



For Internal Use only	ID:	Rep No:	

Draft Local Plan RESPONSE FORM

Responses are encouraged via the council's online consultation system available on the website, see <http://tendring-consult.objective.co.uk/portal> However, this form can be returned electronically to planning.policy@tendringdc.gov.uk or in hard copy if necessary to:

Planning Policy, Tendring District Council, Thorpe Road, Weeley, Essex, CO16 9AJ
The consultation runs from 9am Friday, 16th June to 5pm on Friday, 28th July 2017

This form has two parts:
Part A - Personal Details and Part B - Your comments

PART A

1. Personal Details

Title	Mr
First Name	
Last Name	Sawyer
Organisation <i>(Where relevant)</i>	
Address Line 1	c/o agent
Address Line 2	
Address Line 3	
Post Code	
E-mail Address	
Telephone Number	

2. Agent's Details (if applicable)

Title	Mr
First Name	Peter
Last Name	Le Grys
Organisation	Stanfords
Address Line 1	Livestock Market
Address Line 2	Wyncolls Road
Address Line 3	Colchester
Post Code	CO4 9HU
E-mail Address	
Telephone Number	

PART B

REPRESENTATION FORM

Please Note: If your representation relates to Section One of the North Essex Strategic Plan / Garden Communities you only need to respond to one of the Local Authorities. All representations received by Braintree, Colchester and Tendring relating to Section One of the Plan(s) will be submitted together.

You do not need to return this form if you have completed a response using any of the Council's online systems for this consultation. Duplicates will not be considered

Please specify which section of the Publication Draft Local Plan your comments relate to by choosing one of the following:

Section 1 Section 2 Colchester Section 2 Tendring Section 2 Braintree

Which part of the section are you responding to?

e.g. Paragraph/Policy/Map/Other

Do you consider the Local Plan is Legally compliant?

Yes No

Does it comply with the Duty to Co-operate?

Yes No

Do you consider the Local Plan is Sound?

Yes No

If you do not consider the Local Plan is sound, please specify on what grounds:

Positively prepared Justified Effective Consistent with National Policy

Enter your full representation here:

Continue onto next page

If your representation is more than 100 words, please provide a brief summary here:

Please specify the changes needed to be made to make the Plan sound / legally compliant

Amend settlement boundary

Do you wish to participate at the oral part of the examination?

Yes No

If Yes - you wish to participate at the oral part of the examination, please outline why you consider this to be necessary

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

Did you raise the matter that is the subject of your representation with the LPA earlier in the process of the preparation of the Local Plan

Yes No

If yes which stage

Issues and Options Preferred Options

Do you wish to be notified?

When the document is submitted for independent examination?

When the Inspectors Report is published?

When document is adopted?

Braintree & Tendring: Return by 5pm 28th July 2017

(responses to section 2 Braintree and Tendring will not be accepted after this date. After this date responses to Section 1 should be sent to Colchester Borough Council)

Colchester: Return by 5pm 11th August 2017

Hamilton Road, Great Holland

Great Holland has been accepted on appeal as a sustainable village. The village is able to accept further development that would be socially and environmentally appropriate.

The site shown on the attached plan affecting land off Hamilton Road, Great Holland would meet the three tests of sustainability as set out in the NPPF. This land is not used for agricultural purposes but forms part of a paddock and stables. By allowing development on this site, an appropriate and reasonable level of development could be provided to help sustain and improve local services without affecting the rural character of the area. The site is within walking distance of local services and will be in keeping with the pattern of development elsewhere along the road. This proposal would also enable the removal of the existing buildings thereby improving the character and appearance of the site which adjoins the open countryside to the north.

The site was originally included within the Draft Local Plan submissions 2012 as being a site suitable for housing. Access is currently available into the site and is used on a daily basis. Concern was raised towards the means of access on to Kirby Road. However, suitable access is available from Westbury Road where there are no concerns in terms of the junction arrangement or visibility splays. The development would not necessitate the removal of any trees or hedgerow.

At the heart of The National Planning Policy Framework is the presumption in favour of sustainable development and advises local planning authorities should follow this approach and encourage the effective use of land, providing that it is not of high environmental value.

The scheme is considered to be in a sustainable location as the development is situated close to the defined development boundary for the village. Great Holland is further identified by the Council as being a settlement where some development can take place. It is therefore considered by the Council to be a sustainable location for growth to support the vitality and vibrancy of the rural area.

Not only has the Council extended the settlement boundary through the grant of planning permission for the development of greenfield plots within the area, including at 'The Paddocks' Kirby Road which was granted in June 2013 (ref 13/00417/FUL), and a plot adjacent to Holland House, Kirby Road granted in August 2014 (reference 14/00540/FUL), planning permission has recently been granted on appeal for the development of two dwellings outside but

immediately adjacent to the village development limits on land adjacent the Lion's Den PH and for three dwellings at Larges Farm, Rectory Road. Each of these sites have similar characteristics to the current proposal.

As detailed above, the village has a number of amenities in close proximity to the site. These include a public house, community hall, church hall, children's play area and farm shop while there is also a business park and motor repair garage. The tenancy of the village shop and convenience store has unfortunately altered, with the incumbents deciding to close their business. However, it is understood the shop may re-open at a future date.

There are five separate bus services that operate along Rectory Road by three different operators, namely No's 7, 8, 9, 704 and 784. The latter is operated by National Express and provides a twice daily direct service to Central London. There are a total of 57 bus journeys occur each working day in each direction, connecting the site with Clacton-on-Sea, Frinton-on-Sea, Essex University and Colchester town centre.

Great Holland is located less than 1500m to the south of Kirby Cross with its full range of shops, restaurants, doctors surgery, village hall, community centre and primary school amongst the many other attractions. Moreover, Kirby Cross railway station provides frequent direct rail links into London Liverpool Street, Colchester and Frinton-on-Sea. Adjacent to the station is also an extensive industrial estate providing considerable local employment. It can therefore only be concluded that the site is situated within a sustainable location.

The proposal would contribute economically to the area by supporting existing construction jobs and also increasing the population within the village to help sustain local services and amenities.

As a result the scheme would meet the comments set out within paragraph 14 of the NPPF in respect of a positive opportunity to meet the development needs of the area. Moreover, the allocation of this site would accord with the core planning principles as set out within paragraph 17 by ensuring the scheme enhances and improves the place in which people live their lives. The proposal is not only sustainable, it is deliverable as required by paragraphs 47 & 49 of the NPPF.



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