the area identified on the policy map which provides; (i) New dwellings of a mix and type to be compatible with the surrounding development and in accordance with local need. (ii) Access via Queensbury Avenue and/or London Road; (iii) The permanent diversion and/or upgrade to the existing Public Right of Way which runs along the western boundary edge of the site. In addition, the accompanying Proposals Map for Policy SS4: Copford be amended to include the wider ownership of Hanover's site.
6752	David Croall	yes	no	no	✓	✓		✓	w		Figure of 120 homes purely based on over-development of 2 greenfield sites; ignores better opportunities and will not necessarily prevent development elsewhere in the Parish. WQAv site includes land where owner was not consulted and implies removal of line(s) of mature trees. HallRd site inconsistent with Copford's ribbon development along London Rd Sustainability reasoning for discounting other potential sites in evidence papers was incoherent. Much made of Copford Primary in ID of sites yet 2 in Local Plan are often further. Increases urban sprawl in N of Parish along already congested road (B1408).	Review need for development in Copford/Easthorpe and adjust down from 120.
6764	L Jenner	no	no	no	✓	✓		✓	h	yes	Water and Sewage has significant capacity issues in Copford with the Water company pumping out at 5am in the morning in School occasionally.	Achieve figure through more balanced identification of sites that eg includes Copford Place, space to W of Copford which may be brownfield, and Copford Green.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6768	M Stubbins	no	no	no	✓	✓	✓	✓	w	yes	I support the recommendations of the VOICE group. Hall Road proposals are unsound because it is unjustified and contradicts Colchester Council's planning policy on the environment, historic setting and character, open space and people's wellbeing. The field is greenfield and there are more appropriate brownfield sites that want to develop. The growth for the village exceeds all other village developments. The density is unjust. Publicity of the Local plan and engagement has been poor. There wasn't a drop-in in Copford. I have responded before and I don't know how my comments have been taken into account. Unsafe location for highways.	Hall Road should not be included in the Local Plan. Other sites could provide houses in Copford. Address previous comments.
6773	A Stubbins	no	no	no	✓	✓	✓	✓	w	yes	I support the proposals of the VOICE neighbourhood report (attached).  Current proposals unsound because of unjustified statements in relation to the Hall Road development eg -highly productive greenfield site with green infrastructure and biodiversity benefits -viable alternative brownfield sites (car boot site) available. -density is not proportionate. -Landscape, environment, archaeology and historic setting will be affected. -Loss of green infrastructure -Lack of village services to cope with new homes -Poor community engagement.  Changes to the justification for Hall Road should be made in light of my and VOICE's comments.	-Hall Road site development should be removed from plan  -If no choice but for more development given lack of infrastructure brownfield/car boot site should used instead  -boundary between Marks Tey and Copford for above can be maintained with green space (although note this boundary is already not clear/well defined, same with Stanway/Copford)
6774	John Burton	no	no	no	✓	✓		✓	w		I support the VOICE neighbourhood report. The Local Plan is unsound in relation to the Hall Road development. It is not sustainable and contravenes CBC policy and national planning policy. Hall Road is an arable field with footpaths crossing it. Brownfield sites are viable in Copford. Copford growth is disproportionate. Local character and wildlife will be affected. Listed buildings will be affected. Copford already lacks services. There has been poor engagement and this form/process is not accessible to all.	Hall road inclusion needs to be removed. Further investigation required to evidence statements in the local plan.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6778	Daniel Singer	no	no	no	✓	✓	✓	✓	w	yes	I support the proposals of the VOICE neighbourhood report submission (attached to my response) as the Hall Road proposal is unsound due to unjustified statements. It also challenges national planning policy and has not been positively prepared, focussing mainly on sustainability. Hall Road development is unsound because this is a highly productive greenfield site with green infrastructure and biodiversity benefits when there are viable brownfield sites (car boot site) available. The density is not proportionate (lack of services). Landscape, environment, archaeology and historic setting will be adversely affected.	Changes to the justification for Copford Hall Road site should be made in light of my and VOICE's comments. The site should be removed and replaced with the brownfield car boot site as more residents would find this acceptable as per the VOICE neighbourhood report. 'Boundary' between Marks Tey and Copford can be maintained with suitable green-space.
6971	Historic England			yes							We welcome the reference, in paragraph 14.148, to the need to protect the setting of any listed buildings close to the Queensbury Avenue site.	
7224	Copford Residents, Jan Whitehouse										There are many more houses and people in our lovely villages that haven't had time to sign we must stop building houses before it is too late or future and peace of mind will be lost for one must stop building in Hall Lane now.	
7245	Mike Gibson								h		This proposal is dreadful and will destroy the houses at the entrance and subject any future housing with foul smell from the sewerage plant. I walk this lane many times a week and the air quality on most days is horrible. This field is agricultural land and must stay that way. We have to grow our own crops more as Spain will inflate our food costs. Copford is flooded enough with major traffic from A12 and Warren lane , it is a rat run for major trucks which make the pavements hazardous.	
7274	Susan Devereaux			no					w		Local Plan is unsound on many levels. If Hall Lane is developed a valuable local leisure resource that provides opportunities or healthy living will be lost. This conflicts with aims for Sports Provision. There is need to protect the diverse wildlife of the Roman River valley which is under threat from development pressures. London Road is not designed for heavy traffic. Hall road is a quiet country lane with inadequate access. More traffic is an obvious consequence of an increase in urban development. Reject this development and let Copford keep its character as a village.	

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7340	Mrs B Moore			no							The Hall Road plan is most inappropriate.1. The Road is not fit for traffic. It is not a through road. 2. It leads to Sewer Works and Pits Wood recreation area of walks and children's play ground.3. Access/egress to/from London Road would be hazardous to traffic, especially with the number of houses suggested.	
7347	Copford with Easthorpe Parish council			no							Reduction in homes from 180 to 120 welcome, but 18.9% increase doesn't bring any improvement to local infrastructure. Parish Council supports intention of protecting green spaces. Car Boot site could be put forward for all 40 Copford houses as alternative to any other sites. Two locations proposed in Plan may be amongst best worst fit although consideration of other sites off School Road could provide bulk of houses required with less issues than Queensberry Avenue or Hall Road in terms of access to already developed local roads and schools.	
7394	Mike Gibson			no							This proposal is dreadful and will destroy the houses at the entrance and subject any future housing with foul smell from the sewerage plant. I walk this lane many times a week and the air quality on most days is horrible. This field is agricultural land and must stay that way. Copford is flooded enough with major traffic from A12 and Warren lane , it is a rat run which make the pavements hazardous. Copford already playing its part with the traffic upheaval experienced when the A12 is blocked we become the M1!!!!!! Please find a more suitable site.	Please find a more suitable site.
7404	Andrew and Joy Waters			no							The allocated sites in Copford are unsound because: Concerns are expressed regarding the following issues / constraints highway grounds; Heritage assets; habitats safeguards along the Roman River corridor Local Wildlife sites (Pitts Wood) Archaeological interests Greenfield site (other sites preferable) loss of agricultural land Safe access to the school Ribbon development Amenity value Flood risk Safety / access concerns Concerns regarding impacts during construction	Further consideration of points raised in full rep including looking at small site, access arrangements and clarity regarding Section 106

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7464	Nigel Sagar			no						yes	Objection relates to the site selection for the proposed allocations in Copford. A detailed neighbourhood Report attached to this representation sets out the case in full. Alternative site proposed as being a preferred location to accommodate growth instead of the sites at Copford	Reconsider the allocation at Copford and replace with alternative (Car Boot site at Marks Tey)
7492	Jane Howard	yes	yes	no			✓	✓	w		Hall Road site is greenfield and agricultural land under protection. The national policy states these sites should only be used where there is no alternative. The infrastructure has not been addressed. It fails to protect the historical and natural landscape (policy SP6). Hall Road forms one boundary of the Roman River Valley and it fails to recognise the need for protection and/or enhancement of heritage and biodiversity (SP9). It would have a great impact on the local wildlife of Pits Wood which are protected within local planning as 'material consideration' when determining planning applications. It also goes against policy DM17.	

Key Points Raised: A range of concerns are raised relating to the scale of proposed development, the adverse impacts on the Roman River Valley, wildlife habitats, listed buildings and existing recreation area. Alternative sites are proposed including a site supported by the group VOICE. The site promoter seeks further land included in the allocation and amended wording to the Policy SS4

LPA Initial Response: Copford is considered to be a sustainable settlement with scope to accommodate an additional 120 new houses over the plan period, supported by the evidence including the settlement boundary review. The requirements of Policy SS4 and PP1 will ensure that any mitigation requirements will be met and that adequate infrastructure improvements and safeguards will be supported.

**SS5: Eight Ash Green**

CBC rep ID	Name, Organisation	Legally Compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6678	Highways England (Mark Norman)										Eight Ash Green development could have a severe impact upon the A120 and J26. There is a large amount of development already permitted which will load on to this junction which already suffers from peak time congestion problems.	None
6972	Historic England			n							The emerging Eight Ash Green Neighbourhood Plan preferred location for growth could potentially impact on the setting of grade II listed building (Fiddler's Farmhouse). As the Neighbourhood Plan and the site allocations are developed consideration of this heritage asset and its setting is required in order to determine appropriate locations and densities for growth.	No specific wording given.
7136	Hopkins Homes (Pegasus Group, Nicky Parsons)	No	yes	no		✓			h	yes	The identified maximum yield for this village is not justified by the evidence to support the plan and puts at risk the ability of the plan to ensure that housing needs are met. The village is acknowledged as being sustainable in the plan and is therefore an appropriate location for increased housing provision.	To overcome these concerns it is suggested that the policy be amended as follows: amend criterion ii to require at least 150 dwellings rather than 150, include a new criterion that requires the allocation of sites that can deliver at least 45 new affordable dwellings (this being 30% of 150), amend criterion iii to require the required housing mix and types to be supported by local evidence of need.
7173	Gladman Development (Mathieu Evans)	yes	yes	yes					h	yes	Gladman support policy SS5. Eight Ash Green is a sustainable settlement which can accommodate the level of growth prescribed. Gladman are actively promoting a site in Eight Ash Green and continue to work with both the council and neighbourhood planning forum to bring forward a development which both meets the identified needs of Eight Ash Green and makes a positive contribution to the existing settlement.	
7315	Mr Scarlett (Edward Gittins and Associates)	yes	no	no		✓	✓		h		Eight Ash Green, as a sustainable settlement, is able to absorb higher levels of growth than proposed in the Local Plan. Land south of Halstead Road provides a central location for further village housing, is accessible to public transport and would deliver an eastward extension to Seven Star Green.	Requested Change: Include land south of Halstead Road (east of Seven Star Green) within the Sustainable Settlement Boundary for Eight Ash Green in Policies Map SS5.
7406	Mr & Mrs Harrison (Edward Gittins and Associates)	yes	no	no		✓	✓		h		There is considerable scope for further housing development at Eight Ash Green in addition to a preferred site at the western extremity of the village. This site at Halstead Road would deliver additional housing close to Colchester at the eastern end of the village.	Requested Change : Amend the Eight Ash Green Settlement Boundary in Policies Map SS5 to include Site 208 at Halstead Road.

Key points raised: Highways England (6678) raise a concern regarding severe impact from the proposed level of growth on A120 and Junction 26 (A12) combined with other growth proposed elsewhere. Historic England (6972) request that consideration is given to the setting of the historic assets as the site allocations are defined through the Neighbourhood Plan. A number of additional sites are proposed with the suggestion that Eight Ash Green has the capacity to take a higher level of growth than that proposed in the Plan.

LPA Initial Response: Eight Ash Green Parish Council is preparing a Neighbourhood Plan for the village and proposed housing numbers have been agreed with Colchester Borough Council. The Neighbourhood Plan Working Group will decide the final site allocations and associated policy requirements in the Neighbourhood Plan. Both Historic England and Highways England will need to be engaged with the Neighbourhood Plan Working Group as work progresses on the NHP. No change to policy SS5 is considered necessary. **2020 Update** Please note that the Halstead Road, Eight Ash Green site allocation has now been given planning permission (171529).

SS6: Fordham

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6021	Robert Fletcher										This will add more traffic through put along the current main road through Fordham increasing the safety risks for people living in the Moatfields area. Speed preventions and speed controls need to be installed to prevent this traffic speeding through our village.	None
6534	Sport England (Maggie Taylor)										Again, no objection to housing proposals but there is a large playing field to the east of the village which is not protected as open space - why?	None
6679	Highways England (Mark Norman)										Fordham development on the scale proposed here is unlikely, on its own, to have a severe impact on the strategic road network.	None
6831	John Crookenden	no	yes	no	✓	✓		✓	w		For all the reasons explained in detail above. Local people do not believe this to be sound and it must be removed.	The proposed allocation of the site on Plummers Road for 20 houses in policy SS6 of the Draft Local Plan is contrary to national policy, and as such is considered unsound. We recommend that the proposed allocation SS6 is removed from the Local Plan prior to it being adopted.
6973	Historic England			no							It is noted that the content of this policy has changed significantly since the Preferred Options Draft Local Plan consultation in July 2016. At that time reference was made in the policy to the adjacent listed building (Plummers Farmhouse) and to the potential archaeological significance. However, these references have now been removed and reference to policy PP1, unlike in other site allocations, has not been included. We recommend that reference to the applicability of policy PP1 is included in this policy.	Add reference to listed building and PP1.
7184	Matt Biggin			no					w		1) the process of community involvement was flawed. 2) The proposed site is unacceptable. It is greenfield land rather than brownfield and its use would result in a loss of agricultural land. 3) There are many growth constraints in Fordham: including; the primary school is at capacity. 4) The proposed development is directly opposite a Grade 2 listed building. 5) Plummers Road is a busy, dangerous and over-used road that is not suitable for any access to be planned along it. 6) The landowner has just had planning permission for a new dwelling on the land refused.	None

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7211	Matt Biggin			no							The community involvement process was flawed. The proposed site is unacceptable as it is greenfield land and its use would result in a loss of agricultural land. The site is remote from the essential services/ infrastructure and falls outside of the village envelope. There is insufficient capacity at the local primary school and water infra-structure. The proposed development is directly opposite a Grade 2 listed building. Plummers Road is busy, dangerous and over-used and has inadequate access points. Planning permission for a new dwelling on the land has been recently refused.	
7392	Ian Dewis			no							The Site allocated in Policy SS6 has a significant number of constraints. Colchester Borough Council, recently refused a planning application within 200m of the proposed allocation site, concluding that the site is "removed from shops and services and facilities [...] where it is entirely unrealistic to expect living without reliance on cars, which is contrary to environmental sustainability, with no social or economic benefits contrary to the NPPF". The site is not suitable for allocation for houses, is contrary to the National Planning Policy Framework and therefore unsound. Remove the proposed allocation SS6 removed from the Local Plan.	We recommend that the proposed allocation SS6 is removed from the Local Plan prior to adoption.
<p>Key points Raised: Deletion of the allocation is sought. Concerns are raised regarding the sustainability of Fordham in addition to the loss of greenfield land and inadequate infrastructure capacity, adverse impacts on historic assets and unsuitable access off Plummers Road. Historic England request that reference to heritage assets be included in Policy SS6 as in other site allocation policies.</p> <p>LPA Initial Response: Fordham is identified as a sustainable settlement within the spatial strategy and as such is considered capable of supporting the proposed 20 additional dwellings. The issues raised regarding infrastructure capacity will be addressed through Policy requirements in SS6 and PP1. There is already a cross reference in the Policy to PP1 to address Historic England concerns. The access reflects the requirements of the Highway Authority. The playing field should be shown as public open space as identified by Sport England. A minor modification will be included to show this allocation.</p>												

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6090	Sara Hobbs										Support but with reservations around road access & the need for a local shop.	None
6378	Colin Embleton (1st Great Horkesley Scout Group)										The Scout Hut is in poor condition and will need to be demolished as it is not fit for purpose. We are unable to refurbish, repair, or improve the accessibility due to the nature of its construction. An enlarged hut with a grassed area, storage and car park, located next to the wooded area will enhance our Scouting provision. Although this is an opportunity for the Scouts, before any further development there needs to be a full study of the impact on the existing infrastructure and services e.g. the road network, health provision and the school.	None
6628	Steven Knowles	yes	no	no	✓	✓	✓		W		There does not appear to be any justification for further development in the Great Horkesley.  The recent major Mersea Homes development in Great Horkesley, has significantly negatively impacted the village community. Nearby approved developments at Chesterwell and Severalls Hospital which will create a further 3000+ units in the north of Colchester. The Community and infrastructure is unable to cope with such significant increases in housing demand. It's also apparent that many of those moving into the new housing are not from the local area. How can adding further to the burden the local Community has suffered be justified?.	Remove this Policy
6680	Highways England (Mark Norman)										Great Horkesley development on the scale proposed here is unlikely, on its own, to have a severe impact on the strategic road network.	None
6974	Historic England			no							We note that reference is made to protecting the character of Great Horkesley Manor in paragraph 14.169 and this is welcomed. Likewise, we welcome the reference to the safeguard the setting of the listed building on the School Lane site. However, we are disappointed that the policy no longer includes the requirement to minimise any negative impact on the setting of the Manor. We recommend that a reference to the applicability of policy PP1 is included in this site allocation.	a reference to the applicability of policy PP1 is included in this site allocation.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7241	Ingelton Group (Pegasus Group, Jamie Roberts)	yes	yes	no		✓			h	yes	There is a compelling case to be made for the allocation of land at Coach Road. The site is well-related to the village and well-located for access to public transport and local services, in many cases without needing to use the busy A134. The site is supported by technical evidence which shows there are no constraints to development. There are flaws in the evidence base which mean it cannot be relied upon to support the allocated site and omission of Coach Road. The key issue of the A134 and the severance of the allocated site appear to have been overlooked.	As the Publication Draft Local Plan stands, it is not justified. A site which we have demonstrated to be suitable, available and achievable for development with no technical constraints to development and excellent access to services and facilities, has seemingly been overlooked for allocation in favour of a site which is less accessible. The Council's justification and evidence for selecting that site over all others, and for rejecting land north of Coach Road, are unsatisfactory. It is impossible to be confident that the Council's allocations represent the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence. In order to remedy this, it is necessary to allocate land north of Coach Road as part of policy SS7.
7250	Cllr Christopher Arnold										As it currently stands, the policy requires that the development of the School Lane site adjacent to the old village hall will require a contribution be made towards moving the old scout hut and providing a new one. However, there is no link between development of this site and development of the larger site around the Manor. It is therefore possible that were the Manor site to be developed first, complete with allotments and scout hut, the contribution from the other site could not be made and would be lost to the community.	I therefore suggest that requirement (ii) be modified by the insertion of 'either' before 'contribute' and the phrase 'or to the enhancement of community buildings other than the old village hall' after the word 'hut'.
<p>Key points raised: Opportunity to improve scouting facilities. Concerns about road and community infrastructure. Full study of the impact of additional growth is required. Alternative site is proposed at Coach Road. Historic England request that reference to heritage assets be included in Policy SS7 as in other site allocation policies. Minor wording changes suggested.</p> <p>Summary: Great Horkesley is identified as a sustainable settlement within the spatial strategy. It has a range of facilities and is therefore considered an appropriate location for the delivery of 93 new dwellings. Whilst the village is reasonably well served with facilities the policy makes provision for the delivery of new highway infrastructure and new or enhanced community facilities as part of future development and any mitigation requirements are covered in Policy SS7 and PP1. The site selection is supported by the evidence base and the issues raised have been considered. Minor modification proposed to address comments regarding timing of delivery and contribution towards community facilities. <b>2020 Update</b> Please note that the Great Horkesley Manor site allocation has now been given planning permission (200668).</p>												

SS8: Great Tey

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6043	Dorothy Frost										I believe in the building of houses in Great Tey. More housing will hopefully be family orientated with young children to go to the primary school (numbers at moment are going down) at the moment there is little infrastructure . The village has no affordable housing the young have to leave the area there seems to be a form of nimbism by many with no thought of people needing houses.	
6051	John Perfect	yes	yes	yes	✓	✓	✓	✓	w		My belief is that the Greenfield Drive plan is an unacceptable intrusion on a greenfield site and would be visible from some distance. Access through the estate would add to traffic troubles and my understanding access strips are owned by existing householders. 30 homes would generate traffic passing a school area. Alternative access of would require considerable roadworks. Extra traffic would add to problems on narrow lanes around Great Tey where in many cases two cars cannot pass. There is a lack of village amenities- no shops, no gas and few buses.	I think the Brook Road site has more merit but should be developed with just one access to the properties. Footways would be needed and a widening of the highway essential. There would be much easier access to these properties.
6054	Graham Hart	yes	yes	no	✓	✓	✓	✓	w	✓	Objection to development in Great Tey adjacent to New Barn Road/Greenfield Drive. Destroying greenfield sites when brownfield sites would be more appropriate. Nature/wildlife. Character of the village-overdevelopment. Sewage-emergency vehicles-parking-privacy-pollution/conservation area. Schools/traffic/pollution/general parking. Proposed change to Local Plan included in full representation.	Developing on sites already previously developed and with suitable infrastructure in place.
6055	Lynne Hart	yes	yes	no	✓	✓	✓	✓	w	✓	Objection to development in Great Tey adjacent to New Barn Road/Greenfield Drive. Destroying greenfield sites when brownfield sites would be more appropriate. Nature/wildlife. Character of the village-overdevelopment. Sewage-emergency vehicles-parking-privacy-pollution/conservation area. Schools/traffic/pollution/general parking. Proposed change to Local Plan included in full representation.	Developing on sites already previously developed and with suitable infrastructure in place.
6056	Emily Hart	yes	yes	no	✓	✓	✓	✓	w	✓	Objection to development in Great Tey adjacent to New Barn Road/Greenfield Drive. Destroying greenfield sites when brownfield sites would be more appropriate. Nature/wildlife. Character of the village-overdevelopment. Sewage-emergency vehicles-parking-privacy-pollution/conservation area. Schools/traffic/pollution/general parking. Proposed change to Local Plan included in full representation.	Developing on sites already previously developed and with suitable infrastructure in place.

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6057	Kevin Hart	yes	yes	no	✓	✓	✓	✓	w	✓	Objection to development in Great Tey adjacent to New Barn Road/Greenfield Drive. Destroying greenfield sites when brownfield sites would be more appropriate. Nature/wildlife. Character of the village-overdevelopment. Sewage-emergency vehicles-parking-privacy-pollution/conservation area. Schools/traffic/pollution/general parking. Proposed change to Local Plan included in full representation.	Developing on sites already previously developed and with suitable infrastructure in place.
6130	Sarah Arbon	yes	no	no	✓	✓			w		The road network is not suitable. The village has insufficient transport facilities. Overdevelopment of the village. Lack of essential services including GP's, employment, and secondary schooling. Rural area would be severely impacted, including countryside views, flora and fauna Increased congestion and resulting dangers to pedestrians and cyclists Superfluous to demand and wrong areas of the village.	Greater consideration needs to be given to more suitable areas for development. Development should be concentrated along the main through roads of Brook Road and Chappel Road
6134	James Elmer	no	no	no	✓	✓	✓	✓	h	yes	I object to proposal SS8 Great Tey, I object to both locations cited in the plan. The proposal severely impacts the village to the extent that it will turn Great Tey into a noisy, polluted, dangerous village, just like many other down-trodden parts of Colchester Borough where similarly poorly planned developments have been progressed by Colchester Borough Council. The proposal is unnecessary and ill thought out. It is not needed and not wanted. CBC have witnessed the strength of feeling at a number of meetings and need to act in-line with residents views and wishes.	The only change that needs to be made is for SS8 Great Tey (both sites) to be removed from the Local Plan draft, just like CBC have done for Dedham Vale and Birch.
6150	Damon Arbon	yes	yes	no	✓	✓	✓	✓	w		I wish to strongly object to the development of the land of Greenfield Drive, as it is non sustainable over-development of the village. This site is not readily accessible from the main road network and therefore will have a significant impact on the entire village. I would like to make it clear that I am not in objection to the sustainable development of the village on appropriate sites.	Development should be structured along the main roads in and out of the village and not smaller roads as this impacts on the rural nature and character of the village

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6154	Matt Halls	no	no	no	✓	✓	✓	✓	w		1. Significant increased traffic through the heart of the village 2. Increase pollution, noise and vibration 3. Likely increase in traffic related accidents 4. Conflict with vehicles, parents, children walking to local primary school 5. Unsympathetic, without consideration for the surrounding environment, conservation areas.	Development to the village needs to be reconsidered as the area is already undergoing considerable proposal for over 23,000 homes within 2 miles of the village and some within the Parish of Great Tey (with West Tey). This will not only destroy the village environment as it currently stands but will also likely have the adverse affect of closing the local school. Due to new large schools being needed to accommodate the needs of a development of this size. The proposed access to the 30 homes off Greenfield Drive will send traffic through the heart of a built up village area with already poor access. Will greatly increase risk of death and injury along with pollution and noise. This MUST be reconsidered to maintain the living standards currently valued by the residents in this village.
6188	Graham Argyle	no	no	no	✓	✓	✓	✓	h		The plan does not provide what the village needs. It doesn't take into consideration the wear and tear on local highways. There will be no improvement in public transport, therefore infrastructure needs to be improved as people will be using private cars generating more traffic, danger and pollution. The development at New Barn Road is the wrong place, is detrimental to the village infrastructure.	Rethink the location of this development.
6189	Lucy Argyle	no	no	no	✓	✓	✓	✓	w		They are going to build big houses and take up all the land. The increase in traffic will increase danger for children walking around the village, going to the school and back. The plan will endanger the conservation area. The plan does not provide what young people want to stay in the village. As a person of 21 years old, we will be priced out of the village.	They should move development another, a better place.

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6190	Charles Saville	yes	yes	no				✓	w		I support sustainable growth for the village and have no objection to the local plan proposed development of 10 houses in Brook Road, as long as the village infrastructure, especially the sewage system, is capable of supporting it; and the development is for affordable housing for locals, This site is on the southern edge of the village and therefore the increase in traffic that would be generated by the additional population would not have the negative impact that would be caused by 30 houses on New Barn Rd.	If the New Barn road site were to be approved, the detrimental effects would be as follows: There are no shops or amenities in the village, which means that most home owners have 1-2 cars per household. These vehicles would inevitably use the Street to enter and exit the village, which is both in a conservation area and, like most of the village through routes, subject to on street parking. The site would therefore exacerbate the risk of accidents and pose a greater risk to the children of the village as they commute to and from school. These issues, along with the increase on pollution would put a strain on the environment of the village. Information shared at the recent local village meeting raised the question of the timing of the New Barn Road development proposal, which appears to have been put forward after the Local Plan 2016 was submitted. This seems to contravene correct procedure.
6191	John Gilbert	no	no	no	✓	✓	✓	✓	w		Recently become resident of the peaceful environment and lack of traffic and noise. The proposed development in New Barn Road is likely to cause through traffic in Greenfield Drive. Surrounding road are really unsuited to further traffic 30 dwellings could mean 60+ cars with no effective public transport I am an elderly person who walks regularly am I am concern that the increase traffic will make me and my wife more venerable to a traffic accident Further to the above I am disappointed that there has been no consultation prior to these proposals being drafted.	No I feel this proposed development is unacceptable to the village.
6193	Elizabeth Gilbert	no	no	no	✓	✓	✓	✓	w		Recently become resident of the peaceful environment, currently benefit from the lack of traffic and noise. The proposed development in New Barn Road is will increase through traffic in Greenfield Drive. The surrounding roads are really unsuited to further traffic volumes. Many homes had 2+ cars, this will see over 60 vehicle movements each day with the 30 new dwellings being built & no effective public transport. Being an elderly person walking regularly I am concern increased traffic will make me/my husband more venerable to a traffic accident I am disappointed that no consultation took place prior to these proposals	I feel that no changes would be acceptable and this development should be rejected.

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6194	Maureen Saville	yes	yes	yes				✓	w		I have no objection to the proposed development of 10 houses in Brook Road, as long as the village infrastructure e.g. the sewage system, is enabled to cope This site is on the southern edge of the village and the increase in traffic would impact less than 30 houses on New Barn Rd. There are no village amenities; therefore most households have 1-2 cars. If New Barn Rd was developed, vehicles would use the Street for access. This is a conservation area with on-street parking. The site would increase the risk of accidents to children as they commute to school. Proposed change to Local Plan is set out in full representation.	Reject the plan to develop 30 houses on New Barn Rd.
6201	Steven Potter	no	no	no		✓			w		Infrastructure, safety and environmental issues are why I object to this development .Proposed change to Local Plan included in full representation.	Do not go ahead with the development. Allow the Parish Council and the residents to develop and submit their local plan.
6229	Ian King	yes	yes	no	✓				w		Traffic volumes. The combined proposal is in any case disproportionate.	The combined developments should total no more than 20 properties, shared 12/8 between New Barn Rd and Brook Rd.
6231	Christine Potter	no	no	no	✓				w		Danger to pedestrians. Lack of facilities Environmental impact Detrimental to the road infrastructure	The proposal for the development at New Barn Rd/Greenfield Drive needs to be abandoned

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6252	Joanna Watcham	no	no	no	✓	✓	✓	✓	W		<p>Strongly object to the proposed 30 house development on Land off Greenfield Drive. Unsuitable location - access and local roads unable to support traffic volume</p> <p>Environmental &amp; safety - increased traffic</p> <p>Negative impact on the rural character and nature of the village</p> <p>Insufficient infrastructure</p> <p>We strongly object to the proposed 30 house development between Greenfield Drive and New Barn Road. We can recognise a number of reasons why this development should not go ahead and none to support this proposal. A development on this location will have a negative impact on the community, existing residents, wildlife, character, rural nature and the landscape of the village.</p> <p>It speaks volumes that this site has previously been rejected twice as unsuitable for development yet it is now being considered as an option once again. The location is outside the original village envelope. Access and local roads are unsuitable and cannot support the additional volume of traffic this development would bring, resulting in health and safety risks for residents and visitors. The location means this additional traffic would be through the centre of the village producing unacceptable levels of noise, vibration and air pollution. Potential access roads Farmfield Road and Harvesters Way are currently no through roads so the impact would be considerable. The Street is the historic and conservation area of the village with its listed buildings, many of which do not have off road parking, hence cars are parked along the street effectively making it a single track road. The current poor state of repair of local roads would only decline further.</p>	<p>We make particular reference to the 'Colchester Borough Historic Environment Project of 2009'. The report speaks for itself highlighting the historic landscape and environmental value of this area and the need to safeguard and preserve it (HECZ 9.1). Approving this development would destroy the rural nature and character of the village.</p> <p>This proposed development would impact detrimentally to the visual amenity of the area in damaging the view of the historic landscape which is the backdrop of the village and towards the Roman River. Properties backing onto the field will be overlooked resulting in a loss of privacy, significantly compromising quality of life.</p> <p>Also consider the negative impact on the abundance of wildlife in destroying the field, established historic hedgerows and the impact on surrounding country lanes which should all be preserved.</p> <p>The current Infrastructure could not sustain this proposed development. Public transport links are limited and the bus timetable is not suitable for working hours let alone out of hours travel with limited village facilities, consequently residents for any new development would be travelling by car adding to the volume of traffic through the village.</p>
6260	Tim Austin	yes	no	no		✓			w		<p>I object to the Greenfield Drive site due to a lack of infrastructure ( bus service, general amenities, Bt over head cables, sewage system, etc), increased traffic through village as not a lot of job opportunities or amenities. Roads not able to cope with amount of traffic and lorries. Noise and dust pollution effecting residence from build. Greenfield Drive site had some of the last stunning views over countryside looking down onto the Roman river which will be blocked by houses and a wasted piece of Greenland (1ha) added to an already uncared for playing field.</p>	<p>I accept that Great Tey does need to develop but feel the Parish council, Neighbourhood planning committee &amp; residence need time to find the sites which best suit our village.</p>

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6293	Stephen McManamon	no	no	no	✓	✓	✓	✓	W		<p>Strongly object to the proposed 30 house development on Land off Greenfield Drive. Unsuitable location - access and local roads unable to support traffic volume</p> <p>Environmental &amp; safety - increased traffic</p> <p>Negative impact on the rural character and nature of the village</p> <p>Insufficient infrastructure</p> <p>Access and local roads are unsuitable and cannot support the additional volume of traffic this development would bring, resulting in health and safety risks for residents and visitors. The location means this additional traffic would be through the centre of the village producing unacceptable levels of noise, vibration and air pollution. Potential access roads Farmfield Road and Harvesters Way are currently no through roads so the impact would be considerable. The Street is the historic and conservation area of the village with its listed buildings, many of which do not have off road parking, hence cars are parked along the street effectively making it a single track road. The current poor state of repair of local roads would only decline further. We make particular reference to the 'Colchester Borough Historic Environment Project of 2009'. The report speaks for itself highlighting the historic landscape and environmental value of this area and the need to safeguard and preserve it (HECZ 9.1).</p>	<p>We strongly object to the proposed 30 house development between Greenfield Drive and New Barn Road. We can recognise a number of reasons why this development should not go ahead and none to support this proposal. A development on this location will have a negative impact on the community, existing residents, wildlife, character, rural nature and the landscape of the village.</p> <p>It speaks volumes that this site has previously been rejected twice as unsuitable for development yet it is now being considered as an option once again. The location is outside the original village envelope. Approving this development would destroy the rural nature and character of the village.</p> <p>This proposed development would impact detrimentally to the visual amenity of the area in damaging the view of the historic landscape which is the backdrop of the village and towards the Roman River. Properties backing onto the field will be overlooked resulting in a loss of privacy, significantly compromising quality of life.</p> <p>Also consider the negative impact on the abundance of wildlife in destroying the field, established historic hedgerows and the impact on surrounding country lanes which should all be preserved.</p> <p>The current Infrastructure could not sustain this proposed development. Public transport links are limited and the bus timetable is not suitable for working hours let alone out of hours travel with limited village facilities, consequently residents for any new development would be travelling by car adding to the volume of traffic through the village.</p>
6339	Karen Deldefield	no	no	no		✓					<p>Proposed developments disproportionate with the size of Great Tey</p> <p>Road safety compromised in the village with a large development, both from construction traffic and additional residential traffic.</p> <p>Concerns re a new build blending with existing homes in a conservation area and near listed buildings.</p> <p>Environmental and wildlife impact.</p> <p>Lack of regular public transport.</p> <p>Noise and air pollution</p> <p>Prime agricultural land being used for building</p> <p>Village access is already stretched by the inadequate A120, A12, and rail network</p> <p>Health and social services overstretched</p> <p>Secondary schools?</p> <p>The Roman River source is within Great Tey and both proposed sites overlook that valley.</p>	<p>Reduce the proposed number of dwellings In total.</p> <p>Build smaller numbers of dwellings e.g. 3/4 maximum, in more numerous sites within the parish to spread the impact.</p> <p>As above to help maintain the village community and improve integration of new residents.</p> <p>Retain existing hedges as screening, which will also reduce noise and air pollution and protect wildlife sites.</p> <p>Provide adequate parking for each dwelling within its boundary to negate the need for on road parking.</p> <p>Have one point of access to each development away from existing dwellings and public footpaths.</p> <p>Provide a variety of housing to include affordable homes, adapted homes suitable for disabled and elderly, mixed size family homes.</p> <p>Provision to maintain public space to benefit the village</p> <p>Consideration should be given to the Roman River valley as an asset of this area.</p>

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6351	Peter Fairs										The Borough Local Plan for 30 houses near New Barn Road, Great Tey should be supported. It adjoins existing development and provides easy pedestrian access to the Recreation Ground and Village School. This relatively small development will help Great Tey to preserve its' identity as a separate yet sustainable community. The extra hectare of land will provide the Parish with further options for local amenities. The site was described by Colchester Planning Committee in 1997 as one of the "least worst options" for future development in the Borough.	
6367	Leanne Halls	no	no	no	✓	✓	✓	✓	w		Strongly objecting to the New Barn Road development, concerned about implications of increased traffic, noise, litter, unsocial behaviour and impact of increased parking will inflict on our village. The village suffers from a very limited bus service, no amenities only village pub, this type of development would not be suited to our village, more a town or site with basic key amenities. Vehicles are essential for day to day life Great Tey, required for visiting shops, doctors surgery, secondary education etc. Increasing houses will only have detrimental side effects to the village and peoples health	Changes to the access and exit required to remove traffic routes from passing through the centre of the village. A suitable development site should be accessed without increasing traffic in a built up area, which affect existing peoples lives
6373	Sarah Nugent	yes	no	no		✓					I object to the Greenfield Drive site due to a lack of infrastructure ( bus service, general amenities, Bt over head cables, sewage system, etc),increased traffic and additional cars parking around village .The roads are not designed to cope with amount of traffic and lorries that the build will involve.There will also be months of noise and dust pollution. The proposal includes extending the playing field area-this is under utilised presently and does not need to be larger.	I accept that Great Tey does need to develop but feel the Parish council, Neighbourhood planning committee & residence need more consultation and time to find the sites which best suit our village.
6389	Cassandra Harvey	yes	yes	no	✓						I strongly object to the proposed development of land off Greenfield Drive. Pressure for this development in the village has been considered previously, but was successfully resisted twice in the last twenty years. The reasons for rejecting those schemes also included the inadequacy of the lanes , especially New Barn Road. Safety, lack of amenities/facilities, public transport, over burden on existing A120, noise & pollution gathered from construction, long lasting ecological and environmental impacts. Possible flooding for existing residents, sewage issues. Furthermore, there is no need for this kind of open market housing in the village.	As an alternative to this proposal, and more in line with sustainable development for the size of the actual village I would support the development of land off Brook Road. This site is much more suited to be developed as it is already on a main road, and has been identified for development. Increasing the number of houses to be developed here would make better common sense than the second proposal off New Barn Road. It would not impact on the village as a whole.

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6391	George Harvey	yes	yes	no	✓						I strongly object to the proposed development of land off Greenfield Drive. Pressure for this development in the village has been considered previously, but was successfully resisted twice in the last twenty years. The reasons for rejecting those schemes also included the inadequacy of the lanes , especially New Barn Road. Safety, lack of amenities/facilities, public transport, over burden on existing A120, noise & pollution gathered from construction, long lasting ecological and environmental impacts. Possible flooding for existing residents, sewage issues. Furthermore, there is no need for this kind of open market housing in the village.	To withdraw the Greenfield Drive option and only proceed with development at Brook Road.
6408	Susan Theobald	no	no	no	✓						environmental concerns- traffic/ noise pollution safety concerns- increased traffic to our quiet roads/village lack of infrastructure lack of thought Proposed green site when we are ready have one, concerned that land will change and be open to more houses	No houses built on New Barn Rd area or the surrounding areas
6422	Robert Frost	yes	no	no	✓	✓	✓	✓	w		The New Barn Road site is opposed by the community, has not been properly consulted, and other alternatives not properly explored due to the late submission. Traffic would increase through a conservation area and a number of properties would be directly overlooked.	Removal of New Barn Road site. Development solely at Brook Road, which can be expanded to the east if more than 10 houses are required. The Brook Road site can easily accommodate the village's entire allowance or more, and with one developer, better village infrastructure / community facilities via Section 106 could be obtained.
6476	Angus Forrest	no	no	no	✓	✓	✓	✓	w		Comment : I only object on basis of an apparent factual inaccuracy (the website asking me to chose between Support or Object).  14.171 of the Publication Draft Colchester Borough Local Plan states that the 83 bus serves Great Tey. To my knowledge this is an incorrect assertion.	Reference to the No. 83 bus should be deleted from 14.171
6508	Joanne MacMannon	no	no	yes		✓			w		I feel this amount of houses for a small village has not been thought through. the road is to small to take the traffic past the pub . Also the a120 road can not take the traffic . This with the proposed west tey is a joke .. Colchester can not cope . The hospital turns people away at the moment . Has no one been on a120 lately traffic is backed up from marks tey station roundabout to coggelshall . Any time of day	No housing at greenfield road site . Inadequate roads Housing before you enter village. Village needed to be consulted earlier . This council website makes it hard to object People do not understand the terminology

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6577	Simon Mann	no	no	no	✓	✓	✓	✓	W		<p>The New Barn Road proposal is outside the village envelope and not included in the agreed 2016 Borough Plan.</p> <p>Proposal is in excess of the suggested 6% growth rate</p> <p>Increase in traffic flow through centre of the village and conservation area in the Street.</p> <p>Local roads are becoming dangerous with traffic volumes.</p> <p>Local infrastructure could not cope</p> <p>No benefits for village. The provision for more open space is not required. The PC struggle to keep the existing playing field maintained.</p> <p>Rejection of this proposal is supported by a large majority of residents.</p> <p>Personal loss of privacy, light and views</p>	Rejection of this proposal to allow the Parish Council time to form a local village development plan that represents the real needs of the village.
6632	Robert Williamson										<p>Gt Tey has not had any development for 45yrs, and we need younger people to move in. If we have a greater number of houses, it will mean there can be differing styles and prices, with more lower cost ones.</p> <p>. Yes, there will be some difficulties, but the village absorbed over 200 dwellings in the 70's. and can absorb 40-50 now. I believe that Gt Tey needs to grow carefully otherwise there is a danger that the village could lose the school and the pub, and die as a viable village.</p>	None
6641	Mersea Homes (ADP, Brian Morgan)	yes	yes	no		✓			A		<p>The pedestrian and vehicular access to this site is through the existing housing area via Greenfield Drive and Newbarn Road. The proposed development could be improved by providing an alternative vehicular access off Newbarn Road to the west of the site. Apart from possibly providing an alternative access in the event of an emergency the access could reduce traffic flows through the existing housing area.</p>	<p>Amend paragraph '(i) as follows: "Approximately 30 new dwellings with suitable accesses from Greenfield Drive and/or Newbarn Road."</p> <p>A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.</p>
6681	Highways England (Mark Norman)										<p>Great Tey development on the scale proposed here is unlikely, on its own, to have a severe impact on the strategic road network.</p>	None

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6723	Great Tey Collective Objection	yes	no	no	✓	✓	✓	✓	w	yes	69 people have authorised a collective objection to the proposed development sites in Great Tey village. Key reasons raised: * Increased traffic levels, pollution, noise, vibration and increase risk of highways accidents * Lack of consultation * Lack of village infrastructure to support new developments, poor water pressure, frequent power outages and poor access * The proposed West Tey development * Loss of village identity * Loss of privacy * Loss of Environmental habitat * Poor village amenities * Health care is at a critical level in the area * Traffic grid lock at peak times on the A120	The proposed sites need to be rejected or the concerns of the residents addressed to the full.
6792	Marian Hamer	yes	yes	no		✓			w		The number of houses in Brook Road was reduced from 17 to 10 without explanation. We do not need any more bungalows, there is a need for cheaper family dwellings. The Greenfield Road site would generate too much traffic through a conservation area. There is no need for additional public open space. We are developing a neighbourhood plan to establish the best site for any further development.	Revert to 17 dwellings on the Brook Road site, to include low-cost housing. Remove the Greenfield Drive site pending development of a Neighbourhood Plan.
6809	William Sunnucks	no	yes	no		✓		✓	w		Great Tey needs growth. But the growth should be properly designed and considered by the Neighbourhood Plan group before allocations are made. The rejection of a proposed scheme near Warrens Farm has not been justified. It would have contributed to a village centre around the church, and located housing near to potential jobs. The proposed site to the East of the Chappel Road will contribute to a pattern of ribbon development. The proposed extension to the Greenfield Drive housing estate doesn't support the village centre. It needs proper access roads and design before it is allocated for housing.	I would like to see the following changes: * No specific housing land allocation until the neighbourhood plan is complete (the total should be 40 houses can be retained) * Consideration should be given to expanding the village to the South (around Warren's farm) * Some farmsteads should be designated as employment zones e.g. Warrens Farm, East Gores Farm.
6851	Patricia Theobald	no	no	no	✓						I object because: a threat to the environment- increased noise pollution and car fumes, threat to public safety, increased volume of traffic due to the building work- our roads cannot take this and will increase traffic into the village, threat to village life- we moved here for a reason , to live in peaceful and green environment, threat to the history in the area- ruin our roman river and historical landscape, threat to our green areas and wildlife,	To not happen on the New Barn rd proposed area, no new housing in the village is required
6857	Mary Vogel	no	no	no	✓				w		threat to the community- noise pollution, increased traffic in area, threat to wildlife	no more houses are needed in the village and surrounding areas

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6975	Historic England			no							We welcome the reference in paragraph 14.173 and the policy to the need to safeguard the setting of the adjacent conservation area and listed building (Rectory Cottage). However, the policy currently is worded on the basis of minimising negative impacts rather than requiring positive action from the development. We suggest the policy is amended as follows: Suitable design and screening/landscaping to maintain and, where possible, enhance the character and setting of the adjacent Conservation Area and listed building (Rectory Cottage)."	policy should be slightly amended as follows: Suitable design and screening/landscaping to maintain and, where possible, enhance the character and setting of the adjacent Conservation Area and listed building (Rectory Cottage)."
7014	Mr & Mrs B Eve										We wish to register our objection to the proposed new developments at Brook road and New Barn road in Great Tey due to the very narrow lanes around the village and the lack of infrastructure not least the lack of street lighting, The extra traffic in the Village would also be intrusive on the lives of the families living in the access roads, The building of 40 new houses is far to many for such a small Village,	
7015	Ms Andrea O'Brien										Objection to SS8 for the reasons summarised as; it is a disproportionate increase in population putting pressure on capacity of infrastructure / utilities; loss of prime agricultural land; loss of hedgerows/ habitat impacting on birds and wildlife; the increase in traffic caused by this development would significantly affect not only the character of the area, adversely impact the feeder roads particularly the already congested A120, also endangering the lives of our children who walk, play and bike ride around this secure environment.	
7060	Mr and Mrs D Dumbrell										I understand that the new updated plans for Great Tey is probably a compromise to try and keep residents at both ends of the village happy. As we have lived here for over twenty years and that we have known about the possibility of more houses being built at the New Barn Road end of the village we don't think this is a problem, but adding houses in Brook Road is not a very good idea as this will add to the at times difficult access into the village.	

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7065	Gail Mann										The thought of a 30 house development overlooking our small back garden is unthinkable. We are situated on the edge of the village envelope which we have always been led to believe would not be extended beyond and indeed, other applications outside the envelope have been rejected by the Parish Council including this site on two previous occasions. I am therefore at a loss as to why this late proposal can now be submitted for consideration? And would like to know what has changed to make it a viable option now given the previous rejections?	
7190	Great Tey Parish Council (David Williams)										LAND OFF GREENFIELD DRIVE We agree in principle with development in Great Tey, to promote a younger population. We have not yet established whether the proposed site is in the best interests of the current residents of Great Tey. This view reflects the opinion expressed by parishioners at open meetings in the village. We are concerned about the impact of increased traffic on the existing estate and area. We are drawing up a Neighbourhood Plan, consulting with parishioners and local landowners, to identify locations for new developments.to reflect the need for sustainable growth in the village.	None
7191	Great Tey Parish Council (David Williams)										BROOK ROAD DEVELOPMENT We support the proposed development subject to:- we wish to see this development have consideration to investigate traffic calming measures, for example priority traffic flow; a continuous footpath/footway on the west side of Brook Road; mix of housing including low cost and "affordable" housing; suitable access with off road parking, so that there is no additional parking on east side of Brook Road. This is subject to our ongoing involvement. Would like to see a development of no more than the 17 houses on this site that was in the Preferred Options plan.	None
7226	Lorraine Baylie										With due concern I hereby acknowledge my disapproval of the proposed developments at Brook Road and Newbarn Barn Road, Great Tey. I believe these developments would be detrimental to the general life of the village, causing irreversible damage. The overriding feeling is that Great Tey is great because of how it is now. A change in the size would cause more air, noise and environmental pollution and be a greater safety concern regarding more vehicles driving around the village.	None

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7291	Emma Watson										Some development in Great Tey may need to take place, but 17 on Brook Road sufficient. Brook Road site ideal location and will not cause disruption to main village. Wide enough to cope with extra long term traffic. Neighbourhood plan best way to help village grow in a more suitable timescale and within appropriate locations. Concerned about proposed Newbarn road development. The Street already busy and single traffic. Routes to site are not suitable. Open views would be replaced by houses. Infrastructure won't cope, including doctors, bus, school and roads.	
7294	Lynn Whitmore and Mike Ridgewell			no							Object to proposed development of 30-40 houses in Great Tey. Would create significant amounts of additional noise and traffic in a rural location. Road infrastructure inadequate, both local roads and A120. Area will be put under pressure by proposed West Tey development. Proposed number of houses will be overbearing, out of scale and character with current village style development. Would destroy historic and cherished rural character	
7302	Cassandra Harvey			no				w			The small rural lanes are inadequate for the proposed growth. Great Tey has a limited bus service. Rail infrastructure (Marks Tey) and station parking is at capacity. Car dependency rates from the new development will be high and over burden the local roads. Amenities in Great Tey are limited. Pressure on services in surrounding villages health and education will increase with other planned growth. Environmental impacts (flooding, noise, pollution, landscape/character and wildlife) will increase as a result of the development Great Tey only needs affordable housing for local people. Support for development at Brook Road only.	
7303	Yvonne and David Marriott			no							Proposal for New Barn road site in Great Tey is disproportionate in its size relating to current village footprint and would have a severe detrimental effect on the local area, the safety of general public with traffic movements directly through village during construction and with associated impact of pollution without on-going future increased traffic movements and loss of visual amenity to village in general. More suitable approach would be to extend planned development on Brook Road.	

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7304	George Harvey			no							<p>The small rural lanes are inadequate for the proposed growth.</p> <p>Great Tey has a limited bus service. Rail infrastructure (Marks Tey) and station parking is at capacity. Car dependency rates from the new development will be high and over burden the local roads.</p> <p>Amenities in Great Tey are limited. Pressure on services in surrounding villages health and education will increase with other planned growth.</p> <p>Environmental impacts (flooding, noise, pollution, landscape/character and wildlife) will increase as a result of the development</p> <p>Great Tey only needs affordable housing for local people.</p>	
7307	Granville Developments (Edward Gittins and Associates)										<p>Support is given for the allocation and for the inclusion of some single storey dwellings reflecting local requests. In the event that a larger allocation is envisaged, it is possible to extend the allocation eastwards and utilise the existing allocation as a greensward and amenity feature together with the provision of a new village shop.</p>	
7413	Miss C Brown										<p>Marks Tey station is overflowing with people trying to park there to use the service, and no bus service from Great Tey that anyone could use to get to the train station unless you start work late in the morning and finish early. Great Tey is a village it has already increased in size since I moved here and I cannot walk the lanes as it is without cars rushing by with no regards to pedestrians. Points against development at New Barn Road: Roads cannot cope with the increase of traffic, added pollution, Increase in noise, Inadequate transport</p>	
7414	Glenn Matthews										<p>My major concern for this proposal is that it faces onto a narrow part of a small but very active winding country road which connects to A120 to the A1124 It is a major route for commuters, school buses, businesses and agricultural vehicles all of which could lead to problems of traffic safety for vehicles cyclists and pedestrians. The volume of traffic will of course be exacerbated by the proposed development of an additional 30 homes on the other proposed site in Great Tey</p>	<p>However if there is no option and it is approved may I suggest that the Council Planners insist that any final design include an internal access road, exiting safely onto Brook Road at a single point perhaps at the southern end of the plot with potentially better lines of sight, in an attempt to maximise the road safety aspect for all concerned.</p>

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7423	Gillian Blakes										Re: New Barn Road Site In connection with the above planning application I wish to register my objection and concern for the following reasons: 1. We do not have a village shop and there are no facilities for non-mobile residents. 2. No frequent or reliable bus service 3. Harvesters Way is not suitable for the lorries which will need to have access to the site and if constructed would not be satisfactory to deal with the large increase in road traffic 4. Great Tey is a small village and the rural idyll would be destroyed	
7443	Mr Crouch										Sometime between 1997-1999 an application was submitted for a similar proposal on the same piece of land and it was refused. What he now did does not deserve to be rewarded. He parcelled a piece of land from the large field, from opposite the proposed level with the last house he did the following He planted trees at right angles to the last house out into the field. When he reached as far as he wanted to go he then carried on parallel to the road until he reached the vicarage.	
7459	Mrs S Brown										To live in the village today you need a car and the bus services that goes through Great Tey would not get you to work at a start or get you home in the evening . Marks Tey station has over full car parks and the A120 is a constant traffic queue unless you want to travel at night. So you want to put more houses into Great Tey yes its nice spot but there is nothing to support the extra increase in people, doctors, dentist even vets nearest is Earls Colne, Coggeshall.	
7478	Mrs Sarah Frost			no	✓	✓	✓	✓	w		Lack of community engagement , overlooked by houses, access via a conservation area	Removal of New Barn Road.
<p>Key Points Raised: Some support for additional housing in Great Tey but most representations oppose development, particularly site off Greenfield Drive. Various points made in relation to the scale and type of housing appropriate to the village, parking and views to the countryside. Various infrastructure concerns have been raised in relation to the lack of services and facilities as well as the inability for development to enable mitigation to address infrastructure shortfalls. Historic England (6975) request the Policy be amended to reflect a more positive requirement in relation to impact on the setting of the listed buildings. Specific reference to an inaccuracy regarding the bus route quoted is also raised. Promoters of both sites support the allocations but suggest alternative access to Greenfield Drive and that Brook Road could be enlarged.</p> <p>LPA Initial Response: Representation ID 6476) correctly highlights that the bus route 83 does not run to Great Tey and therefore a minor factual amendment is required to Paragraph 14.171 and will be included in the schedule of Minor Modifications. CBC recognises Great Tey as a sustainable settlement and therefore it is suggested that the allocation of 40 dwellings within the Local Plan is appropriate and that the issues raised can be addressed through policy requirements as included in Policy SS8 and PP1. Notably no objection has been received from the highway authority in relation to either allocated site. <b>2020 Update:</b> Please note that the allocation for Land on Brook Road now has permission (192249)</p>												

SS9: Langham

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6241	L. Charlesworth (Lawson Planning Partnership)	yes	yes	no	✓	✓			h	yes	The amount of housing proposed to be allocated at Langham is disproportionately high compared with the lack of services and facilities within the village. This situation could be redressed by reducing the number of homes proposed for Langham and re-allocating them to sustainable settlements including the provision of 10 new homes to the site at Sundowne in Dedham.	It is requested that the level of housing in Langham be reduced and a suitable level of housing allocated to Dedham which is a much more sustainable location.
6258	Mark Whitehouse (Malcolm Inkster)	yes	yes	no		✓			H	✓	An additional site is promoted for Langham - Chapel Road/High Street. The deliverable proposal for 15 houses stands favourable comparison with the Draft Plan allocations as; growth would be proportionate; it provides a better spread of acceptable development in the village; the site is uniquely self-contained; planning policy/development management can fully secure a quality and acceptable development; the site is not comparatively disadvantaged by development constraints; The site lies adjacent to the settlement boundary.	Proposed change to Policy SS9: Langham. Insert new bold sub-heading before Wick Road* to read: High Street,Chapel Road. Development will be supported which provides:(i) 15 new houses, with 9 houses served from an access from Chapel Road, and 6 houses from an access from High Street; (ii) The design and layout must respect and integrate with the higher quality trees found on the site peripheries facing onto Chapel Road and Moor Road; (iii) The development should include a lit pedestrian footpath linking the two sites to enhance accessibility to local services and facilities; (iii) A landscape appraisal would need to be submitted and approved prior to development commencing; (iv) An archaeological site investigation scheme must be undertaken to assess and record the significance of on site archaeological assets. Supporting Narrative Changes also proposed in full representation.
6535	Sport England (Maggie Taylor)										Needs to be a requirement to ensure there is a sufficient buffer zone between the housing site and the playing field to ensure residential use does not indirectly impact on the functionality and use of the playing field.	None
6597	Anthony Ellis	no	yes	no	✓						Grossly disproportionate growth (34%) compared with other settlements, AND in its own terms. Proportionate growth democratically supported via public meetings/questionnaires with no CBC response. Essential infrastructure needs unmet, a WRC already vastly exceeding capacity with missing evidence across other areas. No traffic modelling work done on impact of 70 new homes in School Road exacerbating congestion in a dangerous area with vulnerable people.Urban solution of backfill 'estate' type development on two of the three rural sites identified destroying special rural historic character of Langham, a village in the project area of Dedham Vale AONB.	Growth of up to 50 dwellings only. Comply with national planning policy. No concentration of estate type developments at the village core. Re-consider sewerage and transport infrastructure.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6682	Highways England (Mark Norman)										Langham development on the scale proposed here is unlikely, on its own, to have a severe impact on the strategic road network.	None
6757	Faith Hobbs	no	no	no	✓	✓		✓	h		Policy SS9 (Langham) is not justified/unsound as growth suggested in the DLP may not be necessary. CBC is pursuing growth in the rural village of Langham during the early phase of the Plan because the large 'garden village' developments will not materialise until later in the Plan period. This is not a just reason especially as 5 year land availability does not warrant sacrificing Langham's 'sense of place' to increase borough-wide numbers by 80.	Ideally, build garden villages earlier or spread the urbanisation load fairly across rural villages easing the present 34% proposed growth to Langham core area. CBC have failed to secure a positioning statement with other Authorities to address sewage infrastructure indicating the duty to co-operate is not met
6770	Barry Hobbs	no	no	no	✓	✓		✓	h		Having attended consultation meetings and participated in Parish questionnaires, there is no evidence that the views of local residents have been taken into account the outcome of resident surveys being ignored. Proposed new dwelling numbers have not changed other than when CBC incorrectly calculated the existing number. Acceptance locally of up to 80 was that this increase would be delivered over the Plan period the load being spread fairly across all rural villages. This disproportionate allocation and the serious issue of inadequate infrastructure e.g sewerage/transport is inadequately addressed and largely dismissed in the consultation.	Conserve the beauty of Colchester's villages which have grown organically over the last 1000 years by ensuring growth is organic, fairly spread, and supported by adequate infrastructure. The Plan, in its existing form, indicates a lack of Duty to Cooperate by CBC in serious infrastructure issues which they have been unable to resolve.
6797	Guy Williamson (Mark Liell & Son LLP, David Coleby)										Highway Consultant advice indicates there is no adverse impact on the A12 junctions. Our engineers believe that the sewage infrastructure will be upgraded by the utility companies, if additional capacity is required. i. Langham is more suited to family homes and our experience is that sheltered operators seek larger settlement locations. There is insufficient demand to be economically viable in this location. ii The "east of Powerplus" site (2.231 ha/5.51 acres gross) has the ability to accommodate more than 40 dwellings (in addition to a school dedicated car park and amenity space) based on scheme feasibility work.	None
6881	Natural England										Incorporate wording from Appropriate Assessment on commitment to ensure that phasing of development does not exceed infrastructure capabilities and that necessary upgrades are in place prior to development coming forward.	Incorporate wording from Appropriate Assessment on commitment to ensure that phasing of development does not exceed infrastructure capabilities and that necessary upgrades are in place prior to development coming forward.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6976	Historic England			no							It is noted that the content of this policy has changed significantly since the Preferred Options Draft Local Plan consultation in July 2016. At that time reference was made in the policy to the potential archaeological significance at the School Road site. However, this reference has been removed and reference to policy PP1, unlike in other site allocations, has not been included. We recommend that reference to the applicability of policy PP1 is included in this policy. We welcome the reference in the policy for the need to protect and enhance the listed buildings and their setting at the School Road site.	Add cross-reference to Policy PP1.
7257	Christie Whettasinghe			no	✓	✓					In the Report to Local Plan Committee dated 5.7.16 at para 4.12 and Table SG2, the need in Langham was assessed as being 125 residential units. In the Draft Local Plan under consultation the number has been reduced by 45. These 45 units that have been identified as required could be accommodated in part of the Motts Farm site as the next sequentially preferable residential site for development in Langham. This acknowledges the finding that the 190 unit capacity of the site is more than is required for the Plan, but still provides for foreseeable requirements of the evidence base.	
7258	W Corcoran										I live in Langhenhoe, I would like to comment on the object to the building of more homes in this area. I know we need more homes but I think there are too many being built around Colchester and surrounding areas. As you point out we have a job getting appointments at doctors the hospital has a job coping the roads are getting really busy. I think Colchester council have gone building mad. Every piece of land is being built on. There won't be any green land soon. We will all be buried under concrete.	

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7313	Mrs Sawyer (Edward Gittins and Associates)	yes	no	no		✓	✓		h		An amendment to the Langham Settlement Boundary is requested to include land and dwellings (Site 184 : High Street Langham) which are logically forming part of the village. Site 184 would also provide scope for a limited number of new village homes within this sustainable settlement.	<p>Site 184 : High Street Langham : Policy SS9</p> <p>We urge the opportunity be taken to rationalise the Langham Settlement Boundary in the vicinity of this site on the south side of High Street by its inclusion within the Settlement Boundary. The site is already partly developed and within the obvious development envelope for the village - there also being substantial established residential development just to the west which also ought now logically to be embraced by the Settlement Boundary.</p> <p>We also consider there to be merit in providing some opportunities for minor infilling and rounding-off in addition to the three residential allocations on School Road and Wick Road. This would provide some additional choice within the new village housing stock as well as opportunities for small builders.</p>
7316	Pertwee Estates (Edward Gittins and Associates)	yes	no	no		✓	✓		h		The marginal extensions to the employment allocation shown on the Policy Map would not generate any further employment. Whilst the extension proposed in our representations would constitute a logical extension and generate a significant increase in jobs in a nodal location.	Requested Change : Extend the Local Economic Area allocation at Langham Airfield (Lodge Lane) by 1.0 hectares to include land to the immediate east.
7320	Barkley Projects (Edward Gittins and Associates)	yes	no	no		✓	✓		h		The site at Perry Grove would deliver four new village homes adjacent to the built-up area with minimal impact on the setting of this Sustainable Settlement or the countryside.	Requested Change: Amend the Settlement Boundary in Policies Map SS9 to include Site 084 at Perry Grove.
7323	Williamson Developments (Edward Gittins and Associates)								h		<p>Land west of the Powerplus site: School Road, Langham: Policy SS9: Langham (Part of Site 095)</p> <p>We note the proposal within Policy SS9 to allocate this site to accommodate 30 dwellings plus an extension to the adjacent recreation ground. On behalf of the landowner, we register support for this proposal which will enable the housing and open space elements to be delivered in tandem.</p> <p>Register Support.</p>	
7327	Mr Spurgeon (Edward Gittins and Associates)	yes	no	no		✓	✓		h		A site is proposed for commercial development for Class B uses close to the A12/A120 interchange and in an area of mixed uses. The site is one that could be also considered for work-based homes.	

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7335	Christie Reinze Wettasinghe			no	✓	✓					The Draft Local Plan has not been Positively Prepared, and proposals are not Justified. Inconsistency between housing need for Langham presented in Local Plan committee report (July 2016 125 dwellings) and Draft Local Plan (2017 80 dwellings).The additional 45 dwellings could be accommodated at Motts Farm and also deliver the necessary investment in Water Treatment infrastructure including innovative SuDs. Motts Farm site could deliver currently unmet alternative development in Langham and across Colchester Borough including Rural Exception Housing, Extra Care, Sheltered Housing, self build, hospice, bed blocking relief housing, socially rented housing.	The full representation refers to allocation of part of Motts Farm site for additional residential development.
7362	Langham, Parish Council	no	yes	no		✓	✓	✓	h	yes	LANGHAM PARISH COUNCIL - SUMMARY Grossly disproportionate growth (34%) compared with other settlements, AND in its own terms. Proportionate growth democratically supported via public meetings/questionnaires with no CBC response. Essential infrastructure needs unmet, a WRC already vastly exceeding capacity with missing evidence across other areas. No traffic modelling work done on impact of 70 new homes in School Road exacerbating congestion in a dangerous area with vulnerable people. Urban solution of backfill 'estate' type development on two of the three rural sites identified destroying special rural historic character of Langham, a village in the project area of Dedham Vale AONB.	Flawed research, inadequate documentation, contrary to national planning policy

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											<p>Key points raised: The key concerns raised relate to the scale of residential development proposed in Langham. Concerns also raised regarding the capacity of the waste water and sewage treatment capacity which evidence identifies as already being over capacity. A reduction in the number of houses for Langham is suggested with a view that these can be accommodated in Dedham. A further alternative is that housing needs should be met by earlier delivery of the Garden Communities. Specific points from statutory consultees include, Historic England (6979) request that reference to heritage assets be included in Policy SS9 as in other site allocation policies. Natural England (6881) requesting wording regarding essential infrastructure upgrades being in place in advance of any development as identified in the Appropriate Assessment be included in Policy. Sport England (6535) requiring reference to a buffer between housing and the playing field to be included in the policy. Finally additional sites are proposed including housing and employment / mixed use and an extension to the Local Economic Area by 1.0 hectare.</p> <p>LPA Initial Response: Langham is identified as a sustainable settlement within the Spatial Strategy and as such is considered suitable for the level of growth proposed in the Plan. It is considered that the evidence base supports the proportion of growth and the sites proposed. Initial work suggests the numbers proposed for each site are appropriate to the village setting and should not be increased. No further sites are required. The constraint associated with the waste water and sewage capacity is recognised in the evidence and the Policy wording in SS9 reflects this, requiring the capacity to be available before development is commenced. A Position statement has been agreed with Anglian water and the Environment Agency. The points raised by Sport England will be included in any future masterplanning - the policy requirement for an extension to the playing field will ensure their concerns are addressed. Policy SS9 does include a cross reference to PP1 which Historic England are seeking. Natural England comments will be explored further through a Statement of Common Ground. <b>2020 Update</b> - Please note that the School Road allocation has now been given permission (191830).</p>	

SS10: Layer de la Haye

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6155	Nick Clark										<p>I have no objection to a small development of single story houses, it is what the area requires.</p> <p>I do however request that consideration be given to adequate screening and a reasonable distance of the new builds between the back of Les Bois and the new development</p>	None
6183	Karen Martin	no	no	no				✓	w		<p>As a resident of Layer-de-la-Haye I strongly object to the proposed housing Policy SS10. Using the current estate entrance into the field where children play and with the amount of cars parked on the road already is very dangerous and would be an accident waiting to happen. The school and the doctors are already full and could not sustain any more residents.</p>	If these plans are to go ahead the changes that need to be made are to the access from the old estate into the field.
6198	Mark Large	yes	yes	yes					w		<p>We cannot support any new access onto The Folley given how busy this minor road already is. If there is to be a new development, access should be as initially envisaged - through the estate that already exists.</p>	No access onto The Folley
6336	Jonathan Croll	yes	yes	no		✓					<p>Current plans would stress the community, amenities, function and infrastructure of the village. Necessary improvements would be required for roads, schools and GP's. Protection of green spaces would be required to support this. However this would dramatically and dis proportionally change the nature of the village which would be neither cost effective or desirable. A limited number of small scale developments in the village, where there are gaps, would be a pragmatic solution. Larger developments could be made in Colchester and Marks Tey.</p>	Delete site at The Folly in Layer De La Haye, or substantially reduce the proposed number of dwellings. Include plans to improve the school, roads, GP capacity and access to green spaces.
6413	Stephen Marchal	yes	yes	yes							<p>High Road is already too busy without an extra 100 cars passing several times a day. On a road where the speed limit is ignored mostly and the school parking with some cars parked all day long. With traffic having to stop, queue and pull off again creating an unacceptable environment of extra car fumes.</p>	If we have to have the extra traffic then reduce the speed limit or try to enforce the current one ie speed camera's. At the very least put a time limit on the school parking so as to stop the all day parking that creates the traffic flow and fume problems.

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6457	Layer de la Haye Parish Council, Brian Turner	yes	yes	no				✓	A	Yes	Plan 'Soundness' - Sustainability In accordance with the criteria laid down for making representation Layer de la Haye Parish Council contends that the Local Plan Policy SS10 fails one of the 'tests of soundness', namely that the Plan does not enable the delivery of sustainable development in accordance with the policies within the National Planning Policy Framework (NPPF, 2012). Please see our two attachments entitled 'Local Plan Response July 2017' and 'Local Plan Response Sustainability Analysis'.	Our conclusion is that the high number of errors and inconsistencies in the Sustainability Appraisal as it relates to Policy SS10 mean that it is seriously flawed and we believe that this part of the Local Plan must be deemed to have failed one of the 'tests of soundness'.  CBC have clearly had a massive task in showing compliance with the Government's drive for an increase in the number of new homes and LDLH PC can appreciate the effort that has been involved in producing the Local Plan. We are grateful for the discussions that both the landowner and CBC have had with us, especially over the inclusion of a Rural Exception site, but as this document is a template for this and future development plans we feel it is important that the errors are addressed.
6460	Linda Stewart	yes	no	no				✓	w		Objection due to: Poor access on roads Oversubscribed primary school and doctors surgery Limited employment in village. Village does not have a post office (stated in overview of village). The affordable homes are welcomed by more should be offered to local residents. The plans do not meet the soundness criteria as they are not deliverable over its period and based on effective joint working on cross-boundary strategic priorities	This statement needs to be strengthened if the proposal is passed. It will also be required that the overall provision shall not exceed 50 dwellings.
6463	Trevor Smith										Paragraph 14.183 is factually incorrect. There is no Post Office in Layer de la Haye. It closed down in October 1999.	Remove reference to "Post Office".
6499	Trevor Smith										Provide an access to the Folley for all the new dwellings with the proviso that egress onto the Folley be restricted, by design, to a right turn only. The Malting Green crossroads is then reached by using only 100 metres of The Folley. The advantages of this would be (a) a second access for emergency vehicles; (b) avoids any additional traffic in the remainder of The Folley; (c) provides some relief to traffic in Greate House Farm Road and Hawfinch Road;	Provide an access to the Folley for all the new dwellings with the proviso that egress onto the Folley be restricted, by design, to a right turn only. The Malting Green crossroads is then reached by using only 100 metres of The Folley. The advantages of this would be (a) a second access for emergency vehicles; (b) avoids any additional traffic in the remainder of The Folley; (c) provides some relief to traffic in Greate House Farm Road and Hawfinch Road;
6563	Ifra Khan	yes	yes	no	✓	✓	✓		A		Objection - Change of proposed Access to Development - How the GP and School will cope with the Increase	Propose Access is from the Folley
6683	Highways England (Mark Norman)										Layer de la Haye development on the scale proposed here is unlikely, on its own, to have a severe impact on the strategic road network.	None

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6709	Mark Campe	yes	yes	no	✓				w		Our existing road Infrastructure and the proposed site access is to fragile to sustain additional traffic from proposed new development. More traffic will cause further pollution, noise and potential danger to local residents and pedestrians. There is only one Doctors surgery in Village which is already oversubscribed. The Village primary school is oversubscribed and surrounding secondary schools also stretched. The development will encroach on the Villages Green Envelope. Perfectly fertile agricultural fields, hedgerows, public footpath, bridleway and untold amounts of natural Flora, Fauna and Wildlife will be destroyed/decimated. We need to protect our Rural Villages and open spaces not destroy them.	We totally object to the proposed development Site SS10 and the associated Rural Exception Site for all the reasons previously stated in this representation. The Borough Council should look elsewhere for a more sustainable location for any additional housing requirements.
6766	Tollgate Partnership Ltd (Strutt and Parker, Andy Butcher)	yes	yes	no	✓	✓	✓		A	Yes	Whilst in principle we support the proposed allocation for Layer de la Haye, shown on the Policy Map, we have raised specific objections to the soundness of the approach to both the policy wording and the Map for Layer de la Haye.	<p>We recommend that the following changes are needed to make the plan sound:</p> <p>Paragraph 14.186: Omit last sentence.</p> <p>Policy SS10:  "(i) A minimum of 50 new dwellings of a mix and type compatible with surrounding development, to include bungalows and small family homes and up to 30% affordable housing in accordance with Policy DM8. The affordable housing will be expected to meet the needs for existing residents or those with close connection to the village, having regard to the local housing needs survey".  "(iv) A masterplan demonstrating how the development will positively and comprehensively be delivered".</p> <p>Policy Map: Layer de la Haye  - The inclusion of the area suggested as an exception site within the sustainable Settlement Boundary for Layer de la Haye, to form part of the allocated site. The provision of 30% affordable housing can be secured by Policy DM8.  - The removal of the green notation from the Policy Map. The provision of open space can be secured by criterion (iii) and (iv) of Policy SS10.</p> <p>In addition, given that the land at The Folley is shown for allocation in the PDLP, the exclusion of the garden land and properties fronting The Folley and to the east of the allocation is considered to be illogical. This existing group of properties would relate to the intended development to the west and existing homes to the east of The Folley. The open countryside character would therefore substantially change and this area should also be included within the sustainable Settlement Boundary, as indicated on the accompanying Figure 2. This area would offer</p>

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6815	Laura Kanitkar	yes	no	no		✓	✓		w		"An equipped children's play area and a footpath" behind the houses on the Les Bois boundary would mean loss of privacy. Existing play area already close and footpath should be within centre of development. In keeping with surroundings, if any, similar private dwellings should back on to Les Bois. Need to address: Access to Layer has restricted road with no room for pavement at times especially near bridge. Lack of GP and school places. Bus service minimal	"An equipped children's play area and a footpath" behind the houses on the Les Bois boundary would mean loss of privacy. Existing play area already close and footpath should be within centre of development. In keeping with surroundings, if any, similar private dwellings should back on to Les Bois. If any, similar private dwelling gardens back on to Les Bois. No play area required. No Footpath or if any place it in centre of development for those that will use it. Expand GP service. Expand school. Improve bus service
6833	Barkley Projects LLP (Pomery Planning Consultants)	yes	yes	no		✓		✓	h	yes	The respondent's land should be allocated for housing instead of the chosen allocation, on the basis that it is more sustainably located, and as such, it will reduce travel by motor vehicles to the school, shop, pub and community facilities, when compared will the draft allocation. Failing that, the site should be allocated in addition to the proposed allocation, as the two sites would still fall within what one could consider to be proportional growth within a sustainable settlement.	The respondents land should be properly considered as a reasonable alternative the the draft allocation for Layer de la Haye, as it is capable of accommodating the required growth in a more sustainable location.
7254	Wendy Callister			no					w		Local education and health facilities are at capacity. There are limited public transport services to Layer. Communication infrastructure (broadband) is poor and there few local employment opportunities locally. Only one local shopThe proposed development will increase traffic the number of cars using the narrow rural roads around Layer.The environmental consequences have not been acknowledged.What is the definition of affordable in terms of affordable homes?! did support a small local development of between ten and fifteen house for local residents only with village connections. Other sites for a small local build could be identified.	
<p>Key Points Raised: Concerns are raised regarding the sustainability of Layer de le Haye, in addition to the scale of the proposed growth, the impacts on wildlife, hedgerows and pubic footpaths, the inadequacy of the existing infrastructure and the suitability of the access. It is also suggested that the site is not deliverable within the plan period. The site promoter is seeking clarification relating to affordable housing and the numbers referred to in Policy SS10 increasing from 35 to a minimum of 50 and suggested wording and map amendments to reflect the clarification. An additional/alternative site has been put forward.</p> <p>Summary: Layer de le Haye is identified as a sustainable settlement within the spatial strategy and as such is considered capable of supporting the proposed additional dwellings. The issues raised regarding infrastructure capacity will be addressed through Policy requirements in SS10 and PP1. The access reflects the requirements of the Highway Authority. The Policy has been developed in collaboration with the Parish Council and site promoters and it is expected that dialogue will continue with the intention of agreeing a Statement of Common Ground and where appropriate recommend modifications to the Plan.</p>												

SS11: Marks Tey

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6137	Sean Pordham	no	no	no	✓	✓	✓		W		This whole section is a contradiction in that it talks about a garden community but then recognises that the infrastructure is not in place to support a garden community and as such options to phase will be developed. This does not align with the garden community principles and will lead to developers pressurising to get on building and leaving developments that do not have the infrastructure (trains, roads schools etc) in place to support the additional people and traffic. In addition, no mention has been made in putting place jobs etc. for the additional local people that are a pre-requisite for a garden community.	This whole section is a contradiction in that it talks about a garden community but then recognises that the infrastructure is not in place to support a garden community and as such options to phase will be developed. This does not align with the garden community principles and will lead to developers pressurising to get on building and leaving developments that do not have the infrastructure (trains, roads schools etc) in place to support the additional people and traffic. In addition, no mention has been made in putting place jobs etc. for the additional local people that are a pre-requisite for a garden community.
6497	Crest Nicholson Operations Ltd, R F West & Livelands (Andrew Martin Planning)	yes	no	no	✓	✓	✓		A	Yes	In conjunction with an allocation for housing as land at East Marks Tey, on the Proposals Map, we submit that a new policy in Section 2, Part 14 Place Policies should address this new allocation.	Identify land at East Marks Tey as an allocation for housing on the Proposals Map.  Include a policy in Section 2, Part 14 Place Policies to address this new allocation.  Amend the Housing Trajectory to reflect this proposal and timescales for delivery, commencing in the early years of the Plan.
6691	Highways England (Mark Norman)										Whilst we recognise these are long term proposals they are dependent upon improvements to the A12 and A120 coming forward and the comments about the need for jobs, housing services, facilities and infrastructure coming forward ahead as the need develops is critical if a sustainable development is to be delivered. There is a strong interdependence between these proposals and the improvements to the A12 and A120 and it will be essential that we work together to achieve our strategic objectives and ensure the evidence base is robust.	None
6790	Swissland Group (Contour Planning Services, Karen Crowder-James)	yes	yes	no	✓	✓	✓	✓	w		Policy SS11: Marks Tey and proposals map fails to recognise the development potential of the site known as 'land adjacent to Bridge Farm, Old London Road', which is strategically located to provide development, including 'road side' uses, which would help meet economic development objectives and strategic transport aspirations promoted elsewhere within the plan. Policy SG6 does not differentiate between types of town centre uses and instead implies that the sequential test should be applied to all town centre uses regardless of the nature of that use and whether it would be best placed in areas outside of existing town centres.	Policy SS11: Marks Tey should be amended to refer to the development potential of land adjacent to Bridge Farm, Old London Road, Stanway for Road Side and other employment generating uses and the accompanying proposals map be amended to include this site allocation.

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6807	Marks Tey Parish Council (PJPC Ltd, Philippa Jarvis)										In the main changes to the policy are welcomed but need for clearer guidance for NP.	None
6977	Historic England			y							We welcome the inclusion of the reference, in paragraph 14.188, to the listed buildings and the need for them to be protected and enhanced as part of any development proposal. As the Neighbourhood Plan and the site allocations are developed, consideration of these heritage assets and their setting is required in order to determine appropriate locations and densities for growth.	
6999	Stanfords	no				✓					Land at Bridge Farm, Marks Tey.  Further objection to previous concerns regarding the omission of the site shown on the attached plan for employment purposes. This site is considered to be located in a highly sustainable location and would be eminently suitable for either an office development or for roadside servicing having regard to its position within 5 minutes walking distance of Marks Tey Mainline railway station and proximity to the A120 interchange with the A12	Land at Bridge Farm, Marks Tey should be allocated.
7056	Livelihoods (Boyer Planning)			no		✓	✓		A	yes	In principle, our client's site is available and deliverable as part of the garden community. However were the strategic development not to proceed, it should also be recognised that this site would represent an appropriate previously developed site for the securing of sustainable development in any event or in turn for consideration through the Neighbourhood Plan.  As part of our previous representations, we identified a number of errors regarding the assessment of our client's site within the SHLAA and also the Sustainability Appraisal, identified as site WST01.	
7233	Network Rail (Katie Brown)	yes	yes	no				✓	w	yes	Network Rail is keen for a site north of Marks Tey Station to be allocated for residential use. Network Rail has committed to releasing land that has no realistic foreseeable railway use as part of its contribution towards the government's target to release land with the potential for 160,000 homes.	
7237	Swan Housing (Savilla, Jonathan Pillow)	yes	yes	no	✓		✓	✓	w	yes	This submission therefore sets out that the housing allocation of 0 for Marks Tey should be amended to 150 to cater for the local housing need. In addition it urges the consideration of the site as an allocation to contribute to the identified need within the Marks Tey settlement (separate from the strategic delivery of the garden community).	Allocate site for housing and amend housing figure in SS11 to 150.

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7314	Granville Developments (Edward Gittins and Associates)	yes	no	no		✓	✓		h	yes		We request the following changes be considered for inclusion in the Local Plan: 1.An amendment to the Marks Tey Policies Map to include the land proposed for housing within the Settlement Boundary. 2.The inclusion of 37 units for Marks Tey in the Table : Colchester's Housing Provision (Page 72) 3.The listing of the proposed employment area in Table SG4: Local Economic Areas.
7318	Mr Reid (Edward Gittins and Associates)	yes	no	no		✓	✓		h		It is requested that land at Mill Road be included within the Marks Tey Settlement Boundary to reflect its existing developed character and as an additional small site to deliver choice of location for village housing and to assist small builders and local employment.	Requested Change : Amend the Marks Tey Settlement Boundary in Policies Map SS11 to include Site 101 at Mill Road, Marks Tey.
7319	Mr French (Edward Gittins and Associates)	yes	no	no		✓	✓		h		Site 248 : Motts Lane Marks Tey : Policy SS11  The site lies within the Colchester/Braintree Borders Garden Community Broad Area of Search and is a smallholding. It is available for village housing. This site is accessible to bus services along the A120 and to village services.	Requested Change : That further consideration of this site for market and/or affordable homes via the Marks Tey Neighbourhood Plan.
7321	Poplar Nurseries Ltd (Edward Gittins and Associates)	yes	no	no		✓	✓		h		Poplar Nurseries are the largest employers in Marks Tey and the site contains various sites and smaller B1 uses as well as the main Garden Centre use. It benefitted from an Employment Allocation in the Adopted Local Plan and it is considered the site should be recognised as a Local Economic Area in Table SG4 and shown on the Policies Map for Marks Tey (SS11).	Requested Changes: Allocate the Poplar Nurseries Employment Zone allocation as it appears in the current Adopted Local Plan on the Marks Tey Policies Map and insert Poplar Nurseries within the list of Local Economic Areas in Policy SG4 - Table SG4 and on Policies Map SS11.
7330	Edward Gittins and Associates	yes	no	no		✓	✓		h		The proposed site adjoins the built-up area of Marks Tey and is able to provide a small residential development off Wilsons Lane. It is important to provide smaller village sites such as this to ensure the Local Plan makes adequate provision for small-medium scale builders.	Proposed Change: Amend Marks Tey Policies Map Settlement to include land at Poplar Nurseries fronting Wilsons Lane within the Settlement Boundary.
7336	Mr & Mrs Anderson (KWD Chartered Surveyors)										I am writing as agent on behalf of CF Anderson and Sons Limited and J Anderson & S Anderson owners of land to the north is currently vacant, though zoned as employment land and this should remain as such. A pre-application meeting with CBC December 2016 to discuss plans for the vacant site. We have since held a further meeting in respect of the comprehensive redevelopment of the whole site. The site is under one ownership and the vacant portion forms an integral part of the development and should remain as employment land. Site plan attached.	Whole site should be allocated for employment purposes

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											<p>Key Points Raised: The key points raised relate to the limited commitment to development through the Local Plan or Neighbourhood Plan in Marks Tey outside of the consideration of the Garden Communities which is covered in Section One of the Plan. A number of sites of varying scales are proposed for allocation separate from and in advance of any development which may come forward at a later stage as a result of Garden Communities. Historic England request that Historic Assets are reflected in the evidence as the Neighbourhood Plan progresses. The omission of 2 sites for Employment designation including Poplar Nurseries and support for the continued allocation of the Andersons site for employment in the Local Plan is provided giving evidence on progress.</p> <p>Summary: Marks Tey is considered to be a Sustainable Settlement by CBC. Decisions on smaller allocations will be made by the Marks Tey Neighbourhood Plan once there is more certainty on the scope for such allocations outside of the Garden Community. The comments relating to the Neighbourhood Plan and Historic England are noted and Historic England will be a statutory consultee as the NHP progresses. The Employment evidence supports the allocated Local Employment Areas. No amendments are suggested for SS11.</p>	

SS12a: Mersea housing sites

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6028	Simon Cook	yes	no	no		✓			w		It appears that there is not enough space on either of the 2 sites to fit 100 dwellings that are in keeping with the surrounding development alongside the open space and other facilities that you propose should be provided. If any open space is provided, the dwellings built will be far smaller and far more condensed than in the surrounding area.	Reduce the number of proposed dwellings so the developments are actually in keeping with the surrounding area.
6030	Simon Cook	yes	yes	no		✓	✓		w		Having further read the proposals; you suggest that a sports pavilion could be included. This completely rules out housing being in keeping with the local area! What you propose is not deliverable. It is not possible to fit this many houses into this space without a drastic increase in density.	Reduce the number of houses so density is in line with the Mersea average.
6033	Rachel Wilkins	no	no	no	✓				w		The current doctor and dentist in West Mersea currently are already over-subscribed. The doctor's surgery already struggles to deliver a satisfactory service to all its patients. It is very difficult to get an appointment on the day, with people queuing outside in the mornings and the phone lines always engaged. The dentist is taking anymore new nhs patients on now - with a waiting list of over 150 people!	New homes should only be built if there is sufficient doctors, dentists and school places on the island.
6034	Kevin Edwards	no	no	no				✓	w		What do you mean by representation?	No more building - we are full up - all the amenities are overstretched without more people living on the island. This isn't Stanway.
6038	David Payne	yes	yes	yes							With 100 houses proposed for Dawes Lane and a further 100 for Brierley Paddocks I believe that a widening of the current full length of Dawes Lane should be included as part of these developments. Also a mini roundabout should be established at the point where Dawes Lane meets East Road.	
6047	John Henry	yes	yes	no	✓			✓	w		The proliferation of building on the island will erode its natural beauty, environmental habitats and reduce visitors that contribute significant sums of money to the local economy. The environment should be protected as a safe haven for generations to come.	Reduction in proposed numbers of units, protection against future expansion and to ensure that any development has a net gain to the environment. This could be by surrounding any developments with significant natural woods, natural pools and wildlife friendly open spaces.
6052	Anthony Pett	yes	yes	yes					w		I object to the planned development as the infrastructure cannot cope now with the volume of residents and tourists.	No further development should be allowed until the infrastructure of the Island has been improved. Promises of Jam tomorrow are not enough.
6058	Barry Ashmore	no	no	no		✓			w		Mersea cannot sustain up to 1000 extra residents and 400 additional vehicles. This constitutes over-development considering the unique status and character of Mersea Island.	Reduce to 50 houses, which together with the 55 new homes already built under 'infill development' makes 105 new homes.

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6065	Nathan Daniels	no	no	no	✓	✓	✓	✓	w		No provision for the improvement of infrastructure. Dangerous road design and a serious lack of parking in the last development (Wellhouse) granted planning permission by C.B.C. An accident waiting to happen!!!!!! Mersea Road and other associated access roads leading into Colchester are under massive traffic pressure. Primary School cannot cope already. Secondary schools cannot cope already. Doctors cannot cope already. Water and Sewage cannot cope already. No evacuation plan for Bradwell fall out. Extra houses provide no benefit for anyone living on the island already.	Improve the infrastructure for the current residents before looking to expand the capacity of the island. Develop and stick to a long term plan for improving the lives of people here on the island.
6070	Ian Bates	yes	yes	no	✓	✓	✓	✓	w		Developing MER02 is not consistent with National Policy. It does not follow NPPF guidance regarding coastal protection and flood risk. Access off a substandard unclassified road presents a highway safety risk. The site is designated "good to moderate" agricultural (Natural England). The site location provides poor access to village amenities. Proposing further sports facilities when adequate facilities exist adjacent does not provide an overwhelming public benefit that outweighs all other material consideration. There is no justification for this development to breach the Coastal Protection. In conclusion, we recommend that all 200 houses are built on MER18 mitigating the aforementioned issues.	If development is necessary we recommend that all 200 houses are built on MER18 mitigating the aforementioned issues and retaining productive agricultural land. However, this is only if there is a firm commitment within the plan to improve the already overstretched medical facilities, public transport, parking and access to and from the island including a sound evacuation plan.
6074	Eithne Stretch	yes	no	no				✓	w		Transport links inadequate. Roads unsuitable for increased traffic. Unnecessary recreation areas. Local infrastructure unable to sustain.	With the number of houses currently in progress and proposed, I cannot believe this beautiful island needs to even be considered.
6077	Michael Pertwee	yes	yes	yes					w		Island infrastructure already too stretched. Dawes Lane needs rebuilding. Mersea as a tidal island with some tidal access needs restricted development.	Road widening of Dawes Lane and junction improvements at each end.
6083	Charles Williams			no							West Mersea is already suffering from severe road congestion and pressure on local services, notably the doctors surgery. We cannot as a country continue to indefinitely expand the areas that are built upon. There are large numbers of derelict, unused or under used properties already in existence. We should make full use of the existing built environment and brownfield sites within it and if that proves insufficient take measures gradually to reduce the population.	

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6084	Duncan Philpott			no							The existing infrastructure on the island is unable to cope with the current level of development. Facilities such as parking and health cannot cope with demand. The proposed development will use Dawes Lane for access, this is a single lane highway and is totally unsuitable. The water pressure regularly drops and this will only deteriorate with additional housing. With only one point of access on and off the island the addition of another 200 cars plus will put additional stress on this, particularly during times when the road is closed due to high tides.	
6087	Patrick & Lucile Corney			no	✓	✓					The infrastructure is not acceptable for the existing householders with poorly maintained roads and features, the inaccessibility of hospitals and major sports facilities, eg swimming pools etc needed for fitness of the elderly and water safety and competitions for young people. In fact it would seem that the policy has been to provide such necessary facilities at the other side of Colchester, not at all provided for Mersea people.	
6088	Chris Day			no							I would like to object to any more housing developments on Mersea island. The school is full The doctors surgery is full The roads are full The caravan sites now seem to have people living on them as well! Mersea is probably the last place in Essex that needs more houses	
6092	Mersea Island Society	yes	no	yes					w		No provision for work. Infrastructure is not in place. evacuation ? Nuclear ? Colchester South development will clog the roads up. No provision for Cycle tracks that are separate from Road traffic. Numberwise the plan has not considered the Caravan sites Where people live all the year round.	Local houses for local people
6099	Rex Ingram	no	no	no	✓	✓	✓	✓	w		Leave the area as it is and do not add developments. The change to 200 houses is still excessive and overloads existing infrastructure which currently can't cope. Overloads doctors, roads, water supply, sewage facilities. School is at capacity and secondary schools 8 miles away also not got capacity to deal with extra children. No extra monies or facilities mentioned as being provided.	Don't proceed with developments as infrastructure inadequate. Improve doctors facility as can't cope with existing. Widen and resurface roads. Increase sewage and water supply. Save the coastal environment. Uniqueness of existing historical character of island will be lost. Worried previous improvements in last plan have not been implemented. Problem of evacuation of island from nuclear disaster not mentioned.

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6131	Heather Collard	no	no	no							Both developments sheer folly, plan based on incorrect out of date data, infrastructure already a joke, improvement there needed not sports facilities. existing health facilities and school already unable to cope made worse by large influx of summer visitors. community feel of the Island already disappearing. why build more homes on an Island under threat from possible new untried prototype nuclear reactor to be built by the Chinese at Bradwell approx 2 miles across the estuary.	Both of these developments will have a totally adverse effect on the Mersea Island community. Our facilities are already bursting at the seams. The GP surgery struggles to meet the needs of the Island population NOW, that is without including the increase in numbers due to summer holidaymakers. Mothers are taking their children to schools off the Island due to the classes already being too large to give children the attention they require. Our infrastructure simply cannot accommodate more people and their vehicles, waste, children, health issues etc etc. Colchester BC has based its plan on sets of incorrect figures that understate the number of dwellings already on the Island, if they were to use more up to date information they would find that we already have the extra 200 houses they want to inflict on us. Also they should bear in mind the number of permanent residents now occupying the caravan parks on the Island. Given that there is also a plan on the horizon to hand over a vast tract of land to the Chinese so that they may build an untried prototype nuclear reactor approx 2 miles across the river from Mersea the question WHY? has to be raised. Why would you want to put even more people in danger.
6197	Mersea Island School, Nicola Sirett	yes	yes	yes							I am querying the representation on the map of the school field as public open space. The land is owned by the school and was recorded on the previous local plan adopted in 2010 as a private open space. The school is a foundation school and therefore the land is owned by the school governors. It is currently part of West Mersea Park under an informal arrangement with West Mersea Town Council. See attached maps.	The land should be re-classified as it is not a public open space and it is potentially important for providing community amenities and / or school facilities.
6244	Lesley Woods	no	no	no				✓	w		West Mersea should be considered unsustainable for the additional growth of the proposed 200 new houses. The Island only has a limited amount of resources which will be inadequate to accommodate more development to an Island which has already grown beyond belief over the last 40 years.  Common sense must prevail and say enough is enough	Stop the proposed 200 new houses being built which will allow the young children of Mersea to be educated in sensible class sizes allowing the Teachers to teach. The Draft Local Plan has not objectively assessed development and infrastructure for Mersea Island.

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6247	Rodney Woods	no	no	no				✓	w		West Mersea has only limited resources for school education, the inadequate width of roads and poorly maintained roads and pavements, inadequate parking resources. The Doctors surgery is oversubscribed making it difficult to get an appointment on the same day. Because of the lack of a resident Police Service we are seeing crime increase. With no Ambulance Service on the Island it becomes a major problem for the health of the residents and with an increase of population this will not improve.	The Draft Local Plan has not objectively assessed development and infrastructure for Mersea Island.
6338	Margaret Ede	yes	no	yes	✓						The Plan is not sound. There are incorrect assumptions 1. There are not two supermarkets, only one. 2. Buses are not always frequent, waits of several hours happen during high tides 3. CBC say 3,200 dwellings but their web site says 3,573 West Mersea infrastructure already inadequate 1. insufficient parking, no space for more 2. only one access road, big delays during high tides 3. Mersea remote from facilities e.g. railway. Anti Green to increase housing when Local Plan wants to reduce car dependency 4. Local Plan accepts climate change/sea level rise. Contrary to public safety to increase population.	Abandon proposal to permit development of any new building on Mersea Island
6410	Andrew Radley	yes	no	no	✓	✓	✓		w		Too many people live in the South East. Too many people live in or around Colchester. 200 more homes on Mersea Island will generate more traffic on the B1025, which is the only road in and out of Mersea, is already busy, has a tidal causeway and has a bottleneck at St. Botolph's Circus for traffic getting to Colchester. There are no amenities at Mersea, no work and far too many people and cars.	If you must build houses at Mersea, make sure that every flat or small home has at least two off-road parking spaces. Three and four bedroom homes should have at least three off-road parking spaces. Roads on the estate must be wide enough for two cars to pass comfortably and room for emergency and refuse vehicles to operate easily. Build starter homes and flats so that local youngsters can afford to stay on the Island.
6470	Keith Turrell	no	no	no				✓	w		This proposal is unsustainable. The sheer volume of traffic it will cause, both on the island and in the surrounding areas will cause immense problems and increase pollution. The access to the island is regulated by the time of the tides and drivers will speed when necessary to ensure that they can get home. Not everyone uses public transport.	Reduce the number of proposed houses

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6545	Marcus Pembrey	yes	no	yes	✓	✓					I object to the June 2017 Publication Draft Stage of the Colchester Borough Local Plan 2017-2033 on the grounds that it is unsound with respect to Mersea Island :-  i) The proposed 200 new houses (Dawes Lane and Brierley Paddock) breach the CPB and will damage community cohesion within West Mersea by increasing pressure for a second centre of shops and amenities  ii) It fails to regulate the increase in static caravans and length of occupancy on Mersea Island.  iii)i) It takes insufficient account of West Mersea Town being on a TIDAL island within the Coastal Protection Belt (CPB)	The whole of SS12a needs to be removed.
6560	Mrs Pembrey	yes	yes	no	✓	✓					I object to the June 2017 Publication Draft Stage of the Colchester Borough Local Plan 2017-2033 on the grounds that it is unsound with respect to Mersea Island :-  i) The proposed 200 new houses (Dawes Lane and Brierley Paddock) breach the CPB and will damage community cohesion within West Mersea by increasing pressure for a second centre of shops and amenities.  ii) It fails to regulate the increase in static caravans and length of occupancy on Mersea Island.  iii) It takes insufficient account of West Mersea Town being on a tidal island within the Coastal Protection Belt (CPB)	SS12a should be removed completely
6595	RSB (Mark Nowers)	yes	yes	no				✓	A		Policy not consistent with national policy.Needs to recognise the designated sites and reference the RAMS strategy as per Policy ENV1.	Insert the following line for both Dawes Lane and Brierly Paddocks: - proposals must adopt appropriate avoidance and mitigation measures identified in policy ENV1 to ensure no adverse effect on designated sites.
6618	Antonia Moore-Browne	yes	yes	no	✓	✓					Mersea is an island with access via a single road when the tide is not in flood and has many visitors and holidaymakers, causing problem of evacuation even now. Extra permanent population of this number requires substantial infrastructure enhancements - we are barely coping as it is with the current level of services. The 2 developments are too close together, requiring use of one small lane for access and will cause traffic congestion and further parking problems in the village. A disaster waiting to happen.	All areas of infrastructure, but especially current roads required for access.

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6644	Mersea Homes (Brian Morgan)	yes	yes	no		✓					Local housing need identified in the emerging local plan should only apply to a proportion of new housing as the houses will be occupied by residents from other areas as well. A pedestrian access to the Dawes Lane site is available via the existing residential development.	<p>Add 'A proportion of' to the beginning of the last sentence of the policy</p> <p>Delete paragraph (iv) and replace with: A single vehicular access off Dawes and pedestrian access through the existing housing to East Road.</p> <p>A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.</p>
6684	Highways England (Mark Norman)										Mersea Island development on the scale proposed here is unlikely, on its own, to have a severe impact on the strategic road network.	None
6735	West Mersea Town Council	yes	no	no	✓	✓	✓	✓	h		West Mersea is a unique community within the Colchester Borough. WMTC contends that the areas shown for development in the DLP are unsuitable. We would urge CBC to consult further with WMTC and to take into full consideration the heart felt views of the community. Results of the Neighbourhood Plan consultations will be of considerable use in helping to formulate policy. WMTC will be pleased to work with CBC to find solutions that protect this unique environment here in Mersea and that provide a self-build / community led housing scheme that would make housing affordable to the local population.	Removal of the two development sites under this policy. Introduction of support for a community led, self-build scheme.
6828	William Sunnucks	no	yes	no		✓	✓	✓	w		I object to both the scale and layout of the proposed development. Congestion in Colchester now makes road access to Mersea very difficult. Regular flooding of the Strood and proximity to Bradwell power station are further reasons why it is unsuitable for large numbers of new houses. Those houses that are built should support existing infrastructure rather than adding housing estates to the edge of West Mersea. East Mersea, has a pub, village hall and an active church, but development is restricted to a "ribbon" village envelope that connects to none of these things.	Reduce Mersea housing allocation from 200 to 100. Location to be decided by Neighbourhood plan group to support existing assets. Large new "estates" (or caravan sites) to be avoided. Haycocks Yard to be designated an employment zone. Regeneration of redundant farm buildings (of which there are many on Mersea) to be encouraged. It is wrong that these are excluded from the definition of "brownfield" land.

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6921	Allan Walker			no*							Object to addition 200/300 houses in Mersea because; The basic infrastructure of the Island will not accommodate the increase in population The additional pressure applied to the existing Medical facilities would also not be sustainable,The fundermental basis of these considerations we believe is itself in question we questionthe population of Mersea assessment. If the current considerations are based on a population assement which we belive they are then as said we belive there are up to a 1000 more perons residing on Mersea that assessed	None stated
6936	Julie Baker										Object to planning policy for Mersea Island. Mersea cannot cope with any more houses until a huge increase in full time Police Officers, Fire Officers, Doctors, Nurses, Ambulance staff, The Strood, roads, sewage works etc are at a level that can cope adequately with the current population. Other recent development has not delivered the new infrastructure required. The seasonal population increase has not been taken into account.	None stated
6939	Christopher Matthews										To put more housing will result in an island melt down and will result in events that will result in government intervention. It should be noted that the evacuation of the island in the event of a nuclear incident has to be completed within a given time period, even if low level material is handled,refer gov directive.	
6944	Mr and Mrs Markham										Objection to SS12a because: inadequate infrastructure (including roads, doctors, schools, parking); Additional pressure from the increased seasonal population (2200 caravans some occupied permanently) especially traffic.; concern about emergency planning in event of emergency particularly at Bradwell Power Station; concern about the actual number being higher than 200 when actually developed (as with other developments); reiterate that apart from not wanting you people to spoil our area any more than you have done already, the infrastructure is very sadly lacking in nearly all areas of the island and I would urge you to reconsider building any more homes on Mersea Island	

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6949	Glen Butler										Objection to SS12a- consider that 200 houses is still too many for the Island for a number of reasons summarised as; the lack of capacity of services and infrastructure including, the dentist, doctors, school and emergency services. In addition the volume of traffic and the inadequacy of the capacity and condition of the local road network; The Island is of special character attracting tourists in summer, although this is good for the island economy, it's difficult to park and move around. Additional population (plus the permanent caravans) will change the character of Mersea.	A reduced number of houses spread about the Island would be a much better option and be more in character with Island life not several blocks of houses dumped at one end
6951	Katherine Dines										Regarding plans to build houses on Mersea Island.- This is still too many houses. We are struggling to cope now with all the caravaners. Our services are stretched. There are too many people, too many cars. It feels like we are under siege. Our GP surgery can not cope now, we do not have enough doctors and the school is at capacity. Too build this many new houses is madness. If we have to have some I would say 50 maximum. Colchester itself is struggling. Everywhere you drive there are houses being built. The town is often gridlocked.	
6952	Heather Jarvis										Objection to SS12a for reasons summarised; Mersea Island is FULL; Infrastructure is at capacity and cannot accommodate more including doctors, school, roads and parking; at peak times parking spills over into the residential streets; congestion and capacity for access by emergency service; insufficient restaurants on Island and unable to book at peak times; caravan sites excessively add to Island population and pressure on infrastructure; increase in anti-social behaviour; newcomers don't respect homes and environment as much as locals; against the principles of the Coastal Protection Belt; numbers will be higher than 200; infrastructure improvements should come first.	

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6953	Mr David Atkinson										Objection to SS12a for reasons summarised: Infrastructure of the island cannot cope with a further housing development of any size - reference made to water supply, utilities supply, capacity of sewage system, pollution of the Blackwater (concerns about Bradwell Power Station discharge and Oyster fishing), road infrastructure, emergency services, school, doctors, dentist. Limited jobs so requirement to commute. Concern also regarding the limited road access on and off the Island, the lack of emergency evacuation plans in response to an emergency incident at Bradwell Power Station. The sites are greenfield and better alternative for additional numbers at Middlewick is preferable.	
6978	Historic England			no*							It is noted that the content of this policy has changed significantly since the Preferred Options Draft Local Plan consultation in July 2016. At that time reference was made in Dawes Lane element of the policy to the potential archaeological significance of the site. Reference was also made in the Brierley Paddocks element to the need to minimise impacts on the adjacent listed building. Both of these criteria have been removed and reference to policy PP1, unlike in other site allocations, has not been included. We recommend that reference to the applicability of policy PP1 is included in this policy.	Add reference to the applicability of policy PP1
6991	Richard and Dawn Button										We wish to object to the building of 200 houses on Mersea Island as per policy SS12a. The local services are already stretched to far to be able to maintain a safe level, this includes sewage, doctors surgery, school, local roads & amenities. This Island has a unique character & although we are happy to have holidaymakers & visitors, another possible 800 people living here is unthinkable!! We are a small ISLAND!	
6992	David Morton			no*		✓					Object to SS12a - Plan is not based on sound evidence and does not meet any objectively assessed development and infrastructure requirement for Mersea. It is against the objectives of the Coastal Protection Belt, it is overcrowded with inadequate facilities for residents and visitors. No recognition been given to pressure on existing services by the Caravan sites. It would be improved if there were significantly less houses and promised improvements to infrastructure were made.	It would be improved if there were significantly less houses and promised improvements to infrastructure were made

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6998	Terry Tartelin										object to the proposal to designate the land (Mer.02) at Dawes Lane as suitable for the development for the following reasons; It would be wholly inappropriate for the access to be through the Wellhouse development; An increase in traffic flow over Dawes Lane in its present form would be too dangerous. Development is unacceptable unless Dawes Lane is widening to highway standards which means acquisition of land outside the site boundaries. Dawes Lane is within The Coastal Protection Belt which must be protected. The Coastal Protection Belt is for the benefit of the whole community, which outweighs other considerations.	
7006	Malcolm Ede			no		✓					To summarise I feel that any further development in West Mersea is anti green, dangerous from the point of view of public safety and that Colchester Borough Council should have the courage to accept the idea was ill conceived and should be abandoned.	
7066	Mr and Mrs Blake										Object to SS12a for the reasons summarised as; too large a figure which will impact on its uniqueness and character; the number will increase again once allocated; extra pressure of the increasing caravan parks /extended use on services and roads have not recognised this. Previous improvements promised with regard to Health facilities and infrastructure have been ignored as have the infill plots being developed, no shortage of houses for sale in Mersea, will impact on coastal character; there is a need for first time buyers to purchase affordable housing, but a smaller site of say 50 homes would be ample.	
7078	Mr Matthew Fisher										Object to SS12a for reasons summarised; Mersea Island is a very unique place. It's estuary is of historical and environmental importance with coastal erosion also to be considered. Services are stretched including the school and Doctors surgery. There is no capacity to cope with a severe emergency and will be made worse becoming dangerous and unhealthy. No to further development on Mersea Island.	
7231	Cllr Robert Davidson	no	no	no				✓	h		Mersea Island is restricted to one access road closed regularly by high tides. This is not an accessible or sustainable place for extra housing allocations nor expansion of caravan parks which are open up to 12 months of the year.	Remove the 200 new houses allocated and add them to the Middlewick ranges which is a more sustainable location.

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7247	Peter Irvén										Officers summary as no 100 summary given: - patient over subscribed -schools are full -poor infrastructure -no consideration of campsites -drop the plan or vastly improve the infrastructure.	
7253	City & Country (Strutt & Parker, Sam Hollingworth)			no	✓	✓	✓	✓	h	yes	Support the allocation of land at Brierley Paddocks. The site is being actively promoted by an established house builder with a track record of delivering high quality development within the region and it is not subject to significant constraints that would prohibit its development. The policy suggests 100 dwellings for the site. It is presently unclear whether this is meant to be a ceiling which cannot be exceeded but there are concerns that it could be inferred as such. The justification for this number is unclear.	
7256	David Broise										It is as if the local views on this subject right across CBC are to be totally ignored . Current building(infilling) on the Island is maintaining a balance between what the local demographic of the existing population is actual. Namely those who pass on to the next world, and those who begin life in this world. They are in balance, so vast new housing estates are not required for local need nor would such enhance the economic position of the islanders, rather the opposite and social pressure from such a influx would change the Island culture for ever	
7272	Residents of Bower Grove West Mersea	yes	yes	no		✓	✓	✓	h	yes	SS12a is considered unsound. Developing the Dawes Lane site is not consistent with National Policy, and is neither justified nor effective. It does not follow NPPF guidance regarding coastal protection and flood risk or the CBC Coastal Protection Belt Policy. Access off a substandard unclassified road presents a highway safety risk. The site location provides poor access to village amenities and public transport making it environmentally unsound. Residents contend that proposing unnecessary sports facilities does not provide an overwhelming public or community benefit that outweighs all other material consideration justifying breaching the Coastal Protection Belt to enable this development.	see submission

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7273	Sylvia Couling			no							<p>Our island cannot possibly cope with the proposed plans for more houses. The existing health, water, education and road infrastructure has no capacity with current population pressures plus summertime visitors from caravan parks.</p> <p>The surgery is one big issue.</p> <p>There are other sites at Peldon and on the way to Colchester - on a regular bus routes which do not have the Strood issue - why build on Mersea?</p> <p>With extra people how would emergency evacuation off the island happen?</p>	
7275	Matthew Fisher			no							<p>objects to any further development on Mersea Island on following grounds: Impact on estuary of historical and environmental importance including coastal erosion and wildlife.</p>	
7277	Jonathan and Jane Dalton			no							<p>Like others I am concerned about proposals to build more houses at Mersea. As well as the damage to the countryside where are those people going to work? There is little employment for the present population and without a rail link commuting is purgatory.</p>	
7280	Steve Hatherly			no				w			<p>Objection to proposition to build 200 houses in West Mersea. There is already huge pressure on local roads, &amp; infrastructure from the local caravan parks and recent developments.</p> <p>The proposal does not meet an objectively assessed development requirements and breaches Coastal Protection Belt objectives</p> <p>The last plan failed to deliver improvements to health facilities and infrastructure, why will this one?</p> <p>200 extra houses is too many for an already over stretched and unique island community.</p> <p>Mersea is in danger of being turned into another dormitory town.</p> <p>Support for small scale affordable homes scheme for local people.</p>	

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7293	Sarah Shehadeh			no							The infrastructure (water, power, sewerage, roads, medical and educational provision are barely adequate now. Mersea's roads are narrow country lanes unsuited to heavy traffic. Many more children will have to be bussed to Colchester and Tiptree secondary schools.Both sites are agricultural land - developing Dawes Lane site will be obtrusiveMersea needs more affordable housing for local young people, low earners and "downsizers" not large, expensive properties. Mersea has unique barriers to expansion i.e. the sea. Parking is at a premium. Mersea is rural, keep it that way.The STROOD? Another ball game altogether.	
7305	P Smylie				no						Unable to attend the drop in session on 8 July.  I object on every count on the further development on Mersea Island. for 200 or 350 more houses.  The island is being ruined bit by bit. It is an island to be treasured and is already unable to cope with the pressure on it- parking surgery. The Coastal Protection belt is being breached. The last plan has not carried out improvements promised in health facilities etc road maintenance. Pavements are a hazard.	
7338	Chris Matthews			no							Planning department has been advised repeatedly about the lack of services and infrastructure on island to support any more housing. Objections raised by local residents are dismissed.The government needs to conduct a full enquiry into the project, all parties involved and also consider currently completed schemes such as north station and mill road / west Bergholt. Resultant over crowding and traffic congestion equals poor planning/poor living environment for residents of Colchester. The council receives a substantial sum of money from the government for every house built but this will never balance the pension loading on the council.	
7344	Hutley, Molyneux and Went (Boyer Planning)			n					h		Scope in West Mersea for further small scale development along northern boundary.	

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7348	Coast Road Residents Association (David McMullen)			no							Opposed to further housing due to increased pressure upon services and infrastructure. Plan doesn't convincingly explain how and why proposed developed is in interests of Mersea. Constraints of island location not given adequate weight. Environmental carrying capacity has been reached.	
7391	B The Middle Ltd (Smart Planning, Louise Cook)	yes	yes	no	✓		✓		w	yes	The Local Plan should take into account and include our site at 102 East Road, West Mersea which provides a suitable development site for residential allocation. At present the Local Plan is ineffective in that it has ignored this well-rated and achievable site which should be brought forward for allocation. Our full representation expands upon the reasoning behind this rationale as set in the rep form.	To allocate the site at 102 East Road, West Mersea as shown on the attached plan as an allocated housing site and to update the proposals map accordingly.
7405	R E Mills			no							<p>Objection to the proposed development of 350 new homes on Mersea.</p> <p>the Island has become a prime destination for holidaymaker. A great many of these own or rent caravans. Many rent year round and go on to buy property brining in their extended families.</p> <p>The permitted expansion of caravan parks has increased local traffic problems. The island's facilities are at bursting point and pressure will worsen if the development proceeds. Consider residents quality of life. Forgoe the manic desire for profit at the expense of people. If profit is driving this project, reflect and STOP ANY new building on Mersea.</p> <p>Objection to the proposed development of 350 new homes on Mersea.</p> <p>the Island has become a prime destination for holidaymaker. A great many of these own or rent caravans. Many rent year round and go on to buy property brining in their extended families.</p> <p>The permitted expansion of caravan parks has increased local traffic problems. The island's facilities are at bursting point and pressure will worsen if the development proceeds. Consider residents quality of life. Forgoe the manic desire for profit at the expense of people. If profit is driving this project, reflect and STOP ANY new building on Mersea.</p>	

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7419	David Fisher										Mersea Island has a natural expansion of house building which already has a very negative effect on the services on the Island, Proposals such as those suggested by CBC would mean a complete collapse of all the daily services. The Doctors facilities are already stretched to breaking point. The traffic and associated elements such as problems with parking and road congestion are continuing to increase. It is very obvious that whoever suggested the proposal does not know Mersea Island or for some reason feels that something should be done to destroy this one and only gem in the Colchester crown.	
7420	David Oakley										I feel I must add my protest at the over development of Mersea Island. This island cannot support the amount of housing being proposed, even as low as 200 new properties. The present surgery has great difficulties in coping with the present resident population and that's without the summer influx of caravan dwellers. An island which can support the right amount of people without stretching the services to breaking point must be considered. Please reduce the amount of housing proposed and give this island a chance or seriously improve our health and school infrastructure to support this over development.	
7422	Mrs Dyson										I would like to point out some of the inaccuracies of the data used to support the Borough Councils view of capacity still available on the island and some of the issues surrounding the proposals. The whole approach appears to be purely addressing the current need for housing and government requirements rather than addressing why we have such pressure on housing supply. It highlights lack of planning, accurate data gathering, the needs for the local communities and knock on issue to society as we know it. A housing estate does not make a community.	
7425	Mr Dalton										Like others I am concerned at the proposals to build more houses on Mersea. Aswell as the damage to the countryside where are the people going to work. There is little employment for the present population and without a rail link	
7426	John Hannan										I am registering my objection to this housing development in Mersea Pressure on services will be too much. Mersea Island is being destroyed bit by bit 300 houses will be the last nail in the mersea coffin	

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7427	John Dyson										I would like to point out some of the inaccuracies of the data used to support the Borough Councils view of capacity still available on the island and some of the issues surrounding the proposals. The whole approach appears to be purely addressing the current need for housing and government requirements rather than addressing why we have such pressure on housing supply. It highlights lack of planning, accurate data gathering, the needs for the local communities and knock on issue to society as we know it. A housing estate does not make a community.	
7428	Jocelyn Dyson										I would like to point out some of the inaccuracies of the data used to support the Borough Councils view of capacity still available on the island and some of the issues surrounding the proposals. The whole approach appears to be purely addressing the current need for housing and government requirements rather than addressing why we have such pressure on housing supply. It highlights lack of planning, accurate data gathering, the needs for the local communities and knock on issue to society as we know it. A housing estate does not make a community.	
7430	Lindsay Harrison										I object most strongly to the amount of housing planned for Mersea Island. Mersea is already overpopulated and we are in danger of losing a unique way of life on the most easterly island in England. I came to live here with my parents in 1946. I list below my main fears and objections. Surgery and dentist already unable to cope, especially in summer months. Sewerage works not equipped for many more houses. Roads and parking becoming impossible. There is only one road off the island which is covered by the tide on a regular basis. What would happen in the case of a major emergency?	
7437	Mr & Mrs Pearce										No assessment seems to have been made as to why Mersea Island need new homes in the numbers proposed. 2 The roads on Mersea Island are already under pressure as evidenced by the number of potholes and the erosion. 3 No assessment appears to have been made as to what effect the development will have on the water supply. 4 It is already almost impossible to get doctor's appointment. 5 Mersea Island is a unique location but will only remain so if further housing development is controlled and linked to necessity.	

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7440	Mr & Mrs Sykes										1. All infrastructure will be totally inadequate without major investment. 2 Additional permanent caravans and chalets are proposed before any touring caravans are considered. 3 1000+ dwellings are earmarked for Middlewick Ranges. The existing road from Mersea to Colchester will be inadequate for Mersea residents , buses, emergency vehicles etc. 4 it cannot be in anyone's interest that an entire area will be choked and how will Colchester hospital cope. 5 Is it not of concern that a new nuclear power station is under consideration, how will such a large population be able to leave the island	
7447	Mr Painter										How can Mersea cope with all the people plus another 1000+ people. Plus 4 to 5 hundred extra vehicles from the proposed new homes. You want tourism, but make the islanders pay for it. The local services , doctors, nurses, social care, schools are overwhelmed. The school is only just coping, but with oversized classes. The roads are in a bad state, blocked drains , weeds growing out of pavements and congested. If and when the new nuclear power station is built have you thought about getting the people off the island in case of a nuclear accident.	
7449	STOP350 (represented by David Cooper and John Akker	no	no	no	✓	✓	✓	✓	h	yes	The Draft Local Plan does not recognise that Mersea is an island with restricted access due to it's single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.
7452	STOP350 (represented by David Cooper and John Akker	no	no	no	✓	✓	✓	✓	h	yes	The Draft Local Plan does not recognise that Mersea is an island with restricted access due to it's single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.

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7457	Mrs Kirkby										My main concern like that of most residents, I believe is that the infrastructure of the Island is already overloaded, and the needs and views of local residents seem to be ignored. Nurses and Doctors at the local surgery are already overburdened making it difficult to obtain an appointment. There is only one narrow road giving access to the Island- The Strood, which frequently floods and is sometimes blocked by accidents or inconsiderate (or plain stupid) drivers. The sites which have been suggested for the siting of these major new developments are accessed by very narrow roads.	
7460	Mrs Trussell-Johnson										I am very concerned still about more houses being building. I have lived in Colchester 51 years now. And there have been so much built over those years. Mersea is losing its character of a village and being rural. Trying to get appointments with the doctors takes two -three weeks at least, which now also includes Peldon and other areas, yes they are hoping to move to the old police station but when? the Council are sending people from Colchester and other areas here , with drug problems and other problems, children on the street until 10pm its not acceptable.	
7491	Ann Hart	yes	no	no		✓	✓			w	Too few jobs Jobs need to be provided first to attract people otherwise they can only be commuters. Poor infrastructure Narrow roads/ pavements, poor road surface eg East Road is ridged along most of its length, too little parking, primary school at/near capacity, Mill Road a major access road to West Mersea, is partially blocked by allowing parking outside a row of terraced cottages. Already an accident waiting to happen as cars forced to wait for oncoming traffic without more traffic to congest it further. Character of Mersea It is unique and will be destroyed.	Need to improve infrastructure and work opportunities before building more in Mersea. More building needs to be North of Colchester where these are more in place.
7493	Vivien Ryser										I am also very worried about the existing road onto the Island which is normally busy. If and when the nuclear power station is completed at Bradwell and should there be an accident which requires the immediate evacuation of the Island it would be virtually impossible to achieve this without considerable harm to the public. To raise and widen the existing road would be extremely expensive and in these straightened times it would be too much to expect any council or Government department to pay.	

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7494	Andrew Beevers										Firstly, there is no need on Mersea Island for this level of development. This chaotic plan to overdevelop this island is purely to comply with Essex's plan to develop the entire county on whatever sites it can. There is no benefit whatsoever to Mersea. Secondly, the existing infrastructure is struggling to cope with the current population, never mind another 1000 or so people.	
7496	Bryan Crispin										There is only one route of exit from the island, which floods at high tide virtually twice a month. A further 1000 people could be approximately 250 extra for the island's school. The surgery is already overflowing, the same applies to the dental surgery. We have enough traffic as it is. There is no police presence. So some extra housing is needed, but surely not 350.	
7501	Steven McDonough										Before any decision is taken about the addition of 200 homes improvements which are long overdue need to be made concerning the amount of traffic, the state of the roads, the safety of roads and shortage of parking on the island. New houses will put pressure on roads and facilities in the centre of the village. Planners have not accepted the full implications of the presence of a significant number of people living on some of the caravan parks for 12 month residency. Development will deter visitors from Mersea.	
7502	Robert Miller										There is only one access road. The doctors surgery struggles to cope with the current population let alone the summertime population when it is tripled by holiday makers on the caravan parks. The infrastructure on the island has not been improved with previous developments and it is at breaking point as are the inhabitants with this threat. Mersea Road into Colchester is a nightmare in the mornings now - will it be upgraded - of course not. Think again councillors and build them on the mainland where there is more than one road to get to them.	

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											<p>Key Points Raised: The key objections raised to proposals in policy SS12a are: inadequate infrastructure and community facilities (highways, education, health and water) to support the development; additional pressure from the increased seasonal population at the caravan parks on Mersea Island (2200 caravans some occupied permanently); plan proposal is not based on sound or accurate data; lack of proper consideration of Mersea's unique island status and the constraints this imposes on its ability to expand; breach of Coastal Protection Belt objectives; adverse environmental impacts (wildlife and heritage) and concerns about the safety of residents in the event of a nuclear emergency at Bradwell Nuclear Power Station. An amendment to policy SS12a is being sought by Historic England to clarify the applicability of policies PP1 and DP16 to policy SS12a in relation to historic assets. Other proposed amendments include the removal of references to West Mersea from policies SG1 and SG2 and the deletion of policy SS12a, as well as a reduction in proposed housing numbers. Additional/alternative sites are also proposed.</p> <p>LPA Initial Response: West Mersea is a District Centre within the spatial strategy and as such is considered a sustainable settlement capable of supporting the proposed 200 additional dwellings. The data/evidence used supports the proportion of growth and the sites proposed in West Mersea. Housing numbers have been reduced in agreement with site promoters to reflect their edge of settlement location and the surrounding area. Infrastructure concerns are addressed by policies in the Plan. Access arrangements reflect the requirements of the Highway Authority. The sites are located on the built up edge of West Mersea and are not considered to conflict with the objectives of the Coastal Protection Belt. Bradwell Power Station is currently decommissioned and decisions about its future will be determined by the Infrastructure Planning Commission. If a new nuclear power station is built at Bradwell, new evacuation plans will be prepared. Given West Mersea's status as a District Centre, the deletion of policies SG1 and SG2 is not supported. CBC will continue to monitor breaches in caravan licences and take action where necessary. No change to policy SS12a is considered necessary. The West Mersea Neighbourhood Plan offers an a mechanism for allocating additional sites and providing detailed policies for the delivery of the two allocated sites. <b>2020 Update</b> -Please note that the Brierley Paddocks site allocation has now been given planning permission (192136) as has the Dawes Lane site (200351).</p>	

SS12b: Coast Road, West Mersea

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Jusitified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6096	Rex Ingram	no	no	no	✓	✓	✓	✓	w		The Coastal Protection Belt is designed to protect the unique coastal character and landscape of Mersea. Why are you ignoring this?	Leave the area as it is and do not add developments.
6097	Rex Ingram	no	no	no	✓	✓	✓	✓	w		Leave the area as it is. No planning or interference is required. The fastest English growing town of Colchester is drowning the surrounding country and seaside area.	Leave the area as it is and do not add housing developments on the island. Housing proposed is still excessive and the additional cars and people living in this area of natural beauty will spoil the tranquility and landscape of the coastal area. The basically unregulated development of the caravan sites adds considerably to the slummin of the coastline by extra transport, air pollution, litter, noise and environmental destruction.
6213	ECC (Jericho)	yes	yes	no			✓		w		This representation relates to paragraph 14.202. ECC is supportive of the policy but a change is required to correctly name the Shoreline Management Plan.	Change paragraph to read as follows:  'The current Essex and South Suffolk Shoreline Management Plan...'
6503	West Mersea Town Council (Mrs Palfreyman)	yes	no	no	✓	✓					The protection of the seaward side of Coast Road is too vague. At the moment Houseboats have a specific mention, yet there is an inconsistency to potentially allow new houseboats on historic vacant sites (or ones of historical maritime significance) which will increase the potential environmental hazard with respect to untreated sewage discharges. The sites would have gained RAMSAR and SSSI ratings since the historic sites became vacant.	To add a wider range of restrictions and to revert to the earlier Preferred Options wording
6599	RSPB (Mark Nowers)	yes	no	yes				✓	h		We welcome paragraph 14.197 of the supporting statements which recognises the importance of designated sites around West Mersea. As this policy has been screened in to the Habitats Regulations Assessment (HRA) which recommends that a Recreation Avoidance Mitigation Strategy (RAMS) be adopted, we consider that point (iii) in the policy should be amended to reflect this in order for the policy to be consistent with national policy.	Amend point (iii) to read:can demonstrate no likely significant effects on adjacent European sites or provide mitigation in accordance with the Recreation Avoidance and Mitigation Stratgy (RAMS).
6750	Geoffrey Johnson	yes	yes	no	✓				w		The marsh is an environmentally protected site and the draft policy needs strengthening to ensure this. Just because moorings are 'historic ' doesn't necessarily mean they are now suitable as permanent berths. Replacement vessels should be subject to the strictest planning controls. Any vessels permitted should actually be 'boats' and not 'constructions'. The number of vessels should be determined by the need to protect the marsh rather than history.	as above

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6806	Rachel Gozzett	yes	yes	no		✓			w		The document SS12b Houseboats does not in its present form go far enough in protecting the Salt Marsh habitat from major uncontrolled development of building structures which have no maritime relevance or history, and are not traditional houseboats. The scale and density of proposed developments here must be controlled to protect the historic authenticity of the marine foreshore from large residential non marine development.	Houseboat proposals on existing vacant sites, or houseboats of historical maritime significance, may be acceptable subject to application and an approved installation method statement being submitted which avoids impact to salt marsh habitats and which satisfy all other policy criteria, including a density, scale and impact assessments for the location. Building above the Marshes of residential structures which are clearly neither traditional houseboats or have no historical maritime significance or marine relevance will not be permitted. This is to reflect the traditional historic use of West Mersea Marshes and its marine heritage from modern residential developments that have no maritime history and prevent a major redevelopment of the Marshes of large dwellings for residential use by existing or subsequent owners of the Marshes below the mean high water line.
6808	Robin Gozzett	yes	yes	no		✓			w		The document SS12b Houseboats does not in its present form go far enough in protecting the Salt Marsh habitat from major uncontrolled development of building structures which have no maritime relevance or history, and are not traditional houseboats. The scale and density of proposed developments here must be controlled to protect the historic authenticity of the marine foreshore from large residential non marine development.	Houseboat proposals on existing vacant sites, or houseboats of historical maritime significance, may be acceptable subject to application and an approved installation method statement being submitted which avoids impact to salt marsh habitats and which satisfy all other policy criteria, including a density, scale and impact assessments for the location. Building above the Marshes of residential structures which are clearly neither traditional houseboats or have no historical maritime significance or marine relevance will not be permitted. This is to reflect the traditional historic use of West Mersea Marshes and its marine heritage from modern residential developments that have no maritime history and prevent a major redevelopment of the Marshes of large dwellings for residential use by existing or subsequent owners of the Marshes below the mean high water line.
6813	David Lennan	yes	yes	yes					w		The document SS12b does not go far enough in protecting the uncontrolled development of houseboats on the SSSI protected marshes. The scale and density of any future development is not defined.	Houseboats. Clarity needed as to the number of houseboats boats permitted in this area. Clarity and definition required concerning what is meant by preplacing vessels on historic moorings. Clarity needed on the base point for limiting numbers etc. Clarity needed on what constitutes a boat or vessel. Clarity required on what planning, building regs or other permissions are needed before any development can takes place. Clarity required on the sewage facilities provided as this is an area of SSSI and also use by residents, visitors especially children for bathing, boating and other recreational purposes

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6979	Historic England			no							We recommend that 'historic assets' referred to in policy SS12b (ii) is replaced with 'heritage assets' for consistency with the NPPF.	We recommend that 'historic assets' referred to in policy SS12b (ii) is replaced with 'heritage assets' for consistency with the NPPF.
7349	Coast Road Residents Association (David McMullen)			no							Officer summary - Coast Road Association seeks to preserve and protect that which is special about this unique water front within the Coastal Protection Belt and with its many national and international environmental designations. Its activities and attractions are well-described in the local plan, but downsides of overcrowding during holidays and at weekends, and lack of adequate parking are nowhere mentioned. Although the Coast Road is some way from the proposed building sites off East Road, its residents, in common with all others, will suffer increased pressure upon services and infrastructure.	
7450	STOP350 (represented by David Cooper and John Akker)	no	no	no	✓	✓	✓	✓	h	yes	The Draft Local Plan does not recognise that Mersea is an island with restricted access due to its single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.
7476/6753	Ronald Wigley			no					w		The document SS12b Houseboats does not in its present form go far enough in protecting the Salt Marsh habitat from major uncontrolled development of building structures which have no maritime relevance or history, and are not traditional houseboats. The scale and density of proposed developments here must be controlled to protect the historic authenticity of the marine foreshore from large residential non marine development. Enclosed is a photo of a residential building constructed on a flat bottom concrete base to support the structure above.	Houseboat proposals on existing vacant sites, or houseboats of historical maritime significance, may be acceptable subject to application and an approved installation method statement being submitted which avoids impact to salt marsh habitats and which satisfy all other policy criteria, including a density, scale and impact assessments for the location.  Building above the Marshes of residential structures which are clearly neither traditional houseboats or have no historical maritime significance or marine relevance will not be permitted. This is to reflect the traditional historic use of West Mersea Marshes and its marine heritage from modern residential developments that have no maritime history and prevent a major redevelopment of the Marshes of large dwellings for residential use by existing or subsequent owners of the Marshes below the mean high water line.

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<p>LPA Initial Response:</p> <p>Comments noted. The key aim of policy SS12b is to protect and conserve the important environmental assets and the unique maritime character on the landward and seaward side of Coast Road. The LPAs response to proposed housing sites in Mersea is set out in policy SS12a. Impacts on the salt marshes, which are designated under European and National designations, will be mitigated through a Recreational Avoidance and Mitigation Strategy (RAMS). The LPA will include the revisions suggested by Historic England, the RSPB and Essex County Council as minor modifications. Further consideration will be given to houseboats as the issues raised and a recent enforcement case suggest rewording may be required.</p>												

**SS12c: Mersea Caravan Sites**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6029	Simon Cook	yes	no	no		✓			w		You seem to ignore the fact that 11 month occupation is much the same (to other residents) as 12 month occupation. There are many caravan dwellers who now live here all but full time - but still within the letter of the law.	Take account of the recently allowed 'almost permanent' residency allowed at the caravan parks. Create an enforcement mechanism to check residency elsewhere; and include these residents when calculating recent growth in Mersea population.
6098	Rex Ingram	no	no	no	✓	✓	✓	✓	w		You have not stated limits to new sites or increased static plots. A 10 month occupation per year for caravan owners is the equivalent to a residential households occupation with holidays off the island.	It overloads existing infrastructure which currently can't cope. Caravaners are already abusing the 10 month law. Overloads doctors, roads, water supply, sewage facilities. School is at capacity and secondary schools 8 miles away also not got capacity to deal with extra children. No extra monies or facilities mentioned as being provided.
6332	Christopher Glover	no	no	no		✓					The Mersea caravan parks are already too large to be sustained by the local community and the effect they have on the local infrastructure. Already many people live in the caravans and chalets as their permanent residences - contrary to CBC policy, which does not appear to be policed. Evacuation problems vis a vis Bradwell 2.	Existing caravan/chalet numbers will not be increased and no further development permitted.
6381	Away Resorts Ltd (GVA, James Wells)	yes	yes	no		✓	✓	✓	h	yes	Policy SS12c should specifically mention that proposals for the extension of existing holiday parks will be permitted subject to criteria, as stated by adopted policy DP10 and in accordance with draft paragraph 14.209 that precedes the proposed policy. In line with the policy and supporting text, we would also like to put forward a site, adjacent to Mersea Island Holiday Park, as a site allocation for holiday accommodation. We believe this proposal should be considered acceptable for the same reasons as the recent site allocation in the current Local Plan, and permission, on land adjacent to Coopers Beach Holiday Resort.	We consider that policy SS12c could be amended in accordance with draft paragraph 14.209 (and existing policy DP10) and NPPF paragraph 28 as below (see caps): 'Development proposals at caravan parks on Mersea Island, including change of use, EXTENSION OR intensification of an existing use, or change in activities on site will be supported where they:...''
6504	West Mersea Town Council ( Mrs Palfreyman )	yes	no	no	✓	✓	✓	✓	w		The wording of this policy is too open. Potentially the phrase 'will be supported' could be used to give a way for small holiday maisonettes to be included if only some of the other conditions are met.  It must be stressed that any additional caravan park accommodation substantially increases the traffic levels and parking issues that already exist on Mersea Island.	There needs to be a clear distinction between developments of a residential building site and a caravan park. It has to be such that there is a specific restriction to allow accommodation to be only up to a modest size for temporary recreational use in the season only. Regardless the total numbers per site must be capped (at all sites) to mediate the summer traffic and parking chaos.

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6547	Marcus Pembrey	yes	no	yes	✓	✓			w		Policy SS12c page 175 states 'Development proposals at caravan parks on Mersea Island, including change of use, intensification of existing use, or changes in activities on site will be supported where they': - this is followed by conditions (i) to (v), many of which are ill-defined using phrases such as 'help protect' or 'minimise impact'. There is no consideration of the impact on West Mersea of this almost 'free hand' given to caravan parks to intensify or change their use, or types of activities as they wish.	Remove the 'change of use' and 'changes in activities on site' phrases from what will be supported.
6561	Mrs Pembrey	yes	yes	no	✓	✓					Policy SS12c page 175 states 'Development proposals at caravan parks on Mersea Island, including change of use, intensification of existing use, or changes in activities on site will be supported where they': - this is followed by conditions (i) to (v), many of which are ill-defined using phrases such as 'help protect' or 'minimise impact'.  There is no consideration of the impact on West Mersea of this almost 'free hand' given to caravan parks to intensify or change their use, or types of activities as they wish.	In SS12c  Remove 'change of use' and 'changes in activities on site' from those proposals that would be supported.
6611	RSPB (Mark Nowers)	yes	yes	no				✓	A		Reference to the RAMS is required in the supporting paragraph 14.208. Include reference to the breeding bird designated features in point (ii) of the policy.	Amend point (ii) to read: Help protect the integrity of European sites and avoid or minimise disturbance to designated breeding and wintering species
6820	William Sunnucks	yes	yes	no		✓	✓		w		The policy is too weak to prevent the sprawl of caravan sites along the South side of the island, spoiling the appearance of the island from the sea, and degrading the environment for residents. The caravan sites do little to support East Mersea as a village, employ few local people, overload the roads during holiday periods and are increasingly becoming like large poorly infrastructured housing estates located far from suitable jobs.	There should be tight restrictions on any further expansion of the caravan sites. Further expansion will degrade the environment for existing caravan owners as well as local residents.
6882	Natural England			no							Include following point: Mersea Island Caravan Parks (ii) Help protect the integrity of European sites and minimise disturbance to migratory or over wintering birds using the sites; expand upon with: if caravan site owners do not wish to participate in the RAMS process then any future extensions will require their own HRA and where required AA.	Include following point: Mersea Island Caravan Parks (ii) Help protect the integrity of European sites and minimise disturbance to migratory or over wintering birds using the sites; expand upon with: if caravan site owners do not wish to participate in the RAMS process then any future extensions will require their own HRA and where required AA.
7064	East Mersea Parish Council (Rose Sue Pullen)										The parish can not support any further caravans - The plan must be more stringent on regulating further additional caravans to be permitted - There are concerns that further caravans will have a negative effect on the natural environment	

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7185	East Mersea Parish Council (Rose Sue Pullen)										Through incremental planning approval the three caravan parks in the parish number around 1000 vans (10 times the number of houses) - this is considered the absolute maximum that this parish can support. Even then the sustainability aspects are stretched especially with the number of cars using the roads. In addition 12 month occupancy has meant that a significant number of caravanners are now staying for longer and a smaller number appear to be using the 12 month season as an excuse to live full time as essentially residents.	The draft plan must be tightened to state that only in extreme cases will any increase in the numbers of caravan pitches be approved as East Mersea has reached saturation point with sustainability and transport policies already being ignored.
7350	Coast Road Residents Association (David McMullen)			no							Mersea's population is already swelled by summer visitors to its caravan parks and it is worrying that the grant of a year-round licence to one of the parks has already effectively sanctioned a cohort of virtual permanent residents, in contravention of Policy SSC12. If this abdication of policy were to be followed at other caravan sites, we should soon have a settled population explosion equivalent to the potential number of residents at the proposed building sites.	
7451	STOP350 (represented by David Cooper and John Akker)	no	no	no	✓	✓	✓	✓	A	yes	The Draft Local Plan does not recognise that Mersea is an island with restricted access due to its single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity for medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.
7461	Mrs Trussell-Johnson										Colchester Council have allowed the caravan site to grow vast and have given some 11 months, some 12 month they are never taken into account in new planning, many people are selling their houses and some are being rented long term. They are becoming more like bungalows and losing the caravan status and people are renting them and then get on the housing by renting permanent caravans on Mersea and site owners are wanting more caravans "greed" comes to mind, money talks with these caravans. Tourers tenting are not included in the planning for the borough either.	

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7495	Andrew Beevers										I am also most concerned about the proposed increases in caravan pitches. There are currently approximately 2200 already, and the borough wants more. I am sure you are aware that there is no enforcement of the 12 month occupation ban. I know of one person who has a caravan on a Mersea site, who tells me that many, many 'vans on his site are occupied the year round and are indeed sublet in many instances.	
<p>LPA Response:</p> <p>The key purpose of policy SS12c is to clarify the criteria that will be used to determine all future planning applications at caravan parks on Mersea Island. The criteria have been revised to ensure compliance with EU Directives, the NPPF and to protect the amenity of local residents and existing businesses on Mersea. The LPA's response to proposed housing sites in Mersea is set out in policy SS12a. CBC will continue to monitor breaches in caravan licences and take enforcement action where necessary. The LPA agree that the minor rewording suggested by Natural England and the RSPB can be incorporated within the Minor Modifications schedule to the Local Plan. Other wording changes to the policy and the late site allocation proposal at Mersea Island Caravan Park sought by Away Resorts are not considered to be minor modifications. The LPA supports an additional minor text change to policy SS12c to clarify that support for any planning applications at Mersea Island's caravan parks is conditional on all the policy criteria being met. The minor policy wording is incorporated in the Minor Modifications schedule.</p>												

SS13: Rowhedge

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6082	Tom Richardson	no	no	no	✓				h		Outside village Envelope. Removing existing employment at the site. No plan for where the new homeowners will work. Rowhedge has already been forced to accept the massive new influx of houses at the old Port site. School already overwhelmed.	This part of the plan needs to be struck out - it is totally inappropriate.
6218	North East Essex Clinical Commissioning Group									yes	Policy SS13: Rowhedge,(iv) Please amend to say Provision of a new healthcare facility is currently being explored by North East Essex Clinical Commissioning Group as part of a Hub and Spoke Modelling exercise, however, no infrastructure has yet been formally approved for this community in isolation.	Policy SS13: Rowhedge,(iv) Please amend to say Provision of a new healthcare facility is currently being explored by North East Essex Clinical Commissioning Group as part of a Hub and Spoke Modelling exercise, however, no infrastructure has yet been formally approved for this community in isolation.
6330	David Walter	no	no	no	✓	✓					Moving Surgery to a road without pavement is potentially hazardous for all healthcare users, particularly the infirm. It will also increase pollution as the only safe way to reach the surgery is to drive. There will be a reduction in jobs available in the local area. There is no bus service on this road either. The council would have to invest so much in improving the infrastructure it would be of no value to anybody.	Pavement to be added to Fingringhoe/Old Heath Rd for safe usage by pedestrians. Bus Route to be added to take in Old Heath-Fingringhoe Rd stretch of road to enable non-drivers to use the surgery Roundabout or other traffic control measure added to the Fingringhoe Rd/Rectory Rd/Weir Lane junction to manage increased volume in traffic
6562	Mrs Sanderson	no	no	no	✓						This proposal will mean the creation of a solo housing estate removed from the current village - it could lead to an influx of similar proposals to develop the limited remaining small green areas left between Rowhedge & Colchester. The current area could provide a welcome opportunity for employment similar to business units further on Fingringhoe Road which appear to flourish. Rowhedge has already offered up space for several hundred new houses - the village simply cannot withstand any more. The green spaces and mature trees need to be protected.	reconsideration / removal to support small villages to stay villages
6685	Highways England (Mark Norman)										Rowhedge development on the scale proposed here is unlikely, on its own, to have a severe impact on the strategic road network.	None
6720	Angela Burgess	yes	yes	yes					w		Another development eating away at the essence of the village. Another part of join the dots to the urban sprawl of Colchester . Admittedly new health centre facilities are very much needed after the wharf development but how is that practical on this site? The junction at the top of Rectory road has always been hazardous. How is this going to be accessible to the elderly population who manage to walk to the current surgery and young mums from the new development and main village who walk with buggies and children? This facility should be at the centre of village.	Is this development of houses wanted or needed by the local community? Have residents been asked for their views on where they would like their new Heath facilities? We are at the mercy of greedy developers. Keep Rowhedge a village not a suburb of colchester, which it will become if the developers get their way with this and the middle wick ranges.

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6728	Nina Crouchman	yes	yes	yes					w		There is lack of infrastructure and services available to this site to cope with this amount of houses. It is a historic and wildlife site where There is a lack of transport links for this area to cope .	Leave as open space
6730	Julian Brett	no	no	no	✓				w		The need for public dwellings on this site is unnecessary as there is a housing development already in progress in Rowhedge. People in these dwellings will be detached from the village. There are protected species around the location with many being nocturnal and the artificial light and noise being produced from these dwelling will have an adverse effect on the protected species.	No public dwellings.
6754	Nicki Matthews	yes	yes	yes							East Donyland Parish Council is supportive of the removal of the Battleswick site from the draft local plan, and the inclusion of the smaller Rowhedge Business Park site in its place, with a medical facility to be included.	
6795	Iris Fremel										Utilising an under used Brownfield site to allow for additional mixed housing is good use of this land. It's on the edge of the village though will not be disconnected and will allow the NHS to build a new improved medical centre that is already needed as the current doctors is over capacity (and this before the increased patient list from the new wharf development) and will improve/expand the services that local people can receive and will provide new jobs. The woodland area for local people and wildlife will also be retained, so a good balanced scheme overall.	None
6812	Patricia Curran	yes	yes	no	✓	✓	✓	✓	w		Issues with flooding to existing properties insufficient infrastructure for the number of proposed houses Row hedge already has sufficient houses being built	No houses to be built on Rowhedge Business Park
6824	Mrs S Foster	no	no	no	✓				w		Rowhedge has been subject to major development (wharf site) as well as various sites around the village. The infrastructure is not suitable for any further large developments. Various businesses operate from the business park and I would expect a move to be detrimental to their employment. Finding a new site within Colchester would be a significant task to achieve and reduce the possibilities of local employment	Should not go ahead and be considered for development
6839	Mr T Foster	no	no	no		✓			w		I strongly oppose to any further development of Rowhedge. As Rowhedge has been subject to major development over the years and has very little green space left which should be preserved. The boundary to the village is getting increasingly closer to the Colchester perimeter. An area of existing employment should not be changed to housing !!	Leave site as industrial

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6846	Stewart Beaton										With constant applications from developers in Rowhedge, the inclusion of some open space and the addition of a medical centre with increased capacity is very welcomed within this application. The previous applications I've seen in the last few months were for many more dwellings without clear information around infrastructure improvements, I support this application as the impact from it, is considerably less intrusive than others that I have seen.	None
6854	Sarah Brice										Good development of an under utilised brown field site plus providing land for a purpose built new medical centre which will create additional jobs while retaining an area of wildlife and woodland.	None
7000	Stanfords										Rowhedge Business Park and land adjacent to Donyland House:  Strong support for the allocation of this site. My client and ourselves have worked closely with CBC to achieve a development that is appropriate in scale, in a highly sustainable location while representing re-use of an underused brownfield site. The scheme will also enable a significant improvement in local services, which cannot be achieved elsewhere.	None
7084	Georgie Enefer	no	no	no	✓				no		ROWHEDGE IS A SMALL COMMUNITY WHICH WOULD NOT BENEFIT FROM EVEN FURTHERDEVELOPMENT THAN THE VILLAGE HAS ALREADY HAD TO DEAL WITH AFTER THEDEVELOPMENT OF THE OLD DOCKS. SCHOOLS ARE FULL AND THE DOCTORS IS WELL RUN INAN AREA WHICH IS ACCESSIBLE TO THE WHOLE OF THE COMMUNITY, RELOCATING IT WOULDNOT BENEFIT THOSE WHO ARE UNABLE TO DRIVE	REMOVAL OF ANY FURTHER DEVELOPMENT OF ROWHEDGE
7174	Gladman Development (Mathieu Evans)	yes	yes	no	✓	✓		✓	h	yes	Gladman note the allocations have changed and the policy now allocates just 40 dwellings. Clearly the settlement is sustainable and whilst there are a number of constraints within the surrounding areas there are also areas which are free from constraint, which would offer additional areas for development. In the context discussion with regard to OAN and overall housing provision Gladman consider that Rowhedge is another settlement which could accommodate further development. Site to the north and east could provide sustainable locations... Gladman do not consider that the current level of housing provided will allow the settlement to thrive.	

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
											<p>Key points raised: Objection and support expressed to the proposed allocation at Rowhedge. A number of objections relate to Rowhedge being at capacity and not capable of accommodating any further houses particularly as there has been a high level of recent development. Impacts on traffic, flooding and coalescence are raised as particular concerns as well as the inadequacy of the infrastructure and the loss of employment land. The reference to an improved health facility is supported although there are concerns regarding the location. NEECCG request a change to the policy wording for criterion (iv) relating to the provision of new health facilities to refer more accurately to the current position to addressing health needs in the area. An additional / alternative site is also proposed (Battleswick Farm).</p> <p>Summary: Rowhedge is identified as a sustainable settlement within the spatial strategy and as such is considered capable of supporting the proposed additional dwellings. The issues raised regarding infrastructure capacity will be addressed through compliance with policy requirements in SS13 and PP1. The evidence supports the site selection. The alternative site promoted is not considered suitable and has recently been refused planning permission for a number of reasons. The Council will prepare a Statement of Common Ground with the NEECCG and consider appropriate wording about health provision as part of this process.</p>	

SS14: Tiptree

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6219	North East Essex Clinical Commissioning Group									yes	please include 1 GP Surgery under the key services listed.: Under Policy SS14: add new line to read 'Provision of a new healthcare facility is currently being explored by North East Essex Clinical Commissioning Group as part of a Hub and Spoke Modelling exercise, however, no infrastructure has yet been formally approved for this community in isolation'	please include 1 GP Surgery under the key services listed.: Under Policy SS14: add new line to read 'Provision of a new healthcare facility is currently being explored by North East Essex Clinical Commissioning Group as part of a Hub and Spoke Modelling exercise, however, no infrastructure has yet been formally approved for this community in isolation'
6686	Highways England (Mark Norman)										Tiptree There are long standing access problems to the A12 at this location. These should be looked at before these sites are allocated. A possible solution may be an all movements junction to the north of Kelvedon. This could affect traffic movements over a wide area which would need to be carefully assessed before any firm conclusions could be drawn. Consideration would also need to be taken of the emerging proposals for both the A12 and A120 widening proposals.	None
6779	Braintree District Council (Emma Goodings)										BDC notes that allocations of up to 600 dwellings at Tiptree will be identified within the Tiptree Neighbourhood Plan and that cross boundary strategic infrastructure will be considered within this document. We welcome the amendment to include policy point v, for the consideration of strategic cross boundary issues, and point iv, for the delivery of any infrastructure/community facilities in policy SS14. These amendments will help ensure that the Neighbourhood Plan allocations can be delivered with appropriate roads, education and other infrastructure to support them.	None
7225	Clayton Family (A26 Investments, Peter Brooks)										The Clayton family lands are available for inclusion in the housing allocation proposals.	
7246	Newbridge Road Landowners (Phase 2 Planning, Trevor Dodkins)	yes	yes	no					h	yes	We disagree with the conclusions of para 14.218, which this response shows is both inaccurate and unfairly constrains the early work of the neighbourhood plan to look at a limited area to meet its housing needs. We object to SS14 on the basis that it limits consideration only to the broad areas of growth shown by the arrows on the accompanying proposals map and to the direction to the parish that proposals for development outside of the identified broad areas and the settlement boundary for growth will not be supported. This should be a matter for the neighbourhood plan group.	

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7288	Bloor Homes (Strutt and Parker)			no		X	X	X	A	yes	We do not object to development being directed at Tiptree, however we consider that the policy should be amended to express the identification of housing sites as a minimum of 600 dwellings. Further clarity that this number is to be treated as a minimum should be provided to ensure the Local Plan is effective, positively prepared and deliverable, as required by the NPPF (p.182).  the policy should also be amended to acknowledge the need to identify sites of sufficient scale to achieve the delivery this housing need and to deliver wider community benefits and an appropriate S.106 package,	In order to ensure the Local Plan is found sound and legally compliant the housing number should be treated as a minimum to ensure the Local Plan is effective, positively prepared and deliverable, as required by the NPPF (p.182).
7308	Mr Clough (Edward Gittins and Associates)	yes	no	no		✓	✓		h	yes	The site is logically and conveniently located on the southern edge of Tiptree and is used for intensive agriculture. It would form a sensible for redevelopment and is of a scale which would make a valuable contribution towards the 600 dwellings required as part of the Neighbourhood Plan.	Requested Change : Amend the Tiptree Settlement Boundary on Policies Map SS14 to include Site 113 - Land at Bull Lane, Tiptree.
7310	Mrs Morall (Edward Gittins and Associates)	yes	no	no		✓	✓		h		The inclusion of this frontage land on Grove Road would represent a "rounding off" site and it is requested that it be included within the Tiptree Settlement Boundary to be determined by the Tiptree Neighbourhood Plan Group.	Requested Change: Define the Settlement Boundary for Tiptree to include Site 134 - Grove Road, Tiptree
7311	Mr Coghlan (Edward Gittins and Associates)	yes	no	no		✓	✓		h		The site lies close to an area of recent village housing and could provide a small village housing site and should be included within the Settlement Boundary via the Neighbourhood Plan.	
7389	Tiptree Parish Council (Carolyne McSweeney)										With the production of the Tiptree Neighbourhood Plan still to be completed, the Parish Council has no comment to make on the Consultation document. However the Council would like clarification of the status of the site of Thurstable School. It appears from the map provided that this site has been removed from the village envelope. This was not the case in previous consultations, is this an error? If the school site has now been removed, could you please provide an explanation to this.	
7393	Granville Developments (Edward Gittins & Associates)	yes	no	no		✓	✓		h	yes	The Brook Meadows site is able to make a major contribution to future housing needs on the western edge of this Sustainable Settlement. Illustrative Masterplan proposals indicate a mixed-use scheme comprising village housing, open space and a wildlife site/nature reserve delivering community benefits for existing and future residents.	Requested change: Include Site 019 within the Settlement Boundary for Tiptree.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7475	Greene King plc (David Russell Associates)	yes	yes	no		✓	✓		h	yes	Agree with target of 600 additional dwellings in Tiptree over plan period. Direction of growth should be left to the neighbourhood plan to decide. Assessment of constraints around Tiptree does not include the distribution of the best and most versatile agricultural land around the village's western, southern and north-eastern edges. Priority should be given to the north and north-western in the search for land to accommodate the proposed 600 dwellings. Our clients land is a sustainably located site for around 60 dwellings that has defensible boundaries and is located on the village's northern edge. There are no constraints.	Paragraph 14.218 should be amended by adding the following to the end of the paragraph: "In addition to these particular constraints, there is also the distribution of the best and most versatile agricultural land around Tiptree. According to the Agricultural Land Classification Map Eastern Region (ALC008), the land around its southern, western and north-eastern edges is largely Grade 2 land." Amend SS14 as follows: remove "within the broad areas of growth shown on the Tiptree policies map" and start policy with "The Tiptree Neighbourhood Plan will...". Remove the three arrows representing broad areas of growth from the accompanying policies map.
<p>Key points raised: Support broadly afforded to the level of growth with some objection to the approach identifying a direction of growth and leaving the NHP to allocate the sites, the direction selected and a request that numbers are indicated as a minimum and this be clear in policy wording. Alternative sites / broad areas are promoted by various representatives. The NEECCG (6219) request an amendment to policy wording relating to the provision of new health facilities to refer accurately to the current position with addressing health needs in the area, as well as an addition to paragraph 14.216 for accuracy relating to the presence of 1 GP surgery. Highways England raise concerns regarding long standing issues associated with access problems to the A12 at this location. These should be looked at before these sites are allocated.</p> <p>LPA Initial Response: CBC considers Tiptree to be a sustainable settlement for further development and the level and direction of growth has been agreed with the Neighbourhood Plan Group. The Tiptree Neighbourhood Plan will allocate sites for 600 dwellings. CBC will continue to work with the Tiptree Neighbourhood Plan Group and Highways England to ensure the points raised are suitably considered and addressed. The Council will include wording in the Minor Modifications to address the point made by the NEECCG about health facilities.</p>												

SS15: West Bergholt

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6286	Peter Cole										I believe the local plan allows for an acceptable level of growth within the village in proportion to current local infrastructure and facilities. I agree that any development to the south of the village would totally change the community atmosphere and sense of belonging. Serious consideration should be given to the inadequate approach to Colchester through the North Station bottle neck and the original plan to build a second under rail bridge should be reviewed.	Serious consideration should be given to the inadequate approach to Colchester through the North Station bottle neck and the original plan to build a second under rail bridge should be reviewed.
6295	Mike Iliffe-bradley										We support the neighbourhood plan and took part in the consultation. Of all the options that were given we support option one and do not support options 2 or 3	We support the neighbourhood plan and took part in the consultation. Of all the options that were given we support option one and do not support options 2 or 3
6387	NEEB Holdings (Carter Jonas, John Mason)	yes	yes	no		✓			w	yes	Statements are un-evidenced and contradict with policies elsewhere in draft plan and with NPPF	Allocation of land at Armoury Road (WGB04) and land at Colchester Road (WGB03) to ensure development is deliverable. Statements at 14.224 and 14.225 are not evidenced.
6406	Lisa Lumb	yes	yes	yes					W		As a life long resident of West Bergholt I would like to see a development of retirement homes for elderly residents of the village. It is apparent that there are a number of people of pensionable age living singly in large houses. They would desire and benefit from this type of development which would allow them to remain in the village whilst making available the existing housing stock to families.	Make provisions for the development of a retirement village.
6478	West Bergholt Parish Council									yes	Fully support policy SS15 for West Bergholt	None
6633	Patrick Reid	no	yes	no		✓	✓	✓	w		The absence of a plan for West Bergholt (by passing responsibility to a Neighbourhood Plan that may or may not proceed in an unknown length of time) is a severely inadequate means of spatial planning for the village. A full plan for the village, including site allocations, should be made instead.	Provide policies that either allocate sites or indicate criteria by which sites can be assessed. Sites beyond the confines are clearly required and there is not criteria set out, which is necessary.
6687	Highways England (Mark Norman)										West Bergholt development on the scale proposed here is unlikely, on its own, to have a severe impact on the strategic road network.	None
6718	Catherine Bailey	yes	yes	no		✓			w		The proposed areas of growth in West Bergholt do not fit within the landscape objectives and guidelines in the District Landscape Character Assessment and impacts on views from West Bergholt Pools Field to the countryside beyond and the setting on the local cricket field. Local facilities will be negatively impacted.	Remove areas for growth and allocation of 125 units for housing from West Bergholt.

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6769	Rob Fenton	yes	yes	no		✓			W	Yes	<p>To address the specific need for retirement housing, we submit that the land at the back of Lexden Road provides a far superior alternative to the proposed northward direction of growth. It has the benefit of proximity to existing facilities and direct views and PROW access to beautiful Colne Valley - better quality of life.</p> <p>This parcel of land also faces south and west in the direction of the sun.</p> <p>The proposed additional village amenities would be a much needed community asset to be enjoyed by everyone, with the added advantage of proximity to residents who need them most.</p>	<p>To be clear, we are not opposed to the general direction of growth as per the development plan, but strongly feel that a superior alternative for retirement housing has been overlooked.</p> <p>Therefore, in addition to the northward direction for growth of West Bergholt, we are requesting that an extension should be made to the village envelope for 14.3 hectares of land at the back of 16, 20, 42a and 44 Lexden Road (see attached OS map), specifically for the purpose of developing a retirement village with additional village amenities such as on-site GP Surgery, Chemist, Parish Council Office, Bowling green / petanque area, and café.</p> <p>The current village envelope runs through the back gardens of these properties so any extension would</p>
7137	Hopkins Homes (Pegasus Group, Nicky Parsons)	yes	yes	no	✓	✓	✓		h	yes	<p>The identified maximum yield for this village is not justified by the evidence to support the plan and puts at risk the ability of the plan to ensure that housing needs are met. This is especially relevant for a settlement with the sustainability credentials articulated in the plan.</p>	<p>To overcome these concerns it is suggested that the policy be amended as follows: amend criterion ii to require at least 150 dwellings rather than 150, include a new criterion that requires the allocation of sites that can deliver at least 45 new affordable dwellings (this being 30% of 150), amend criterion iii to require the required housing mix and types to be supported by local evidence of need.</p>
7179	Gladman Development (Mathieu Evans)	yes	yes	no					h	yes	<p>Gladman are promoting the land south of Colchester Road, West Bergholt, for residential development. (appendix 6)</p>	<p>Allocate land south of Colchester Road, West Bergholt, for residential development.</p>
7298	Mr Carter (Edward Gittins and Associates)	yes	no	no		✓	✓		h		<p>We do not consider that the Local Plan should dictate the direction of growth for the village and that the increase in village housing should be determined via the Neighbourhood Plan which should make provision for smaller as well as larger sites. This would provide a wider choice of housing location and also opportunities for smaller to medium scale builders. The site at Armoury Road is a logical extension to the existing built up areas.</p>	<p>Requested Changes:</p> <ol style="list-style-type: none"> <li>1. The text of Policy SS15 be amended by deleting: "Proposals for development outside of the identified broad areas of growth and the settlement boundary will not be supported."</li> <li>2. The arrows on Policies Map SS15 be deleted.</li> <li>3. The Settlement Boundary in Policies Map SS15 be amended to include Site 017.</li> </ol>
7309	Mr Harrington (Edward Gittins and Associates)	yes	no	no		✓	✓		h		<p>We do not consider the Local Plan should indicate West Bergholt's future direction of growth. Active consideration should be given to the provision of smaller sites on the periphery of the village in order to provide greater choice and opportunities for small builders. The site at Cooks Mill Lane should be considered to inclusion in the Settlement Boundary via the Neighbourhood Plan.</p>	<p>Requested Changes:</p> <ol style="list-style-type: none"> <li>1.The text of Policy SS15 be amended by deleting: "Proposals for development outside of the identified broad areas of growth and the settlement boundary will not be supported."</li> <li>2.The arrows on Policies Map SS15 be deleted.</li> </ol>

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
<p>Key points raised: A number of issues are raised related to the direction of growth in terms of impacts on landscape and coalescence. Alternative areas / sites are proposed and the suggestion that further areas should be included to minimise risks associated with non-delivery. Leaving the NHP to make the allocations is not planning adequately for the growth needs of the village. The allocation of Pattens Yard as a Local Employment Area is questioned. Provision should be made for a retirement complex.</p> <p>LPA Initial Response: West Bergholt is considered a sustainable settlement and identified as such in the Spatial Strategy. 120 houses is considered proportionate to the size of the village. The Neighbourhood Plan group will determine final numbers, types and sites for housing. The Neighbourhood Plan has flexibility to define additional sites performing local economic functions. No further change to Policy SS15 is considered necessary.</p>												

**SS16: Wivenhoe**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6834	Charles Gooch (Strutt & Parker LLP)	yes	yes	no	✓	✓	✓	✓	h	yes	We have concerns on the wording of Policy SS16 and the Wivenhoe Policy Map to suggest that the DLP has not been positively prepared or fully justified having regard to the Wivenhoe Neighbourhood Plan (WNP) process. We would suggest that there is a need to ensure that there is greater consistency with the WNP and certainty on the requirements for Wivenhoe.	Suggested Changes - Policy SS16 It is suggested that Policy SS16 be changed as follows. Subsequent first and second line with: To conform with the strategy and policies of this Plan, the Wivenhoe Neighbourhood Plan will; Substitute (ii) as follows: (ii) Allocate sites shown on the Policy Map to deliver 250 dwellings; Suggested Changes - Wivenhoe Policy Map The suggested changes to the Wivenhoe Policy map are shown on the plan attached to these representations.
6980	Historic England			no							We note that whilst we were consulted on the SEA for Wivenhoe's Neighbourhood Plan we cannot find any record of being consulted on the Neighbourhood Plan itself. We note from a review of documents on their website that the neighbourhood plan has now reached the examination. Given the allocation bordering the grade II 14, 15 and 16 Colchester Road, we recommend that policy SS16 is updated to ensure that the policy provisions in respect of heritage assets are not diminished in respect of this allocation.	Update policy SS16 to ensure that the policy provisions in respect of heritage assets are not diminished in respect of this allocation.
7234	Network Rail (Katie Brown)	yes	yes	no				✓	w	yes	Network Rail is keen for a site south of Wivenhoe station to be allocated for residential use. Architects are hoping to submit a pre-app advice request in the next 2-3 weeks. The proposal is for demolition of an existing engine shed and construction of a new (slightly larger) building in its place comprising 16-18 residential apartments and a small ground floor retail unit. Additional parking is also proposed to the rear of the building along the edge of the brook. Network Rail has committed to releasing land that has no realistic foreseeable railway use .	
<p>Key points raised: There is concern that the wording of policy SS16 suggests that the development plan has not had regard to the Wivenhoe Neighbourhood Plan. Historic England request that the policy includes provisions in respect of heritage assets. A site is proposed by Network Rail for residential use.</p> <p>LPA Initial Response: Policy SS16 refers to the Wivenhoe Neighbourhood Plan and the sites allocated in the Neighbourhood Plan for 250 dwellings. These sites are also shown on the Local Plan policies map. Minor modifications are not required; the Local Plan has had regard to the Neighbourhood Plan. The Neighbourhood Plan includes provisions in respect of heritage assets, this does not need to be repeated in the Local Plan, and in any case DM16 will apply to all proposals in the Borough. It is noted that Network Rail are preparing a pre-application advice request. The site is within the Wivenhoe settlement boundary and so could come forward through the development management process.</p>												

OV1: Development in Other Villages

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6454	Mark DeRoy	yes	yes	no		✓			h		Previous mapping (2010) in planning terms for the parish of Dedham identified the main historic village limits and 3 other 'sustainable' settlement areas. This Local Plan proposes the deletion of those 3 designated areas so restricting all future permitted development to only be within the key Historic limits of the main and highly sensitive area of the village centre itself. This area is of significant international importance and I am at a loss to understand how this would be of benefit to this superb architectural heritage environment, set as it is in a designated Area of Outstanding Natural Beauty.	I believe this should be reversed and the 3 other developed areas of Dedham be reinstated on the parish plan. Having also earlier in the plan identified a need for future small scale development provision within the parish, now deleted. I feel that for the plan to be robust a small extension to the sustainable settlement boundary should be included as was submitted on Long Road East to help protect both the AONB and the main historic village centre in the longer term.
6477	Angus Forrest	no	no	no	✓	✓	✓	✓	W		The settlements of Swan Street, Rose Green, Wakes Street, Inworth Lane and Middle Green that currently have settlement boundaries should be classified as "Other Villages" and not "Countryside" to prevent undue detriment to residents.	The settlements of Swan Street, Rose Green, Wakes Street, Inworth Lane and Middle Green that currently have settlement boundaries should be classified as "Other Villages" and not "Countryside".
6482	West Bergholt Parish Council									yes	West Bergholt supports this policy but only in as much that in our area such will be restricted by the Neighbourhood Plan to be within the broad areas identified for growth on the policies maps.	None
6688	Highways England (Mark Norman)										Development on the scale proposed in the Other Villages is unlikely, on its own, to have a severe impact on the strategic road network.	None
6694	Sioban Marrison			no					w		As a local resident I value the history and beauty of Dedham village; I am very concerned by the proposal of the local plan. The area in which I live is Dedham Heath and it has accommodated much of the village expansion over recent years. The plan now indicates it not a sustainable area for development; the only identified areas are infill within the core of the heritage village. I don't understand this plan as it will harm this historic village. If development is needed please reinstate the Dedham Heath so that alternative sites are available.	I believe that Dedham Heath should be the main sustainable area for development, albeit limited provision, for any expansion to our village centre that needs to be protected for future generations.
6883	Natural England			no							Move text on HRA screening from explanatory text to policy.	Move following text from explanatory text to policy - Proposals in close proximity to a European site must demonstrate through HRA screening that the scheme will not lead to likely significant effects to the integrity of the European site. Where this cannot be ruled out a full appropriate assessment will be required to be undertaken.

7187	East Mersea Parish Council (Rose Sue Pullen)										East Mersea is classified in the Local Plan as Other Village which is subject to "limited development" - Policy OV1. This includes infill development, development on previously developed sites and alterations and extensions. Interestingly, this policy/category does not include Leisure and Tourism (eg. caravan parks), which is a major sector in Policy 2 - Countryside. East Mersea, therefore, under this heading, will be treated as before except that there should be no caravan parks!	
7249	Winstred Hundred Parish Council (Sue Pullen)										Winstred Hundred Parish Council are deeply concerned that the Draft Local Plan for our 5 villages, consisting of Great and Little Wigborough, Peldon, Salcott and Virley, indicates that very few houses will be allowed here in the time period to 2033 due to the restrictions of being classified as 'Other Villages'. We would argue that our villages are perfectly sustainable especially if a slightly more flexible approach is taken to new housing and places of business allowing a small number of those to be added over the next 16 years.	
7317	The Shepherd Trust & Granville Developments (Edward Gittins and Associates)	yes	no	no		✓	✓			h	In relation to Dedham and Dedham Heath:  The support for Dedham Heath as a sustainable location for village housing and the selection of Site 091 as a Preferred Option, has been rescinded without adequate grounds for doing so. It is proposed that the site be reinstated within the Dedham Heath Settlement Boundary and that Dedham & Dedham Heath be classified as a single Sustainable Settlement in Policy SG1.	Requested Changes:  1. Provide an SS Policy for Dedham and Dedham Heath. 2. Classify Dedham & Dedham Heath as a single Sustainable Settlement in Table SG1: Spatial Hierarchy and delete Dedham Heath as an Other Village in the same Table. 3. Provide a Policy for Dedham & Dedham Heath after paragraph 14.156 - ie: Policy SS5 - and consequentially renumber following SS Policies +1. 4. Amend the Dedham Heath Settlement Boundary from a pecked to a solid line as for Dedham and other Sustainable Settlements. 5. Amend the Dedham Heath Settlement Boundary to include Site 091.
7325	Mr Parmenter (Edward Gittins and Associates)	yes	no	no		✓	✓			h	It is contended that insufficient provision has been made for village housing in Other Villages and that this should be supplemented. The inclusion of frontage land opposite Salcott Church will enable a small village housing development to come forward with a much-needed landscaped car park to serve the Church.	Requested Change: We therefore seek an amendment to the Salcott Other Village Boundary to include land south of The Street within the Boundary
7331	Mr Bindloss (Edward Gittins and Associates)	yes	no	no		✓	✓			h	It is considered that there has been insufficient provision for housing within the Other Villages and that small adjustments to Settlement Boundaries - such as proposed at Forge Cottage - should be made to provide some limited scope for future houses.	Requested Change : Include small site to the east of Forge Cottage within the Fingringhoe Other Village Boundary in Policies Map Fingringhoe - Policy OV1.
7346	Hutley, Moyneux and Went (Boyer Planning)			no						h	Welcomed that the policy supports a level of new development in 'Other Villages', however it is considered this is overly restricted, particularly within Peldon Site at Lower Road Peldon should be included.	Include site at Lower Road Peldon

Key points raised: The three sites in Dedham Heath that were allocated in the Preferred Options draft are proposed for allocation. Some of the Borough's hamlets that no longer have settlement boundaries should be classified as Other Villages and not Countryside. Insufficient provision has been made for village housing in Other Villages. Natural England propose a minor modification.

LPA Initial Response: Policy SG1 sets out Colchester's spatial strategy. Growth is directed towards the most sustainable and accessible locations in accordance with the spatial strategy for North Essex (set out in Policy SP6 of Part One). Table SG1 sets out a settlement hierarchy, whereby the Borough's settlements are ranked by their sustainability merits and the size, function and services provided by each settlement. In the Other Villages and Countryside no allocations are proposed. This approach recognises the role of the Borough's Other Villages as small villages with limited facilities and protects the rural character of the countryside. Where Parish Council's are concerned about the lack of new housing in villages they could consider, through a Housing Need Survey, whether there is a need for affordable housing for local people that could be delivered through a rural exception site. The Settlement Boundary Review looked at all the Borough's villages and as part of this some small clusters of housing and hamlets had settlement boundaries removed and are now classified as countryside. The three sites in Dedham Heath that were allocated for residential development in the Preferred Options are no longer considered suitable owing to the potential impact on the Dedham Vale Area of Outstanding Natural Beauty. The minor change proposed by Natural England is supported and has been included in the minor modifications schedule.

**OV2: Countryside**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6578	Angus Forrest	no	no	no	✓	✓	✓	✓	W		The settlements of Swan Street, Rose Green, Wakes Street, Inworth Lane and Middle Green that currently have settlement boundaries should be classified as "Other Villages" and not "Countryside" to prevent undue detriment to residents.	The areas of Swan Street, Rose Green, Wakes Street, Inworth Lane and Middle Green are currently defined by settlement boundaries and should only be relegated to "Other Villages" and not "Countryside"
6933	Terry Parker (Fowler Architecture & Planning, Callan Powers)	yes	yes	no		✓	✓		h	yes	The policy is unclear as to how sustainable development will be guided in accordance with the allocations and settlement hierarchy. The presumption against development precludes taking a pragmatic approach to the identification of sustainable sites, fails to take into account a general shift in national policy towards the reuse of rural buildings and also omits the exceptions to the general policy of restraint set out in para 55 of the NPPF.	More positive language should be employed. Furthermore, a policy should be set in place that will help DM officers to identify sustainable development in the event of circumstances where the Council is unable to demonstrate a deliverable five year supply of housing.
7175	Gladman Development (Mathieu Evans)	yes	yes	no	✓	✓		✓	h	yes	Gladman object to OV2 with particular reference to the last paragraph in respect to residential development. As has been established there are significant deficiencies in the current place with regard to the overall levels of housing proposed, there are also potential question marks over a number of the allocations within the Local Plan. In order to ensure that overall plan targets are met it is necessary for policies such as OV2 to offer a flexible approach which allows sustainable development to be delivered in accordance with the NPPF.	Housing development adjacent to settlement boundaries in rural areas should be subject to criteria based policy which should be included in OV2 or in a broader policy in allowing development on the edge of sustainable settlements.

Key Points Raised: Some of the Borough's hamlets that no longer have settlement boundaries should be classified as Other Villages and not Countryside. Housing adjacent to settlement boundaries in rural areas should be subject to a criteria based policy and a policy should be set in place that will help DM Officers to identify sustainable development in the event that the LPA cannot demonstrate a five year housing land supply.

LPA Initial Response: Policy SG1 sets out Colchester's spatial strategy. Growth is directed towards the most sustainable and accessible locations in accordance with the spatial strategy for North Essex (set out in Policy SP6 of Part One). Table SG1 sets out a settlement hierarchy, whereby the Borough's settlements are ranked by their sustainability merits and the size, function and services provided by each settlement. In the Other Villages and Countryside no allocations are proposed. This approach recognises the role of the Borough's Other Villages as small villages with limited facilities and protects the rural character of the countryside. Policy OV2 provides criteria for proposals that come forward in the countryside, i.e. land outside of defined settlements. Policies OV1 and OV2 comply with the NPPF.

**DM1: Health and Wellbeing**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6220	NEECGC (Mower)	yes	yes	yes							DM1 Health and Wellbeing: North East Essex Clinical Commissioning Group and NHSE Midlands and East agree with the statements in this section and welcome the requirement to ensure that Health Impact Assessments are undertaken by developers at the point of any preliminary enquiry or outline Planning Application for 100 units	
6318	Essex Bridleways Association (Susan Dobson)	yes	yes	no	✓	✓	✓	✓	h		Policy DM1: Health and Wellbeing: we are disappointed to note that in the wording of this Policy, item (ii) only gives examples of walking and cycling within this paragraph. To make this Plan sound, we suggest that point (ii) is amended to read: 'Providing a healthy living environment where healthy lifestyles can be promoted including green space and creating attractive opportunities for activities including walking, cycling and horse riding; and...'	Amend the wording of this Policy to that suggested in the representation above.
6522	Dr Alan Drew	yes	no	no					w		Colchester General has been in special measures for years, as a direct result of not having the capacity to provide a good service. Whilst improvements have been made very recently, the extra 30k homes will only increase the capacity issues at the hospital. The problems are in terms of capacity to deliver a good service and access, which is mainly via the congested Colchester North area. No plans are in place to improve capacity at the hospital or improve the road access to it.	improved road access to the hospital, improved capacity for care at the hospital, reduction in the number of houses planned, to lower the impact of them
6537	Sport England (Maggie Taylor)	yes	yes	yes	✓	✓	✓		w		The scope of the policy could be improved by referring to 'promote healthy AND ACTIVE lifestyles', including FORMAL SPORT within bullet (ii) as well as clearly seeking to improve opportunities to increase levels of PHYSICAL ACTIVITY within the community. As well as provision of good doctor/hospital services and healthy eating any form of physical activity is proven to help healthy living.	The scope of the policy could be improved by referring to 'promote healthy AND ACTIVE lifestyles', including FORMAL SPORT within bullet (ii) as well as clearly seeking to improve opportunities to increase levels of PHYSICAL ACTIVITY within the community. As well as provision of good doctor/hospital services and healthy eating any form of physical activity is proven to help healthy living.
6538	Sport England (Maggie Taylor)	yes	yes	yes	✓	✓	✓		w		Suggestion for Par: 15.4 - there is a lot of interchangeable language around sport and recreation but you will note NPPF Par 74 refers to open space, sport and recreation. The wording in the final sentence of the par. could be read as excluding sport.	15.4 - 'open space, SPORT and recreation'.

7378	Myland Community Council (Helen Harris)																			Whilst MCC welcomes a policy on health and well-being the limited details are symptomatic that the emphasis is placed on housing and not community considerations. MCC welcomes the provision of a site on the Chesterwell development for a GP Surgery and expects its fruition to be pursued with vigour. Equally importantly MCC would wish to see evidence prior to adoption of this LP that health providers, i.e. Colchester General Hospital has an effective strategic plan to cope with the growth forecast in this LP.	None
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Local Planning Authority (LPA) Initial Response: The LPA agree that minor rewording as suggested by Sport England and Essex Bridleways Association can be incorporated within Minor Modifications to the Plan. No other changes required to Policy DM1. Concern is raised about the impact that 30,000 homes will have on Colchester General Hospital. The North East Essex Clinical Commissioning Group and NHSE Midlands and East have submitted a representation, which states that they agree with the statements in this section and welcome the requirement to ensure that Health Impact Assessments are undertaken by developers.

**DM2: Community Facilities**

CBC Rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6174	The University of Essex (The JTS Partnership LLP)	yes	yes	no		✓	✓	✓	w		The University seeks clarification that, although it opens up a number of its facilities for community use, its assets will not be the subject of Policy DM2. If this is not the case (i.e. if its facilities would be subject to Policy DM2), then this would act as a disincentive to allowing continued community use.	The University seeks clarification that, although it opens up a number of its facilities for community use, its assets will not be the subject of Policy DM2.
6222	ECC (Jericho)	yes	yes	no			✓	✓	h		A change is required to ensure state funded schools are excluded from the policy's provisions. Policy DM3 covers education provision. As currently worded, Policy DM2 could prevent the relocation of a school into new buildings or the sale of an asset to fund improved education services. The change will also ensure consistency between Policies DM2 and DM3.	Change Policy DM2 to exclude 'state funded schools'.
6631	Marks Tey Church (Ian Scott-Thompson)										15.7 Providing Community facilities in new developments (eg West Tey) is essential for quality of life, but has been neglected in recent housing. Church members (eg Marks Tey) are keen to encourage and support good relationships and networks in new communities.	None

6755	NHS Property Services (Bidwells, Elizabeth Thorogood)										Supportive of the flexibility of the approach which allows for redevelopment of existing community facilities, where appropriate; The Policy is in accordance with the aspirations of the government set out within the Housing White Paper to make the most of surplus public land to provide housing.	None
7379	Myland Community Council (Helen Harris)										MCC is happy to acknowledge that the residents of north Colchester will benefit from this policy on community facilities.	None

LPA Initial Response:

Comments and support noted. Consideration will be given to minor rewording as the representations suggest current wording would discourage community use of otherwise private facilities. However, the Local Plan includes examples of community buildings/uses, which may be subject to policy DM2 and already incorporates flexibility. The decision of whether an application is subject to policy DM2 will be determined on a case by case basis. Applicants are advised to engage in pre-application discussions at an early stage.

**DM3: Education Provision**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6175	The University of Essex (The JTS Partnership LLP)										The University welcomes and supports the presumption, as set out in this Policy, in favour of the development of new, and the expansion of existing, education provision.	None
6223	Essex County Council	yes	yes	no			✓	✓	h		A change is required to change the focus of Policy DM3 so that it is positively worded to facilitate delivery. This would ensure compliance with the NPPF. As currently worded, the policy (in combination with Policy DM2) could prevent the relocation of a school into new buildings or the sale of an asset to fund improved education services. The changes will also ensure consistency between Policies DM2 and DM3. Amended wording for the policy has been provided.	Change Policy DM3 by deleting the first paragraph and replacing with the following text, with the last paragraph remaining unchanged.  'Sites that are in private or public education use or have recently ceased to be used for education purposes will be protected for that use.  Where in whole or in part educational use of a site is redundant or proposals for alternative use are put forward, re-development of buildings and/or the grounds will be supported where the local community is and will remain adequately served by alternative provision and receipts from the sale of the land will be invested in improved or expanded education facilities.'

6541	Sport England (Maggie Taylor)	yes	yes	yes		✓	✓	✓			Bullet (iii) needs to x ref. NPPF 74, SE policy to protect playing fields and the Councils PPS. New and existing schools can be valuable assets for community sport and securing community use to a site, where there is a need/recommended in the PPS is vital. The policy should support securing community use through community use agreements where this is supported by the PPS.	Add para. supporting community use agreements to secure community access to playing fields and built sports facilities on school sites.
7089	Department of Education and Skills and Funding Agency	yes	yes	no							The support for "appropriate and well-designed" applications for new schools in policy DM3 is welcomed, however it would be useful if further guidance could be provided in the supporting text on what principles will be used to judge if a school proposal is 'well-designed'.	Include further guidance in the policy in respect of what principles will be used to assess "well-designed"
7090	Department of Education and Skills and Funding Agency	yes	yes	yes							Given the requirement for all Local Plans to be consistent with national policy, the ESFA also welcomes the explicit reference in paragraph 15.11 to the requirement in the National Planning Policy Framework (NPPF) for LPAs to take a proactive, <del>positive and collaborative approach to ensuring that a</del>	
7380	Myland Community Council (Helen Harris)										Education - related paragraph 7.12 concurs with the Myland and Braiswick Neighbourhood Plan (NP) Policy EDU1.	None
<p>LPA Initial Response: Policy DM3 protects sites proposed for or in current educational use or which have ceased to be used for education in the recent past. It also supports appropriate and well designed new education facilities. The policy includes support for change of use or redevelopment in certain circumstances and therefore modifications to the policy are not required. The Department of Education and Skills Funding Agency request further guidance in respect of what principles will be used to assess good design. Policy DM15 sets out design principles and criteria that all proposals should consider to ensure high quality design. No changes required to Policy.</p>												

**DM4: Sports Provision**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan

6094	CUFC (Lawson Planning)	yes	yes	no		✓	✓	✓	H	yes	To support the proposed provision of state of the art sports facilities, and to help bring forward an 18 hectare new sports ground on a suitable site, CUFC is seeking a positive planning policy context within the emerging Colchester Local Plan. However, draft Policy DM4: Sports Provision does not currently represent an appropriate strategy for securing the provision of sports facilities as it is not considered to be justified, effective or consistent with national planning policy. Consequently, the draft policy cannot be considered 'sound' in accordance with the NPPF tests.	It is requested that the following additional text is inserted into the Policy, located directly after the second paragraph: Proposals for the provision of sports facilities and new sports grounds at locations well related to the functional requirements of the proposed use will also be supported. Rather than presenting an overly restrictive approach that does not provide an appropriate level of flexibility to respond to changing circumstances over the Plan period, the addition of this text would ensure that the policy is justified, effective and consistent with national policy, as well as the Council's ambition to encourage active lifestyles and to increase participation in formal and informal sport and recreation.
6176	The University of Essex (The JTS Partnership LLP)										The University looks forward to discussing with the Borough Council, how the existing Campus sports facilities can continue to be improved, both for the benefit of the student and staff cohorts and the local community. The University is shortly to complete a new sports hall but, further provision is limited by the availability of land within the Campus. If the University is to provide additional facilities, both for use of its own students and staff cohorts, and the local community, the Borough Council will need to identify future expansion land for the Campus.	None
6542	Sport England (Maggie Taylor)	yes	yes	no		✓				w	Generally support however Sport England would expect to see the evidence base undertaken in terms of the Leisure Facility Strategy and Playing Pitch Strategy reflected in this section of the plan in more detail. For example provide a summary of the key issues (shortage of quality sports halls and swimming pool capacity, opportunities to develop cycling as a sport and expansion of indoor bowls, a drive to address playing field shortfalls by investing in multi-pitch hub sites and cricket pitches for one man stands and generally to improve the quality of facilities) and policy solutions. Given there is a detailed evidence base to draw on the policy is very generic. If there is a need for sports hall capacity (as backed up by the IDP) is there not a need to identify a site(s) to provide new/improved sports hall capacity (perhaps linked to housing growth areas)? If there is a need for more swimming capacity why is this not backed up by the IDP and why is a mechanism for providing swimming capacity not identified in the policy?	Amend policy to more fully reflect outcomes of the evidence base.Ensure ref. to sports strategies is correct and comprehensive.Add encouragement of securing community use of key school sports facilities
7381	Myland Community Council (Helen Harris)										The NP highlighted that residents seek a wide variety of sport and leisure facilities. Whilst it is acknowledged that the Northern Gateway site will provide a range of accessible sports, MCC urges CBC to survey for demand, e.g. tennis and outdoor gymnasiums featured strongly in the NP.	None
LPA Initial Response: No modifications required to the policy or explanatory text. Further details concerning the University will be contained within the TCBGC Development Plan Document. The Council will continue discussions with the University of Essex and Sport England.												

**DM5: Tourism, Leisure, Culture and Heritage**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6981	Historic England			no							We welcome reference in paragraph 15.19 to Colchester's "rich historic environment. We reiterate our concerns raised at the Preferred Options Draft Local Plan consultation in July 2016 in that whilst the policy covers a wide range of different development types and locations, we would suggest that the policy could not only require development to "...minimise their impact on neighbouring areas..." but also ensure that consideration is given to how such developments could make a positive contribution.	policy could not only require development to "...minimise their impact on neighbouring areas..." but also ensure that consideration is given to how such developments could make a positive contribution.
7063	East Mersea Parish Council										The parish can not support any further caravans. The plan must be more stringent on regulating further additional caravans to be permitted. There are concerns that further caravans will have a negative effect on the natural environment	
7345	Hutley, Molyneux and Went (Boyer Planning)			no					h		Support for tourism sector welcomed. Consideration should be given to proposed holiday lodges at Peldon which would reuse brownfield land.	
7445	STOP350 (represented by David Cooper and John Akker)	no	no	no	✓	✓	✓	✓	h	yes	The Draft Local Plan does not recognise that Mersea is an island with restricted access due to it's single tidal road. Also the limited room for expansion for future generations, with the whole Island lying within the Coastal Protection Belt. Also the omission of constraints, transport issues, incorrect housing data and the lack of capacity Medical care on the Island. It is the submission of the Group that the DLP is unsound in respect of its proposals for 200 dwellings in West Mersea and Caravan Parks on Mersea Island.	To remove West Mersea from SG1 and SG2 also SS12a the proposal for 200 dwellings on two sites at West Mersea.  Policy SS12c should be removed or limited to the existing uses and activities, with no intensification.
<p>LPA Initial Response:</p> <p>The LPA will include the revision suggested by Historic England as a minor modification. The Local Plan does not allocate land for expansion of caravan parks. Policy SS12c provides criteria which any development proposals, including the expansion of caravan parks will need to comply with. The Local Plan does not allocate land for holiday lodges. Policy DM5 provides criteria to assess proposals for tourism use, such as the proposal put forward in this representation. The LPAs response to proposed housing sites in Mersea is set out in policy SS12a.</p>												

**DM6: Economic Development in Rural Areas and the Countryside**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of Representation	Proposed change to Local Plan
6884	Natural England			no							Move text on HRA screening from explanatory text to policy, along with wording on mechanisms to prevent fly tipping the introduction of invasive species and vandalism.	Move text on HRA screening from explanatory text to policy, along with wording on mechanisms to prevent fly tipping the introduction of invasive species and vandalism.
6982	Historic England			yes							We support the inclusion of the sentence in (C) that there is a presumption that heritage assets will be retained rather than replaced and welcome the clarification in paragraph 15.28.	
LPA Initial Response:												
The support and comments are noted. The revision suggested by Natural England will be included as a minor modification.												

**DM7: Agricultural Development and Diversification**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6885	Natural England			no							We advise adding Sites of Special Scientific Interest to the following wording: "Proposals that are likely to have an adverse impact on the integrity of European sites or the Dedham Vale AONB will not be supported."	We advise adding Sites of Special Scientific Interest to the following wording: "Proposals that are likely to have an adverse impact on the integrity of European sites or the Dedham Vale AONB will not be supported."
6983	Historic England			yes							We welcome the inclusion within the policy of the requirement that re-use of historic farm buildings should maintain and enhance the historic environment.	None

6989	Stanfords Planning	no	no			✓			h	yes	The requirement for a diversification plan together with details of how it will assist with the viability of the farm holding is unnecessary and unjustified. The purpose of such justification runs contrary to the terms of the NPPF with regard to securing investment in to the rural economy. The presumption should be in favour towards appropriate re-use of farm buildings. The requirements of the policy as drafted are excessive and will prove to dissuade the effective re-use of farm buildings.	The requirement for a diversification plan together with details of how it will assist with the viability of the farm holding is unnecessary and unjustified. The purpose of such justification runs contrary to the terms of the NPPF with regard to securing investment in to the rural economy. The presumption should be in favour towards appropriate re-use of farm buildings. The requirements of the policy as drafted are excessive and will prove to dissuade the effective re-use of farm buildings.
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LPA Initial Response:  
 Whilst the Council is supportive in principle of farm diversification schemes a policy is needed to ensure that schemes that require planning permission do not harm the existing agricultural use of the farm and local landscape and the rural environment are protected. It is not unnecessary nor unjustified to expect a diversification plan as part of a planning application. The policy is clear that this should be related to the scale of the proposal. Small scale proposals will require limited detail. A diversification plan will help to demonstrate that the diversification scheme is well thought out and will not lead to piecemeal development or harm the existing agricultural enterprise. The LPA is working with Natural England on a Statement of Common Ground to address the concerns raised in their representations. The minor wording change proposed to policy DM7 is supported and will be incorporated in the minor modifications schedule.

**DM8: Affordable Housing**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6118	2008 Angora Bare Trusts (Cheffins)										We support Policy DM8 concerning affordable housing provision at 30%. We do also feel that provision of affordable housing should be made in all of the sustainable settlements, including Copford/Copford Green in line with housing need assessments.	None
6355	Chris Hill	yes	yes	no	✓	✓	✓		w		The Colchester Borough Council policy makes no provision for new homes to be purchased by the council or its nominated partners at a proportionate discounted for use as affordable or council housing, despite the parallel Tendring District Council having such a provision within the equivalent part (Policy LP5) of their Local Plan.	Given the current housing crisis, this provision should be applied across all of the relevant councils, rather than by Tendring alone.
6386	NEEB Holdings (Carter Jonas, John Mason)	yes	yes	no		✓			w		The 30% target seems over-ambitious as it is much higher than the rates that have been delivered over the past three years.	None specified

6660	Mersea Homes (Brian Morgan)	yes	yes	no		✓			h	Yes	The Council proposes to increase the percentage of affordable housing from 20% to 30% which is a significant step change and, we believe, not supported by objective evidence. A report is attached prepared by Thomas Hegan MRICS., Turner Morum Chartered Surveyors. It concludes: 'I believe there are a number of insufficient cost inputs adopted within the 3-Dragon viability analysis which have a serious bearing on respective viability conclusions..... As a result I believe that the 30% should therefore be reduced to 25%.'	To reduce the affordable housing delivery percentage from 30% to 25%  The 5th paragraph of DM8 states: 'The affordable housing provision should proportionally reflect the mix of market housing unless otherwise specified by the Local Planning Authority'. This is unjustified as the provision as affordable should reflect identified shortfalls within the Council's evidence base. The policy as written could potentially result either in unmet demand or wasted delivery of affordable housing.  Delete the second sentence of paragraph 5 which begins 'The affordable housing provision should...'  A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation.
6800	Guy Williamson (Mark Liell & Son LLP, David Coleby)	yes	yes	yes					h		1.The urban threshold of more than 10 dwellings should apply to designated rural areas too. 2. The affordable percentage adopted should reflect other stakeholders desires for planning gain items. 3. 'Pepper potting' has significant impact on values and hence viability. Pepper potting should only be required on sites accommodating more than 60 units. 4. Any off site infrastructure works should be reflected in the affordable percentage. 5. The mix of affordable housing should take into account the type of private housing to provide an overall complimentary scheme.	1 The rural areas affordable threshold to be on schemes or more than 10 dwellings. 2. 'Pepper potting' only required on schemes of more than 60 dwellings.
6919	Persimmon Homes	no	yes	no		✓	✓	✓	h		Council's evidence base highlight that level of affordable housing renders some development unviable. Proportion of affordable housing should ensure viable development. Policy is too value to to tenure types sought. Affordable rented properties can be comparatively more expensive to provide than other tenures. Council should seek maximum split of 70% social rented/30% intermediate tenure to address both need and viability issues.	Council should seek maximum split of 70% social rented/30% intermediate tenure to address both need and viability issues.
7032	Andrew Granger & Co. (Mr Adam Murray)										support the requirement for residential developments of more than 10 dwellings in urban areas to provide a proportion of affordable housing, subject to the viability of each individual development site and its technical matters. As previously stated, the proposed development site has the capacity to accommodate up to 100 dwellings, of which 30 are allocated within the Draft Local Plan, and would provide a mix of house types and sizes including proportion of affordable housing; subject to viability.	

7138	Hopkins Homes (Pegasus Group, Nicky Parsons)	yes	yes	no		✓			h	yes	It is noted that the required proportion of affordable housing has been amended from 20% to 30%. However, the SA at 10.8 seems to still refer to testing 20% as the required proportion and does not appear to have been updated with as assessment of the implications of this increase. This calls into question the justification for the change from 20% to 30%. The absence of a thorough assessment of this is objected to. The increase to 30% is not considered to be adequately justified.	Revert to the requirement for 20% affordable housing.
7151	HBF			no		✓			h		A reduction in the costs of development, such as a reduction in affordable housing contributions, could also have an impact on the viability of such a development. Council have stated in DM8 that where development costs undermine viability an alternative level of provision will be considered but this places the onus on the developer even where the Council is aware that viability will make some forms of development unviable. Policy should reflect the evidence and seek to support the efficient use of land wherever possible and in particular higher density flatted development in its urban centres.	Policy should seek to support the efficient use of land wherever possible and in particular higher density flatted development in its urban centres.
7192	Bloor Homes Eastern (Pegasus, Nicky Parsons)	yes	yes	no		✓			h		It is noted that the required proportion of affordable housing has been amended from 20% to 30%. However, the Sustainability Appraisal at 10.8 seems to still refer to testing 20% as the required proportion and does not appear to have been updated with an assessment of the implications of this increase. This calls into question the justification for the change from 20% to 30%.The absence of a thorough assessment of this is objected to. The increase to 30% is not considered to be adequately justified.	Revert to the requirement for 20% affordable housing.
7228	Colne Housing Society Ltd	yes	yes	yes					w		We support the Council's commitment to improving housing affordability in Colchester and the requirement to ensure that 30% of new dwellings (including conversions) on housing developments of >10 dwellings in urban areas and above 5 units in rural areas should be provided as affordable housing. Colne would like the council to consider affordable rents. Affordable rents are currently pitched at up to 80% of market rents-this is often still not affordable for many local people. Our rent policy states we will not charge rent above the local housing allowance, we would like the council to make this a requirement.	Our rent policy states we will not charge rent above the local housing allowance, we would like the council to make this a requirement.

7361	Greene King plc (David Russell Associates)			no					h		<p>The change in the number of affordable housing provision in new developments in Policy DM8 is a significant increase on the Preferred Options version. Methodology has not been fully explored and agreed. The policy should be clearer, and needs and supply based on local requirements. In some cases it may be more or less than the 30% quoted. "Pepper-potting" affordable housing in a mixed affordable housing/market housing scheme has not necessarily proved successful where implemented elsewhere. Much depends on the size of the proposed development and future requirements of various settlements.</p>	<p>We suggest the following modifications to Policy DM8. Delete the third paragraph beginning "This level balances ..." and substitute the following: "Schemes where the level of proposed affordable housing is below this target must be accompanied by a viability assessment, using a methodology previously agreed with the LPA. "The proposed affordable housing mix should have regard to the latest available assessment of local housing market conditions and housing need." Delete the penultimate paragraph and substitute: "Developments should integrate affordable housing and market housing through the use of consistent quality design and public spaces standards. In schemes of more than 15 units, affordable housing should be provided in more than one single group. These groups should normally be distributed throughout the scheme; their size and location should be previously discussed and agreed with the LPA, taking into account practical matters such as management</p>
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Key points Raised: There is concern amongst objectors that the 30% is overly ambitious and the increase from 20% is not justified. The split between intermediate and social rented should be 30:70 to help viability. The rural areas affordable threshold to be on schemes or more than 10 dwellings. 'Pepper potting' affects viability and should only be required on large schemes. There is support for the policy from Angora Bear Trust and Colne Housing. Colne Housing would like the Council to make it a requirement that rent will not be charged above the local housing allowance. The sustainability appraisal of the policy is questioned.

LPA Initial Response: The evidence from the Colchester Local Plan Viability Study supports a target of 30-35% affordable housing in new developments in Colchester and the SHMA also evidences the need for a higher proportion of affordable housing. In considering development proposals the LPA will always consider cumulative planning contributions including the level of affordable housing required. Where the viability of schemes is called into question the LPA will require an independent assessment of overall viability to be submitted for its consideration (as outlined in Policy DM8). Following this process the LPA will be in an informed position to consider any revised levels of planning contributions and affordable housing requirements. Whilst the Council encourages an appropriate mix of tenures on housing developments, it is beyond the remit of the Local Plan to set a defined number of units and level of rent for private rented accommodation. The Sustainability Appraisal appraised the Policy referring to a target of 30% affordable housing with 3 alternative options including a lower target of 20%, setting an alternative and leaving it to the NPPF.

**DM9: Development Density**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan

6801	Guy Williamson (Mark Liell & Son LLP, David Coleby)																		We consider that density should primarily be driven by house types/sizes, optimum layouts and compatibility with the surrounding/nearby built environment. By securing a well designed optimum number layout, this should have the impact of reducing the overall number of sites allocated in the Borough. Specifically, in Langham we believe (based on housebuilder feasibility studies) that scope exists to increase the number of units proposed on the School Road 'East of Power plus site' (2.231 ha/5.51 acres) above 40, and that the Wick Road site also has some additional capacity depending on house sizes and plot configurations.	None
6984	Historic England			yes															We welcome the inclusion of the reference to the setting of important heritage assets in criterion (i) of the policy.	

LPA Initial Response:  
Policy DM9 is clear that densities should make efficient use of land and have regard to a range of issues, such as the character of the site and surroundings. The allocations in the Local Plan reflect what the LPA consider is an appropriate density for each of the sites, taking into account the criteria in policy DM9. If site promoters disagree with the housing figures set out in the site specific policies a higher figure will need to be justified through the development management process, taking into account the criteria in this policy.

**DM10: Housing Diversity**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6119	2008 Angora Bare Trusts										We support Policy DM10 and its objectives of securing more diverse housing provision including, in particular, self-build housing, housing for the elderly, custom built housing and other mixed accommodation types. For the alternative site proposed in these representations we suggest that these diverse housing objectives can easily be accommodated.	None
6182	Margeurite Hadrell										I fully support the policy for self build housing sites. The Council have previously given no help to small scale developers wanting to build one unit for their own occupation. I would like to see the attached site at Highfield Drive Lexden formally allocated for housing as to date the Council have unreasonably failed to grant planning permission for the same	None

6920	Persimmon Homes	no	yes	no		✓	✓	✓	h		Policy is too imprecise as to what quantum is being sought and the nature of the specialist housing. Certain forms of specialist housing require a critical scale to be viable. Not viable for all housing development to provide a mix of housing types as stated in policy. Unnecessary wording since other paragraphs provide some clarification as to how housing diversity will be achieved and in some instances the quantum.	Delete wording requiring all housing developments to 'provide a mix of housing types to suit a range of different households as identified in the latest SHMA'.
7229	Colne Housing Society Ltd	yes	yes	yes					w		Colne has noted Colchester's growth requirements in the provision of older and specialist housing as outlined in the SHMA. This means an additional 94 specialist and extra care housing units should be provided each year. Colne is currently developing its Older Persons Housing strategy. We also note that ECC is the provider of social services in the Borough. Again Colne will consider this as part of its strategy.	n/a
7382	Myland Community Council (Helen Harris)										This Policy concurs with the NP Policy HOU1.	None

Key points raised: A representation is submitted that the policy is too imprecise as to what quantum is being sought and the nature of the specialist housing. Certain forms of specialist housing require a critical scale to be viable. Other representations support the policy and two representations refer to sites that are promoted for housing.

LPA Initial Response: Site specific representations are considered in the site specific policies. The policy includes examples of different housing types and tenures, which may be appropriate. This will be determined on a case by case basis taking into account the size and characteristics of each site and the need for different types and tenures of housing.

#### DM11: Gypsies, Travellers and Travelling Showpeople

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6903	Environment Agency			no							As currently worded the policy does not go far enough in terms of those environmental aspects that might influence site selection, notably flood risk and foul water disposal. Additional wording supplied.	Add the following wording: 'Site selection should ensure they are not located within areas at risk of flooding and are capable of being provided with appropriate drainage, water supply and other necessary utility services. For sewerage, a connection to the main sewer system will be preferable except when it is impractical to achieve'.

7296	Basildon Council (Amanada Parrott)			no	✓		✓					Policy DM11 states that provision will be made for 2 pitches which meet the definition in the PPTS, when the emerging evidence identifies a need for 3 pitches. This discrepancy needs to be addressed for this statement to be true; and CBC has not had any regard to the formal response Basildon BC made to the Colchester Draft Local Plan at the beginning of 2014 in which an unmet need for pitches for Travellers arising from Basildon Borough was identified, (around 255 at that time) and a request for assistance from CBC in meeting this need was made.	
7359	Cllr G Oxford			no								Withdrawal of support for any extension of Severalls Lane site due to on-going problems on the site and on safety grounds.	
7456	The Gypsy Council (Christine Atkins)											Insufficient land for members of the Travelling Community Collaborate- To work in partnership and a word used regularly both from central government with reference to travellers sites and used with regard to Tendring with new Garden Towns Integration- another word brandished , multiculturalism tourism all empty words which look good on paper but are ignored when it comes down to provision for Travellers. Transit Sites- Instead of wasting money consult Appleby Town Council who provide temporary shopping sites.The Local Plan may meet the needs of house dwellers but as an Ethnic Group Traveller have been ignored	
<p>LPA Initial Response: Comments are noted. With regards to the issue raised by Basildon District Council, Braintree, Colchester and Tendring Councils have met with Basildon to discuss Duty to Co-operate issues. It was agreed that the north Essex Authorities would need to demonstrate their attention to this matter to satisfy Duty to Co-operate requirements. To address this issue, each of the above LPAs subsequently examined its potential to meet Basildon's need and concluded that no identifiable additional sites for gypsy and travellers have emerged through the Local Plan development process that could meet this need. The North Essex Authorities will continue to co-operate regarding this issue. The Environment Agency has suggested minor wording changes about flood risk, water and sewage requirements for selected Gypsy and Traveller sites. This change is supported and is included in the Minor Modifications schedule.</p>													

**DM12 Housing Standards**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan

6647	Mersea Homes (Brian Morgan)	yes	yes	no		✓						Housing standards should correctly be high, but standards need to be flexible to take account of different circumstances, for example rural against urban situations. Rigid rules tend to make housing layouts homogenised and lacking in individuality of character. To be justified policy should include an assessment contained in a design and access statement. Paragraph 15.53 sets out different standards for access for market and affordable housing. The standard should be the same for all housing.	Delete paragraphs v, vi and vii.
6922	Persimmon Homes	no	yes	no		✓	✓	✓	h			Any enhanced housing standards require consideration through Local Plan examination. Council hasn't presented sufficient evidence to demonstrate need for optional enhanced housing standard above what is established as suitable in Building Regulations. Higher standards would have adverse impact upon affordability. Transitional arrangements of a minimum of 3 years required in the event that any enhanced standards are agreed. Not clear what the evidence to underpin proportions of units required to meet Part M4(2) and M4(3). Cycle parking does not have to be incorporated into apartment buildings.	No specific wording provided.
7033	Andrew Granger & Co. (Mr Adam Murray)											fully support the requirement for all new residential development to achieve the highest standards of design, construction and layout as identified in Policy DM12: Housing Standards. Any design scheme for the Land at Place Farm could be designed with consideration for the criteria set out in the Draft Policy, and there is sufficient space on-site to provide the necessary car parking and refuse storage spaces.	as set out in the representation
7139	Hopkins Homes (Pegasus Group, Nicky Parsons)	yes	yes	no		✓	✓		h	yes		Objections are raised to criteria v (national described space standards) and vi (accessibility standards) of this policy. Neither the plan nor the supporting evidence refer to any assessment of need for these standards, as is required by the NPPG.	To address the objective the following is suggested: provide evidence to support criteria v and vi or delete them from the policy.
7152	HBF			no		✓			h			Evidence of need for optional standards not provided. No evidence appears to have been provided on size and type of dwelling being built nor an assessment of impacts of adopting space standards on specialist accommodation.	Delete requirements on space standards.
7193	Bloor Homes Eastern (Pegasus, Nicky Parsons)	yes	yes	no		✓	✓		h			Objections are raised to criteria v (National Described Space Standards) and vi (accessibility standards) of this policy. Neither the Plan nor the supporting evidence refer to any assessment of need for these standards, as is required by the NPPG	To address the objection raised above the following action or amendment is suggested:* Provide evidence to support criteria v) and vi) or delete them from this policy
7230	Colne Housing Society Ltd	yes	yes	yes					w			We note and support the requirement to ensure that a minimum of 10% of market housing and 95% of affordable housing to meet building regulations 2015 Part M4(2) accessible and (3) (2) (b) wheelchair user standard.	n/a

7477	Councillor Julie Young								w		Following a decision by Full Council 26.07.17 CBC request additional wording be added to policy to ensure that the council does all in its powers to maximise the safety of residents. In particular policy considerations need to include a requirement for sprinkler systems in certain housing types including; high rise accommodation, houses in multiple occupation, care homes and sheltered accommodation	Add criteria to Policy DM12 ensuring that any new application for high rise accommodation, houses in multiple accommodation (HMOs), care homes and sheltered accommodation include sprinkler systems
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Key points Raised: The key objections raised to this policy is the lack of evidence particularly in terms of assessment of need to support the policy criteria (v) and (vi)

LPA Initial Response: Limited alternative policy amendments have been proposed therefore the issue will need further consideration at Examination. The LPA agrees with the proposed revision to Policy DM12 to include a new criterion (x) to include a reference to the inclusion of sprinkler systems in high rise accommodation, houses in multiple accommodation (HMOs), care homes and sheltered accommodation. Wording to reflect this is included in the Minor Modification schedule.

#### DM13: Domestic Development

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6985	Historic England			no							We welcome the inclusion of criterion (v) in this part of the policy to prevent the loss of buildings which make a positive contribution to a rural conservation area. In considering paragraph 135 of the NPPF, and following on from our previous advice, we suggest that a positively worded criterion be considered: "There is a presumption in favour of retaining properties considered to be heritage assets and/or properties which positively contribute to the character of a rural conservation area..."	Add a criterion -There is a presumption in favour of retaining properties considered to be heritage assets and/or properties which positively contribute to the character of a rural conservation area..."

LPA Initial Response: The criterion suggested has been included and is criterion (v) under the part of the policy which relates to replacement dwellings in the countryside.

#### DM14: Rural Workers' Housing

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6997	Stanfords	no		no		✓			h	yes	<p>An objection is raised to the marketing requirements suggested in respect of the removal of an agricultural occupancy condition. the period of 12 months is excessive, unreasonable and unjustified. Other councils require 6 months.</p> <p>It is suggested that a reasonable and appropriate period is 6 months. This accords with the suggestion in respect of Policy DM2 relating to the marketing of the community facilities where the Council only requires a period of 6 months marketing. There is no reason for a period a year to demonstrate that a property is no longer required if the other criteria are also followed.</p>	<p>It is suggested that a reasonable and appropriate period is 6 months. This accords with the suggestion in respect of Policy DM2 relating to the marketing of the community facilities where the Council only requires a period of 6 months marketing. There is no reason for a period of 12 months to demonstrate that a property is no longer required if the other criteria are also followed.</p>

LPA Initial Response:

No Modifications are required to this policy. The marketing period of 12 months is appropriate. The LPA has reduced the requirement from 18 months, which was set out in the Preferred Options policy. 12 months is reasonable as it ensures the integrity of the policy whilst also avoiding the dwelling becoming unoccupied for a long period of time. Community facilities are completely different to housing and the 6 months marketing period for community facilities, set out in policy DM2, is not relevant and does not justify a change to policy. The current policy was adopted as recently as 2014 and was found to be sound. This included an 18 month marketing period.

**DM15: Design and Amenity**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6543	Sport England (Maggie Taylor)										<p>General support but would wish to see the policy reference the principle of 'Active Design'. Sport England are supporting the Essex Design Guide (as ref. in par 15.78) which will promote 'Active Design' and it will help if this policy complements this. For more details please see link below and comments on Part 1. <a href="https://www.sportengland.org/facilities-planning/active-design/">https://www.sportengland.org/facilities-planning/active-design/</a></p>	None

7176	Gladman Development (Mathieu Evans)	yes	yes	no	✓			✓	h	yes	Gladman refer to paragraphs 59 & 60 of the NPPF. Whilst Gladman recognise the importance of high quality design, planning policies should not be overly prescriptive and need flexibility in order for schemes to respond to sites specifics and the character of the local area. There will not be a one size fits all solution in relation to design and sites should be considered on a site by site basis with consideration given to various design principles/ objectives.	None
7383	Myland Community Council (Helen Harris)										MCC welcomes this policy which is in line with the principles of the Myland Design Statement that CBC has adopted as planning guidance.	None

LPA Initial Response:  
Policy DM15 is not overly prescriptive and recognises that proposals should respond to the character of the area. In relation to active design, criterion (vi) refers to well connected and legible streets and spaces, which encourage walking, cycling, public transport and community vitality. The amendment suggested by Sport England is included as a Minor Modification.

**DM16: Historic Environment**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6594	Susan Stacey										I support the policy but do not trust CBC to carry it through. There was complete disregard for the Roman Circus and was only partially saved by public subscription. Expertise at the museum service has been lost to redundancies and museum buildings sold off or rented out whilst the council wastes money hand over fist. There is a monstrous shiny black and pink information sign in St. Nicholas Square which would be more at home in downtown Disney than Britain's oldest town. CBC hasn't a clue! Take some lessons places like York and Bath!!	None

6987	Historic England			no							HE welcomes local policy on historic environment subject to minor wording changes provided.	Recommend a small amendment in first paragraph to omit 'adversely affects' from sentence reading (including development that adversely affects in the setting of heritage assets)...". In paragraph two we would recommend that small amendment is made: "...or better reveal the significance of the heritage asset, in the first instance, unless there are not identifiable opportunities available where possible." Delete in the first instance, unless there are not identifiable opportunities available. Clarify character appraisals are an example of methods to identify historic assets. Include cross references to ENV1 and PP1. Additional issues, no specific wording provided - Widen commitment to locally significant heritage assets. Consider heritage at risk.
7177	Gladman Development (Mathieu Evans)	yes	yes	no	✓			✓	h	yes	Paragraphs 132-134 of the NPPF relate specifically to designated heritage assets and highlight that the more important the asset the greater weight should be attached to it. The policies in the local plan need to make such a distinction. The judgement in FODC v. SSCLG and Gladman Developments Lts (2016) is referred to.	Paragraphs 132-134 of the NPPF relate specifically to designated heritage assets and highlight that the more important the asset the greater weight should be attached to it. The policies in the local plan need to make such a distinction.
7384	Myland Community Council (Helen Harris)										MCC welcomes this policy but questions why the 'Local Plan Maps' issued as part of the draft LP could not include a map of the prime historical assets. This would boost confidence that this policy will be adhered to.	None

LPA Initial Response:

Historic England has proposed a minor modification to the policy which is agreed in part. Gladman Developments considers that the policy does not make a distinction between the importance of an asset and weight to be attached to it but there is no need to repeat national policy. The policies map cannot include every layer. Historic assets can be viewed on the LPAs online maps.

**DM17: Retention of Open Space and Recreation Facilities**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan

6587	Sport England (Maggie Taylor)									yes	Clarity needed as to whether this includes playing fields (which are a specific type of open space). Clearly the PPG17 Open Space, Sport and Recreation Study is out of date and in terms of sport has been superseded by the sports strategy and new PPS. Any protection/enhancement/provision of outdoor sports facilities should be in accordance with the sports policy and relevant evidence base/action plans.(this principle applies also to DM18)	
6624	Smart Planning	no	no	no		✓			W		The designation of the site at Bobbits Way that is clearly not suitable for use as public open space will create a false impression that there is a greater quantum of useable space than there actually is and, in doing so, will in practice result in a deficit of suitable sites.	The site at Bobbits Way should be removed as open space on the Policy Map for Wivenhoe.
7300	Eastern Counties Educational Trust (Boyer Planning)			no					h	yes	disappointed that site continues to be proposed for open space since it is logically located for further residential development. Public open space not needed at this location and is privately owned.. Land has been vacant and unused since 1998 when main body of former school site was redeveloped for housing. Site could be developed De-allocate the site at Oxley Parker Drive for public open space and allocate for residential development. either as part of a wider development or on its own since it doesn't involve need to relocate any uses. Residential allocation only realistic opportunity to achieve element of publicly accessible open space within the site.Access can be achieved from Oxley Parker Drive.	De-allocate the site at Oxley Parker Drive for public open space and allocate for residential development.
7385	Myland Community Council (Helen Harris)										The retention of open space and recreation facilities will become increasingly important as the urbanisation of north Colchester continues space. Community health and well-being will be reliant on access to open space and recreation opportunities.	None
<p>LPA Initial Response: The comments re the importance of retaining open space in North Colchester are noted. Policy DM17 applies to all areas of open space, in both public and private ownership, and this does include playing fields. The PPG17 Open Space Study has not been updated but is valid until 2021. The LPA commissioned an Indoor Facilities Strategy and Needs Assessment and a separate Playing Pitch Strategy, which updates the recreation elements of the PPG17 study. Criteria guiding the provision of sports facilities are also set out in policy DM4. The area of open space at Bobbits Way has been used as informal open space since the dwellings in Bobbits Way were first occupied. Policy DM17 provides the criteria to assess proposals for alternative uses on areas of open space, such as the two sites referred to in the representations from Smart Planning and Easter Counties Educational Trust. The LPA does not propose any change to policy DM17 or to open space allocations as open space provision is an essential element of new residential development.</p>												

**DM18: Provision of Public Open Space**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
7154	HBF			no		✓			h	yes	Unclear how Open Space Assessment relates to need for 10% useable open space requirement. Given significant differences in the levels of open space across the Borough a prescriptive approach isn't appropriate. Provision in any development should be based on the location of the development and its relative accessibility to existing open space. With regard to large sites we would expect this consideration to be made within the policy allocating such a site	Change prescriptive approach. Large site open space to be considered within allocation policies.
7301	Eastern Counties Educational Trust (Boyer Planning)			no					h	yes	disappointed that site continues to be proposed for open space since it is logically located for further residential development. Public open space not needed at this location and is privately owned.. Land has been vacant and unused since 1998 when main body of former school site was redeveloped for housing. Site could be developed De-allocate the site at Oxley Parker Drive for public open space and allocate for residential development. either as part of a wider development or on its own since it doesn't involve need to relocate any uses. Residential allocation only realistic opportunity to achieve element of publicly accessible open space within the site.Access can be achieved from Oxley Parker Drive.	De-allocate the site at Oxley Parker Drive for public open space and allocate for residential development.
LPA Initial Response: The policy is flexible. Open space is an essential element of new residential developments and rather than apply rigid requirements policy DM18 recognises that 'precise levels of provision will depend on the location of the proposal and the nature of open space in the area'. A guideline of at least 10% of the gross site area should be provided. Individual open space requirements in each of the site specific policies would not be appropriate and would be overly prescriptive. The representation from Eastern Counties Educational is site specific and no change is proposed to policy DM18 or open space allocations.												

**DM19: Private Amenity Space**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6751	Mersea Homes (ADP, Brian Morgan)	yes	yes	no			✓		h		Whilst accepting the advantages of high standards of private amenity space there is a risk that fixed standards can be overly prescriptive. The consequence would be a lack of flexibility, possibly where reflecting local character within an historic environment or achieving special layouts suited to high density urban areas where there are nearby parks.	At the beginning of the third paragraph insert the word 'normally' in front of apply.  A full comprehensive track change document of the Colchester Local Plan has been submitted to support all representations made by Mersea Homes [6406]. The document has been attached to the representation made on Policy SG1 [ID: 6630] and can be read in conjunction with each representation
6924	Persimmon Homes	no	yes	no		✓	✓	✓	H		It is considered that the standards should offer more flexibility in relation to apartments. The Essex Urban Place Supplement acknowledges that communal amenity space may not be necessary where apartments have 5sq.m balconies and are located in proximity to open space. Furthermore, it may not be practicable to provide communal amenity space of 25sq.m for apartments located within a town centre or part of a mixed use centre (such as above shops).	No specific wording provided.
7140	Hopkins Homes (Pegasus Group, Nicky Parsons)	yes	yes	no		✓	✓		h	yes	This policy refers to amenity space standards that are taken from the Essex Design Guide (EDG). It does not allow flexibility in the application of the standards to reflect both the specifics of the site and the scheme, as is recommended by the EDG. The blanket application of these standards has not been justified and the consequential effectiveness of the plan has not been demonstrated. The blanket application of these standards raises the potential to artificially limit the development yield of sites with a consequential impact on the ability to meet the development needs established by the plan.	Add the following sentence to the policy: 'Variations to these standards must be supported by a strong urban design case that justifies why some units within a development cannot meet the required standards.'
7156	HBF			no		✓			h		Policy is too rigid and could restrict delivery of new homes by requiring private open spaces of a specific size with no evidence to support this requirement. Difficult to judge what might represent an appropriate amount of external space since there are no official guidelines. Council should also consider land supply implications of policy.	
7194	Bloor Homes Eastern (Pegasus, Nicky Parsons)	yes	yes	no		✓	✓		h		This policy refers to amenity space standards that are taken from the Essex Design Guide (EDG). It does not allow flexibility in the application of the standards to reflect both the specifics of the site and the scheme, as is recommended by the EDG. The blanket application of these standards has not been justified and the consequential effectiveness of the Plan has not been demonstrated. The blanket application of the standards raises the potential to artificially limit the development yield of sites with a consequential impact on the ability to meet the development needs established by the Plan.	To overcome this concern, it is suggested that the following sentence be added to the policy: "Variations to these standards must be supported by a strong urban design case that justifies why some units within a development cannot meet the required standards."

Key Issues Raised: There is a risk that fixed standards can be overly prescriptive and fail to reflect both the specifics of the site and the scheme. The standards should offer more flexibility in relation to apartments. It may not be practicable to provide communal amenity space of 25sq.m for apartments located within a town centre or part of a mixed use centre (such as above shops).

LPA Initial Response: The policy is flexible and does recognise that for the most accessible locations, where a higher density may be appropriate, a minimum standard of 25m2 applies rather than the minimum standards of 50m2 for a 1 or 2 bedroom house, 60m2 for a 3 bedroom house and 100m2 for a 4 bedroom house. This reflects the recommendations in the Urban Place Supplement, which recognised that private amenity standards are not always helpful for providing good quality, private amenity space for each dwelling. The policy also recognises that open space should be informed by the needs of residents and accessibility of the location. The policy is well established and has been implemented effectively in Colchester.

**DM20: Promoting Sustainable Transport and Changing Travel Behaviour**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6069	Nicholas Chilvers	yes	yes	no	✓	✓	✓				Whilst the principles of sustainable transport are desirable, the reality is that it is fantasy to imagine that the modern lifestyles and work patterns of people can adapt to cycles, busses and shanks pony. Some can, but very few. People need to travel further for work,shopping, public services,and keep up family relationships.	concentrate on achieving road improvements and have a better relationship with Essex county higways. Knock down properties to allow roads to be widened thus easing air quality problems. (CBC weak and won't grasp the nettle). Install more services on edge of town rather than expecting everyone to shop and relax in the centre. Press for a southern relief road. Set up mini park and rides closer to town than Cookoo farm.in the north Build less new homes here,
6319	Essex Bridleways Association (Susan Dobson)	yes	yes	no	✓	✓	✓	✓	h		Paragraph 15.103: we note that the last sentence of this paragraph does state that walking and cycling will be a priority, but for clarity, and to make this Plan sound, this sentence should be amended to read: 'Priority, safety and convenience for walking and cycling should be ensured at the design stage of any road schemes and all users, including equestrians, should be considered.'	Amend the wording of this Policy to that suggested in the representation above.

6514	Alan Drew	yes	no	no	✓	✓			W		There are no plans to increase local road infrastructure in the surrounding area of Colchester, just to use existing road infrastructure more efficiently. Currently, many roads in and around Colchester are at or beyond capacity for a significant part of the day - for example: - Roundabouts around Clinghoe Hill and A134 - Colchester North Station and the surrounding area - Stanway and Tollgate No traffic modelling has been carried out to predict the impact and no plans are in place to improve the road infrastructure of the town. Planned upgrades to the A120 and A12 will not reduce the impact.	A full road infrastructure study to investigate the effect of 10s thousand of houses A significant reduction in the number of new houses to be built, to lower the impact on roads A significant increase in the road infrastructure, based on the study above
6581	Martin Goss										Electric charging points and their availability is key. We need to ensure maximum availability to these facilities for both residential and commercial premises including retail centres. Houses and flats need to include these by default going forwards and not as an optional extra. New retail parks and commercial premises also need to allow for maximum electric charging point availability which are free to use for their customers. Bus fairs also need to be affordable and community hopper buses part of any major development.	
6589	Sport England (Maggie Taylor)										Ref. to 'Active Design' may be a helpful addition to the RJ of this policy to encourage a holistic approach to design and layout of development such that active travel is part and parcel of the layout of the development itself and how it links with other key destinations and leisure routes (as ref. in the Essex Design Guide and raised in Part 1). <a href="https://www.sportengland.org/facilities-planning/active-design/">https://www.sportengland.org/facilities-planning/active-design/</a>	
6590	Sport England (Maggie Taylor)										Should the policy not also encourage provision of safe cycle storage, changing/shower facilities in employment/office buildings, clear signage re cycle/walking routes (how far to, how long it takes to walk/cycle etc.) to really make development encourage/inform cycling/walking opportunities?	
6616	Michael Brown	no	no	no							The local council have a very poor record in provision of public transport for this area Middlewick Growth Area. One bus service is being withdrawn from close to Abbot's road. The remaining services at peak times are over capacity servicing Mersea Island. Mersea road has traffic jams as far as black heath and bourne road with vehicles waiting to access the roundabout at the Willows. Traffic also is backing up from the Hythe most afternoons along Abbot's road. No new roads are planned to add more traffic to roads not designed for the number of vehicles currently using them.	New roads to supply the intended 1000 homes without detriment to the current network.
6836	Tony Bland	yes	yes	yes					h		New roads are required whether the traffic is at this level or a little less. Shouldn't this plan advocate new road/highway provision where a clear need and benefit is identified? Section 7.106 says 'growth in car travel and traffic needs to be managed to reduce congestion' isn't this a contradiction in terms? Or perhaps the document wants to say that growth should be reversed? With all the new housing growth between now and 2033 how can the plan advocate reduction in car use with the required level of seriousness? Car use will go up.	The local plans ought to advocate the building of new roads. For example. There are only four lanes under North Station, it's often gridlocked; support the idea to build a road before 2033 from Cowdray centre to Petrolea Close (Asda).

7002	Peter Kay, C-Bus									yes	Elsewhere the plan extends into still more insubstantial dreaming, e.g. 7.108 claims that CBC will in rural areas 'encourage connectivity by sustainable modes including enhancing and promoting rural bus services'. As none of this is a CBC function / area of influence, it presumably means no more than that they will sit in the background agreeing that it would all be a nice thing!	
7008	Peter Kay, C-Bus									yes	CBC's continued talking of P&R as a solution to Colchester traffic congestion problems is wholly reality-phobic, and there is no soundness in any reference to further P&R schemes in the new Local Plan.	
7386	Myland Community Council (Helen Harris)										Please see MCC rep to NC4 concerning sustainable transport and changing travel behaviour that were integral ingredients to the un-adopted North Colchester Travel Strategy and its declaration that modal shift was key to the strategies success. This is an urgent matter.	None
<p>LPA Initial Response: Comments are mixed and reflect differing views and opinions on the subject. Sport England suggest adding reference to active design to the Policy. The LPA agrees that promoting Active Modes is important and this is referred to in para 15.103. Reference to 'Active Modes' has also been added to Policy DM1. Policy DM20 sets out the LPA's approach to increase modal shift towards sustainable modes (walking, cycling and public transport) by improving the accessibility of development. Requirements for equestrian users are covered in other relevant policies. Detailed requirements for cycle facilities and electric vehicle charging within new developments are included within Policies DM21 and DM22. No amendments to the Policy are considered necessary.</p>												

**DM21: Sustainable Access to Development**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6120	2008 Angora Bare Trusts (Cheffins)										We support Policy DM21 concerning sustainable access. This is particularly relevant to our proposed alternative housing site at Copford Green where it is perfectly possible to introduce sustainable travel initiatives which would benefit the whole settlement.	None
6320	Essex Bridleways Association (Susan Dobson)	yes	yes	no	✓	✓	✓	✓	h		Include the needs of equestrians within this Policy.	Amend the wording of this Policy to that suggested in the representation above.

6580	Martin Goss														Electric charging points and their availability is key. We need to ensure maximum availability to these facilities for both residential and commercial premises including retail centres. Houses and flats need to include these by default going forwards and not as an optional extra. New retail parks and commercial premises also need to allow for maximum electric charging point availability which are free to use for their customers.	
6608	Michael Brown	no	no	no		✓			W						South Colchester SC1-3 Middlewick Growth Area. I object to the inclusion of this area in the Draft Plan. The site is only accessible from the Mersea Road B1025 which is already beyond capacity during peak times of transit due to over development of neighbouring areas and it being part of the southern access roads. Abbot's road is a smaller road and is unclassified. The Bus service that serves the area is being removed leaving only the Mersea Bus or Monkwick Service that are already beyond capacity.	Abbot's road would have to be widened and up graded, and the costs would be greater than the New Homes Bonus raised for the site. There is no provision for schools or medical facilities, the current provision is far from suitable, as many students are currently attending the local provision due to over development of other parts of Colchester that have not been adequately planned for. No provision for employment.
6925	Persimmon Homes	no	yes	no		✓	✓	✓	h						The viability assessment of the plan does not take into account the cost of incorporating charging facilities for electric vehicles. This needs to be costed and factored into assessment of overall viability.	No specific wording provided.
7034	Andrew Granger & Co. (Mr Adam Murray)														Any development scheme for Place Farm would be designed with consideration for all of the criteria contained in the policy; significant consideration would be given to ensuring the scheme respects and enhances the local context and design principles, and would also seek to ensure that the design of the employment and residential uses are complimentary to each other. Consideration would be given to ensuring that future residents of the development would benefit from a sufficient standard of amenity, specifically ensuring that the noise, odour and light pollution arising from the adjacent employment-land use does not have a significant adverse impact.	
7387	Myland Community Council (Helen Harris)														Please see MCC rep to NC4 concerning sustainable transport and changing travel behaviour that were integral ingredients to the un-adopted North Colchester Travel Strategy and its declaration that modal shift was key to the strategies success. This is an urgent matter.	None
LPA Initial Response: Comments are mixed and reflect differing views and opinions on the subject. Representations regarding transport provision for specific sites are dealt with under the relevant site specific policy. The LPA considers that electric vehicle charging points should be provided within development where appropriate to help reduce carbon emissions from transport and this is included within the supporting text and within bullet point vi. of Policy DM21. No amendments to the Policy are considered necessary.																

**DM22: Parking**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6224	ECC (Jericho)	yes	yes	no			✓	✓	h		This representation applies to paragraph 15.123. The policy is supported by a change is required to include reference to 'Transport Statements' in accordance with national policy and best practice.	Change Paragraph 15.123 as follows: '...be included within the relevant Transport Assessment and Transport Statement.'
6225	ECC (Jericho)	yes	yes	no			✓	✓	h		A change is required to ensure the use of correct terminology and ensure that all development provides for electric vehicle charging not just non-residential development in accordance with national planning policy and guidance.  Change the first and second paragraphs of Policy DM22 by replacing 'Parking Guidance' with 'Parking Standards'.  Change Policy DM22 to require the provision of electric charging points for residential development.	Change the first and second paragraphs of Policy DM22 by replacing 'Parking Guidance' with 'Parking Standards'. Change Policy DM22 to require the provision of electric charging points for residential development.
6582	Martin Goss										Electric charging points and their availability is key. We need to ensure maximum availability to these facilities for both residential and commercial premises including retail centres. Houses and flats need to include these by default going forwards and not as an optional extra. New retail parks and commercial premises also need to allow for maximum electric charging point availability which are free to use for their customers.	
6923	Persimmon Homes	no	yes	no		✓	✓	✓	H		Cycle parking can be satisfactorily accommodated in free-standing secure stores and does not have to be incorporated into the apartment building.	Remove requirement for cycles parking to be incorporated into development proposals for flats and shared accommodation.
7009	Peter Kay, C-Bus									yes	CBC's continued talking of P&R as a solution to Colchester traffic congestion problems is wholly reality-phobic, and there is no soundness in any reference to further P&R schemes in the new Local Plan.	
7010	Peter Kay, C-Bus									yes	Car use for travel to work has been institutionalised by factors which the plan chooses not to mention. Residential parking policy in reality is to treat the 'rights' of motorist residents as more important than the efficient operation of bus services (and traffic flow at large).	
7353	Colchester Civic Society (Peter Evans)										Parking provision- (DM22) we were concerned last year that there insufficient parking provision, both for the commercial centre and generally. The loss of town centre car parks eg Britannia and Vineyard Street, will exacerbate the problem. Additional Park and Ride schemes would probably not be a full answer and is not guaranteed anyway.	

LPA Initial Response: Essex County Council suggest minor wording changes to the Policy and supporting text. The LPA agree that minor rewording to para 15.123 and to change the text 'Parking Guidance' to 'Parking Standards' in Policy DM22, as suggested by Essex County Council, can be incorporated within Minor Modifications to the Plan.

The LPA consider that electric vehicle charging points should be provided within development where appropriate and this requirement is included in Policy DM21 and DM22 and supporting text. Developers will be expected to provide parking on new developments in accordance with the most up to date standards. The modifications proposed by Essex County Council regarding electric vehicle charging will be considered with a view to preparing a Statement of Common Ground between Colchester Borough Council and Essex County Council.

### DM23: Flood Risk and Water Management

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6179	The University of Essex (The JTS Partnership LLP)	yes	yes	no	✓			✓	w		The University of Essex seeks clarification as to why land on the western side of the Knowledge Gateway has been included within Flood Zone 3. This land has, in accordance with a planning permission granted by the Borough Council, been raised out of the flood plain and is not, therefore, at risk of flooding. It includes Meadows 1, which has been completed within the last 5 years and which houses 550 plus students.	To remove the land on the western side of the Knowledge Gateway from Flood Zone 3.
6615	Michael Brown	no	no	no		✓			h		The site ( Middlewick Growth Area) has a river in and round it, running next to an ancient monument.The supply for this river is from adjacent land.Any development must take this issues into consideration.	Not allow building that may interfere with the current natural drainage or rivers or damage the wildlife that will have a significant impact on the environment.
6904	Environment Agency			no							We are supportive of the thrust of the policy and supporting text. Explanatory text in para 15.125 fails to give a reference to the footnote text to that table which highlights the primary principle of applying the Sequential Test. Para could also usefully confirm need to avoid flood risk from sources other than rivers and sea. Sequential Test methodology has been agreed with Council, but EA has not carried out specific review of the Sequential Test Report published on the evidence base website.	Para 15.125 - refer to footnote text of sequential test principles contained in NPPG Table 3. Also, para could confirm need to avoid flood risk from sources other than rivers and sea.



**DM25: Renewable Energy, Water, Waste and Recycling**

CBC rep ID	Name, Organisation	Legally compliant	Duty to Co-operate	Sound	Positively prepared	Justified	Effective	Consistent with national policy	Hearing/ written rep	Supporting docs	Summary of representation	Proposed change to Local Plan
6297	Anglian Water Services										In relation to water efficiency we understand that the Environment Agency considers that the area served by Anglian Water is an area of serious water stress as defined in the Environment Agency 2013 'Water stressed areas final classification report'.Therefore we would support the optional water efficiency standard being applied within the Colchester Local Plan area.	
6334	Anglian Water Services										In relation to water efficiency we understand that the Environment Agency considers that the area served by Anglian Water is an area of serious water stress as defined in the Environment Agency 2013 'Water stressed areas final classification report'.Therefore we would support the optional water efficiency standard being applied within the Colchester Local Plan area.	None
6583	Martin Goss										Electric charging points and their availability is key. We need to ensure maximum availability to these facilities for both residential and commercial premises including retail centres. Houses and flats need to include these by default going forwards and not as an optional extra. New retail parks and commercial premises also need to allow for maximum electric charging point availability which are free to use for their customers.	Electric charging points and their availability is key. We need to ensure maximum availability to these facilities for both residential and commercial premises including retail centres. Houses and flats need to include these by default going forwards and not as an optional extra. New retail parks and commercial premises also need to allow for maximum electric charging point availability which are free to use for their customers.
6781	Braintree District Council (Emma Goodings)										BDC supports the climate change policies, which encourage moves towards a low carbon future, and infrastructure delivery and mitigation policies as these have positive cross boundary impacts.	None
6886	Natural England										The Local plan HRA AA states that as this policy promotes District Heating projects in the garden communities, which are innovative projects and the impacts are unknown, they will require a project level HRA and if necessary AA. This has not been included within the policy wording for DM25 and we advise this is added in line with the HRA.	Add wording requiring HRA and if necessary AA for District Heating Projects.

6906	Environment Agency																		Support thrust of policy. EA pleased to see inclusion of developments being required to incorporate water saving measures and recognition that continual supply of water is likely to become increasingly important in the light of climate change, particularly as Colchester lies in a water stressed area. EA specifically support findings of Water Cycle Study that development at sites shown to have limited sewer network capacity should be subject to pre-development enquiry		
6988	Historic England			no															HE disappointed that disappointed that the effects on heritage assets, particularly nationally designated assets, is not considered by the policy. The policy covers a wide range of renewable energy generation from micro-generation and solar panels on buildings, solar farms, and on-shore and off shore wind farms. All have significant potential to impact on the significance of heritage assets and consideration of their status, as outlined in policy CC1 above, should be made in both policy DM 25 and the supporting text.	Consideration of the status of heritage assets, as outlined in policy CC1, should be made in both policy DM 25 and the supporting text.	
<p>Key points raised: Natural England and Historic England have proposed minor modifications to the policy. The Environment Agency support the thrust of the policy and Anglian Water support the application of the optional water efficiency standard. Braintree District Council support the climate change policies. Electrical charging points and their availability is raised.</p> <p>LPA Initial Response: The minor modifications proposed are included in the schedule. Reference to electrical charging points are included elsewhere in the plan. There is no need to repeat the status of heritage assets in this policy as they are referenced elsewhere in the Plan.</p>																					





















































## Section 2 Sustainability Appraisal representations

Rep number	Name, Organisation	Summary of representation	Proposed change to Local Plan
7285	Bloor Homes, Strutt & Parker	The NPPF requires decisions to be justified and based on proportionate evidence (p.182) the SA/SEA does not consider an alternative to the currently drafted SG8. As such, it is necessary for the SA/SEA to consider an alternative scenario for SG8 which considers housing delivery through neighbourhood plans as a minimum and not for the proposed dwelling numbers to be treated as a ceiling.	As such, it is necessary for the SA/SEA to consider an alternative scenario for SG8 which considers housing delivery through neighbourhood plans as a minimum and not for the proposed dwelling numbers to be treated as a ceiling.
	Gladman Developments	The assessment here is not robust in terms of its assessment of the scale of housing. It only assess one alternative (the previous OAN figure) and as a result the conclusion that the preferred approach is the most sustainable cannot be supported on the grounds that no higher alternatives and no alternatives lower than 903dpa have been assessed. This is a key flaw that brings into question the robustness of the SA.	
	Ingleton Group, Pegasus	Detailed representation outlining why the respondent disagrees with the findings of the SA for Great Horkesley Manor and the appraisal of the respondents site (Coach Road, Great Horkesley).	Amendments are proposed to the appraisal of both sites.
7057	Livelands, Boyer Planning	Comments to section 16.21 Marks key Allocations (SS11). Having reviewed the assessment of WST01 set out in table 106 there continues to be a number of queries and errors which have not taken on board our previous representations.	Various points have been raised on numerous occasions and we are concerned that this information has not been taken into account. We request the SHLAA and SA assessment are updated.
	Natural England	We note the additions to the indicators in line with our previous advice. However, we also advised that the same should be applied to the Part 2 SA as part of the part 1 SA. It is not clear whether there is any relationship between the indicators for monitoring the Section 1 and Section 2 plans. The council should consider the inclusion of section 2 indicators such as amount of BAP/priority habitat created or enhanced or the amount of green infrastructure provision.	The council should consider the inclusion of section 2 indicators such as amount of BAP/priority habitat created or enhanced or the amount of green infrastructure provision.
	Mr Charlesworth, Lawson Planning	At the preferred options stage LPP submitted comments regarding Part 2 of the 2016 version of the SA highlighting that this had not been published by the council until four weeks after the start of the draft Local Plan preferred options consultation. As such, LPP advised this was a flawed approach and that the council should have finalised drafting the local plan prior to completion of the SA. The council also have not acknowledged the Sundowne site (reference RNE05), which suggests that the council have not properly assessed and considered the site.	
	Laver de la Haye Parish Council	Our conclusion is that the high number of errors and inconsistencies means that the Sustainability Appraisal as it relates to Policy SS10 is seriously flawed and we believe that this part of the Local Plan must be deemed to have failed one of the 'tests of soundness'. Specifically, we contend that it cannot be shown to be consistent with the requirements of the National Planning Policy Framework (para 165 'Plan-making' and paras 6-17 'Introduction') for a proper Sustainability Appraisal to be carried out. Full analysis is included in the attached Local Plan Sustainability Analysis.	As this document is a template for this and future development plans we feel it is important that the errors are addressed.
<p>LPA Initial Response: The SA was prepared in accordance with legislation and best practice. The SA has informed the preparation of the Local Plan and has been subject to consultation at every stage. The SA was not published for the 10 week consultation period that the Preferred Options was published; it was published for the statutory six weeks. The process of both SA and plan making has been truly iterative. Delays in preparing the SA report for consultation were a result of resourcing issues. However, care was taken to assess sites and policies prior to finalisation of the plan for consultation. Whilst there are areas of disagreement in relation to the appraisal of some of the sites, the appraisal of each site has been done consistently. The reasons for rejecting sites is clear in the SA Report.</p>			