Tendring Colchester Borders Garden Community Sustainability Appraisal CD11

17 Object

Respondent: Mr Perry Coleman [41]

Summary:

I wish to object to this development as it does not have adequate infrastructure and therefore, cannot meet its objectives.

Change suggested by respondent:

You have to deliver the complete road infrastructure in order to make this a viable proposition. Failure to do so leads to a catastrophic traffic condition in Elmstead Market, Parsons Heath and the Knowledge Gateway. If the funding is not available as initially agreed then FIND IT.

Do this properly and meet ALL objectives or not at all. It's not just about the people that live there, it is the wider impact that needs consideration.

Legally compliant: No

Sound: No

Comply with duty: No

Appear exam: Written Representation

Attachments: None

52 Object

Respondent: Mrs Pamela Hull [72]

Summary:

Lack of definition for the green links.
Chapter 3

Green links not defined in terms of width .. which I understand will be left to developer.
These green links are the ONLY internal boundaries between the 3 communities.
Crockleford Heath community is within the broad development and is only granted an unspecified green link .
This is smaller than the buffers afforded to Wivenhoe and Elmstead Market. There are no tree preservation orders or woodland and nature conservation management.

Change suggested by respondent:

Green links should be specified and not left to developers to decide.
Buffers need to be the same for crockleford heath as they are for Wivenhoe and Elmstead market.
Need tree and wild life preservation orders
The deer and wildlife of Crockleford Heath need protecting as does their habitat.
Crockleford Heath could not sustain anymore traffic movement in and around the hamlet.

Legally compliant: No

Sound: No

Comply with duty: No

Appear exam: Written Representation

Attachments: None

53 Object

Respondent: Mr Adam Hall [70]

Summary:

The green links indicated are not defined in terms of a width I understand that the width will be left to the discretion of the developers. These green links are the only internal green boundaries between the three communities, and as such should be defined in terms of a width of at least 100m In particular the Crockleford community, the only existing community within the broad development area, is only been granted an unspecified 'green link', separating it from the northern community. This is far below the green buffers being afforded to Wivenhoe and Elmstead, communities outside the broad area.

Change suggested by respondent:

The area within the proposed 100m wide green links should also have specified tree preservation and woodland/nature conservation management specifications
The whole scheme is to large and the basics have not been investigated as in assess to water as all water in the area is from bore holes and not reservoirs and there will not be sufficient to support such a vast scheme.
The whole project should be abandoned.

Legally compliant: No

Sound: No

Comply with duty: No

Appear exam: Written Representation

Attachments: None

62 Object

Respondent: Wivenhoe Society (Prof Jane Black, committee member) [48]

Summary:

The Sustainability Appraisal does not adequately appraise the impact on congestion on the existing road network, in particular Clingoe Hill. The criteria on congestion focus on sustainable transport mitigation measures but do not address the question of whether these will offset the impact of the development to an acceptable level. The implications of a phased delivery of the A133/A120 link road need to be reviewed in this context.

Change suggested by respondent:

More clarity on phasing is required

Legally compliant: No

Sound: No

Comply with duty: Yes

Appear exam: Appearance at the examination

Attachments: None

63 Object

Respondent: Mr Alexander Stanmore [83]

Summary:

Since the plan was approved there have been developments of consequence that challenge the initial decision. When the proposal when approved a link road to offset additional traffic was included. On grounds of affordability the new road is no longer proposed until after 1000 + houses built, in the meantime cost will rise further and an ever repeating cycle of "let us build more to afford the contribution" will occur. Clingoe Hill congestion features daily on local radio traffic news. Essex University continues to expand and students using the pedestrian crossing at the roundabout further exacerbating the congestion.

Change suggested by respondent:

The scheme proposes provision of a rapid transit service into Colchester City. Since initial approval all but 1 significant shop in Colchester has relocated and most employment locations, the main railway station and shops will not be served by the rapid transit alternative . The Park and Ride use figures will confirm that Rapid Transit looks good but to what purpose? No road = Clingoe Hill junction becoming as congested than the Dartford Crossing. If further development without infrastructure is allowed it is highly unlikely the air quality in the area will comply.

Legally compliant: Yes

Sound: No

Comply with duty: Yes

Appear exam: Appearance at the examination

Attachments: None

135 Object

Respondent: Mrs Janet K Green-Whitfield [135]

Summary:

Having attended a community presentation. Event. I find the whole plan unsound. In as much as traffic chaos and congestion will make life hell for residents of Elmstead and Clingo Hill will be gridlocked thus life for residents and workers will be at a standstill going nowhere.

Change suggested by respondent:

Too many houses insufficient infrastructures doctors, dentists, poly clinics. Roads traffic permanently gridlocked and pollution unbearable. Elmsted, Colchester/Clacton Road speed limits not adhered to now! This will only get worse. Our local villages will be lost and will turn into an urban sprawl of Colchester no way a garden community. The plan for the Braintreeand Great Tey community have just been cut and paste into the plans for TGC. I object strongly! Too many houses not enough to do for residents for leisure purposes! Needs a complete rethink or cancellation.

Legally compliant: No

Sound: No

Comply with duty: No

Appear exam: Written Representation

Attachments: None

149 Object

Respondent: Mr David Huggon [139]

Summary:

The misnamed “garden” community will exacerbate traffic problems on the eastern side of Colchester. Since the pandemic there has been a 120% increase in the number of cars in the road, and the queues along Clingoe Hill are getting worse - several times a week, there are queues of traffic banked up all the way up to near the university turn-off. This causes pollution and has a significant impact on the health of Colchester and its citizens. The new development will make this situation CONSIDERABLY worse.

Change suggested by respondent:

This situation will NEVER be resolved unless alternatives are provided to the private car. The proposed new link road out towards the north of Colchester will not alleviate traffic problems. In fact, I think it will make people think that they can just carry on driving as if things were all hunky dory.
1. Much better cycle lanes are needed. At the moment there is no proper cycle path from the East side of Colchester into town. It is possible to get down to the Wivenhoe Trail, but to get there is in itself a tricky journey. Cycling needs to be made a lot more attractive to people. The cycle paths need to be segregated, and not just added in to planning as an afterthought. In fact, they should be prioritised ahead of road building.
2. The same applies for walkways. Safe footways should be built along cycle paths, so that walking is a viable alternative.
3. A tram style system into town. This would encourage people to use public transport and not just jump in to the car. This would also have economic benefits for the regeneration of the city centre.
4. A car sharing system should be introduced eg for Clingoe Hill.

Legally compliant: Yes

Sound: No

Comply with duty: Yes

Appear exam: Written Representation

Attachments: None

178 Object

Respondent: Ardleigh Parish Council (Ms Rachel Fletcher, Parish Clerk) [143]

Summary:

The broad location in fig 1.1 does not match the final DPD as it doesn’t include the area around Jubilee Lane in Crockleford.

The Sustainability Appraisal does not adequately appraise the impact on congestion on the existing road network, in particular Clingoe Hill and Bromley Road. The criteria on congestion focus on sustainable transport mitigation measures but do not address the question of whether these will offset the impact of the development to an acceptable level.

Change suggested by respondent:

The implications of a phased delivery of the A133/A120 link road on both Clingoe Hill and Bromley Road need to be reviewed in this context.

Legally compliant: No

Sound: No

Comply with duty: No

Appear exam: Appearance at the examination

Attachments: None

207 Object

Respondent: Mrs Susan Gheorghiu [158]

Summary:

Colchester town has a lot of traffic problems. the population is getting ever larger with no increased infrastructure to support it. ie Small size of hospital. Schools having to have ever increasing class sizes. Too many cars, as most people have a car to get to get around. Go to London or elsewhere to work. Public transport is appalling.

Change suggested by respondent:

A Doctor`s surgery should be in situ.Also it should be noted Colchester hospital is already too small for the present population. The local schools , will have even bigger classes. Plus the road lay outs are unsuitable for greatly increased traffic. Already Crowdry Avenue is very very busy at rush hour.

Legally compliant: No

Sound: No

Comply with duty: No

Appear exam: Written Representation

Attachments: None

268 Object

Respondent: East Suffolk & North Essex NHS Foundation Trust (ESNEFT) [174]

Agent: Lawson Planning Partnership (Mrs Aarti O'Leary, Technical Director) [176]

Summary:

Objective 3:

A request is made that the appraisal consider both on site and off site facilities.

Not only the distance to a healthcare facility should be included, but its service capacity.

Change suggested by respondent:

Amendment proposed to Objective 3 to include off site provision.

Suggested wording:

"… including through the provision of new on- and off-site infrastructure of this type?"
Facilities capacity should also be included as an indicator in Objective 3

Legally compliant: Not specified

Sound: Not specified

Comply with duty: Not specified

Appear exam: Not specified

Attachments:

ESNEFT Representation - https://tcbgardencommunity.oc2.uk/a/t4