

WRITTEN REPRESENTATIONS
MADE ON BEHALF OF
STRUTT & PARKER (FARMS) LTD &
LIANA ENTERPRISES LTD

Submitted by: Louis Fell MRICS (Agent)

The following submissions are made and relate to land owned and farmed by Strutt & Parker (Farms) Ltd and Liana Enterprises Ltd, which is all onshore land.

The submission follows the Issue Specific Hearing 1 and Issue Specific Hearing 2.

Our comments are as follows:

1. Digging of Trenches and Single Ducting – we are very concerned that Five Estuaries and North Falls are going to work separately, each restoring and then digging up the same ground. The more disturbance caused to the soil structure, the longer term damage and the greater risk of contamination and loss of top soil. The top soil is our greatest asset and stripping off and then reinstating and then stripping again will undoubtedly lead to a loss of top soil and longer impact on yields, fertility and soil organic matter.

We urge the ExA to ensure that if both schemes are consenting, both are installed at the same time. This is perfectly possible as the cables are pulled through ducting, so the ducting could be installed and the cables pulled through at a later date.

We would ask the ExA and the applicant to include a provision that there is to be only a single ducting construction phase covering both schemes.

2. Drainage – at the hearing we discussed drainage in detail and the importance of having a working scheme as part of the reinstatement on this land. All the land is currently drained and it is vital for the efficient operation and yields on the farm, that the drainage scheme is fit for purpose upon restoration. Drains often require to be maintained and we are extremely concerned to find that the drainage system actually may be placed below the cable. This would mean that we would be unable to access the drainage system to undertake repairs and maintenance without incurring significant delays and costs in getting consent from the cable operator to do the works. My experience over many years, is that the operators of pipelines and cables work very slowly in granting consent as they are not normally interested once they have their easement. They normally require health and safety and procedures to be set out and followed (which come at a greater cost to the landowner etc) and in some circumstances, require their cost to be covered to give consent to undertake any ground works. We are being told that the cable should not have an impact on agricultural activity in the future, but clearly that is incorrect if the drainage system is below the cable depth. This is purely a matter of cost to the developer as it is perfectly possible to put the cable deeper but they wish to minimise their cost to make more profit and as a consequence, have a greater impact on the landowner's field operations in the future.

We would urge the ExA to ensure that all field drains are above the cable ducting and that if required, the cable will be buried deeper to enable the field drainage system to be installed above the cable.

If the ExA don't agree to this, then the landowner is going to face a greater level of costs in the future which should be compensated for accordingly, but at present we are being told that this won't happen, yet in the Issue Specific hearing, the applicant was not willing to commit to this requirement.

3. Outline Code of Construction Practice

I'm concerned that first of all North Falls appear to be suggesting a separate document for those landowners that enter into a voluntary agreement. To be that is prejudice and almost can be seen as a way of seducing landowners to enter into this voluntary agreements. Surely any proposals for soil management, etc that North Falls are willing to enter into should be part of the DCO and not only available to those that sign voluntary agreements – if a landowner has perfectly acceptable reasons not to enter to the voluntary agreement, their land should be treated in exactly the same way as any other landowner.

Other specific comments:

- a. I suggest that top soil should not be moved once banded and that this is a requirement of the scheme – to often contractors move top soil banded during construction
- b. Under para 97 – there is no mention of soil organic matter, and I would request that SOM tests are taken as well.
- c. The ExA should require that the soils are returned to no worse a condition than as recorded under para 97 and that post construction soil surveys are carried out for a 3 year period to ensure the land is restored properly and to allow for the subsidence to occur
- d. The applicant agreed that a stone haul road will be used, but there is no mentioned in the OCCP. It should also note that all construction traffic except those either digging the trenches or stripping or reinstating the land should use the stone haul road
- e. We are very concerned with para 100 re the cable depth as per the above

4. Cable Route & Impact on Development

Ideally, our preference is for the developer to go further north (outside the current cable corridor land). North Falls have included this area within the survey route. We have been told that the reason to discount this was because of a slightly longer cable so more cost. However, this land is within my clients property and they are very happy to accommodate the works through this land which would mean no impact on my clients development proposals now and in the future. We do not think that this should be a reason to just dismiss this route and we request that the ExA request that the Applicant seeks to cross over my clients land in a location that would minimise the impact on our future development proposals. There is an option for the developer to go under our clients water bodies – we have been told that is not possible to put the cable under a pond by directional drilling; although I know from other offshore wind farm cables, that they have directional drilled under water courses and water bodies and therefore this seems perfectly possible.

Our point remains that there are alternative routes within my clients ownership that would have much less of an impact to my client.

We have had discussions with both developers who are content to have a discussion about the location of the cable but only within the red line boundary and we would like to firm up the route and ensure that it is located so as to minimise the impact on the development proposals. We believe that they can be integrated into our layout plans so that the easement area is within areas of open ground, sports pitches, roads etc but we would ask the ExA to ensure that the final cable corridor is agreed with the landowner acting reasonably if they cannot do that now, and that our reasonable representations are taken into account. We do not see any reason why this cable development has to have such a large impact on our development, but it requires co-ordination which at present the applicants are not willing to enter into until they have consent and design build contractors in place.

We attach plans showing our current development proposals which we refer to as the first phase.



VISION DOCUMENT

LAND BETWEEN FRINTON ROAD AND LANDERMERE ROAD // THORPE-LE-SOKEN

APRIL 2025

INTRODUCTION

CALL FOR SITES

This Vision Document has been prepared by M Scott Properties Ltd (Scott Properties) to accompany representations submitted to the Issues and Options Consultation as part of the Tendring Local Plan Review. The document has been updated from the previous version which was submitted to the Call for Sites in March 2024.

The purpose of this document is to demonstrate the suitability and deliverability of Land between Frinton Road and Landermere Road (or Henderson Road), Thorpe-le-Soken (the Site) for a residential-led development.

The document explores the Site's context including opportunities and constraints, and sets out a proposed development framework to respond to these.

EXECUTIVE SUMMARY

The Site benefits from a sustainable and desirable location and is available to deliver without any significant technical or legal constraints. The proposed development can provide a range of economic, social and environmental benefits, including:

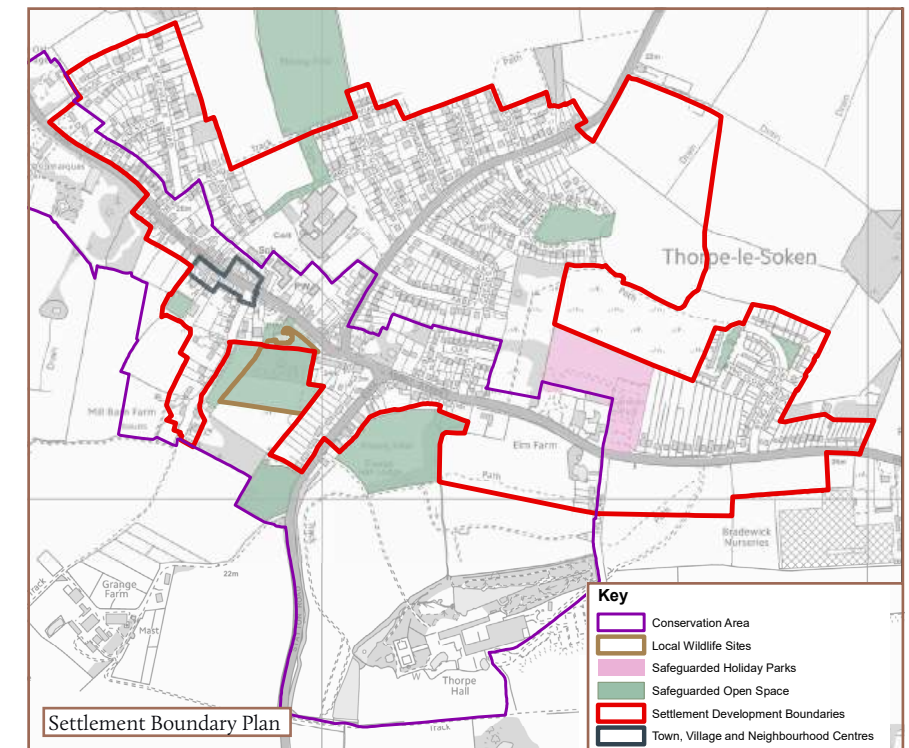
- up to circa 350 new market and affordable homes across a range of types and tenures;
- a new road to link Frinton Road and Landermere Road (or Henderson Road);
- a 2.1ha serviced site for a new 2 form entry (FE) primary school (with sufficient land for a 3FE primary school);
- significant areas of new public open space, including play areas and walking routes;
- a biodiversity net gain of at least 10% on site; and
- contributions towards identified local community projects.



SITE DETAILS

The red line area of the Site has been increased to c. 20.4 hectares (c. 50.5 acres), comprising c. 47.4 acres between Frinton Road and Landermere Road, and c. 3.1 acres to the west of Landermere Road. The land is predominantly in agricultural (arable) use with a small area in the western part of the Site currently being used as a construction compound for the adjacent José Powell Gardens development. The Site adjoins residential development to the west and the south at Landermere Road / Henderson Road and Frinton Road / Byng Crescent respectively, and agricultural land to the north and the east.

Additional land within the same ownership extends northwards to Walton Road, eastwards to Damant's Farm Lane, and westwards to Golden Lane, comprising a further c. 83 hectares (206 acres) as part of a wider landholding in the area. Parts of this land could be made available for biodiversity net gain or other nature-based initiatives if required.



THORPE-LE-SOKEN

Thorpe-le-Soken is identified as one of seven Rural Service Centres in the adopted Tendring Local Plan. The village has a good range of amenities including primary and secondary education, healthcare, employment, retail, recreation and a railway station with direct services to London Liverpool Street, making it the most sustainable out of the settlements in this band of the hierarchy.

Thorpe-le-Soken occupies a central position within the District, and is well-connected via rail, road and bus links to the larger nearby settlements of Clacton-on-Sea, Frinton-on-Sea, Harwich, and Colchester.

The Parish has a population of c. 2,300 according to the 2021 census. There has been recent residential growth in the village through a combination of Local Plan allocations and windfall development. This recent growth has been residential-only, and has not been of a scale to deliver significant wider community benefits.



SITE ANALYSIS

TOPOGRAPHY AND PUBLIC ACCESS

The Site is broadly flat with a gentle fall from the south at Frinton Road towards the north-east. Footpath 13 runs along the south-eastern boundary, and Footpath 7 runs along the northern boundary of the western parcel, connecting to the top of the High Street.

ECOLOGY AND ARBORICULTURE

Geosphere were commissioned to carry out a Hedgerow Survey, Preliminary Ecological Appraisal, and Phase 1 Desk Study. The Site contains a number of established hedgerows which form the current boundaries of the individual fields, and these are proposed to be retained wherever possible as well as being enhanced (gap-filled) and supplemented by new planting. None of the habitats identified within the Site were considered to have high ecological importance. Given the current intensive agricultural use of the land, it is expected that a biodiversity net gain of at least 10% can be achieved on site. No significant sources of contamination were identified.

FLOOD RISK AND DRAINAGE

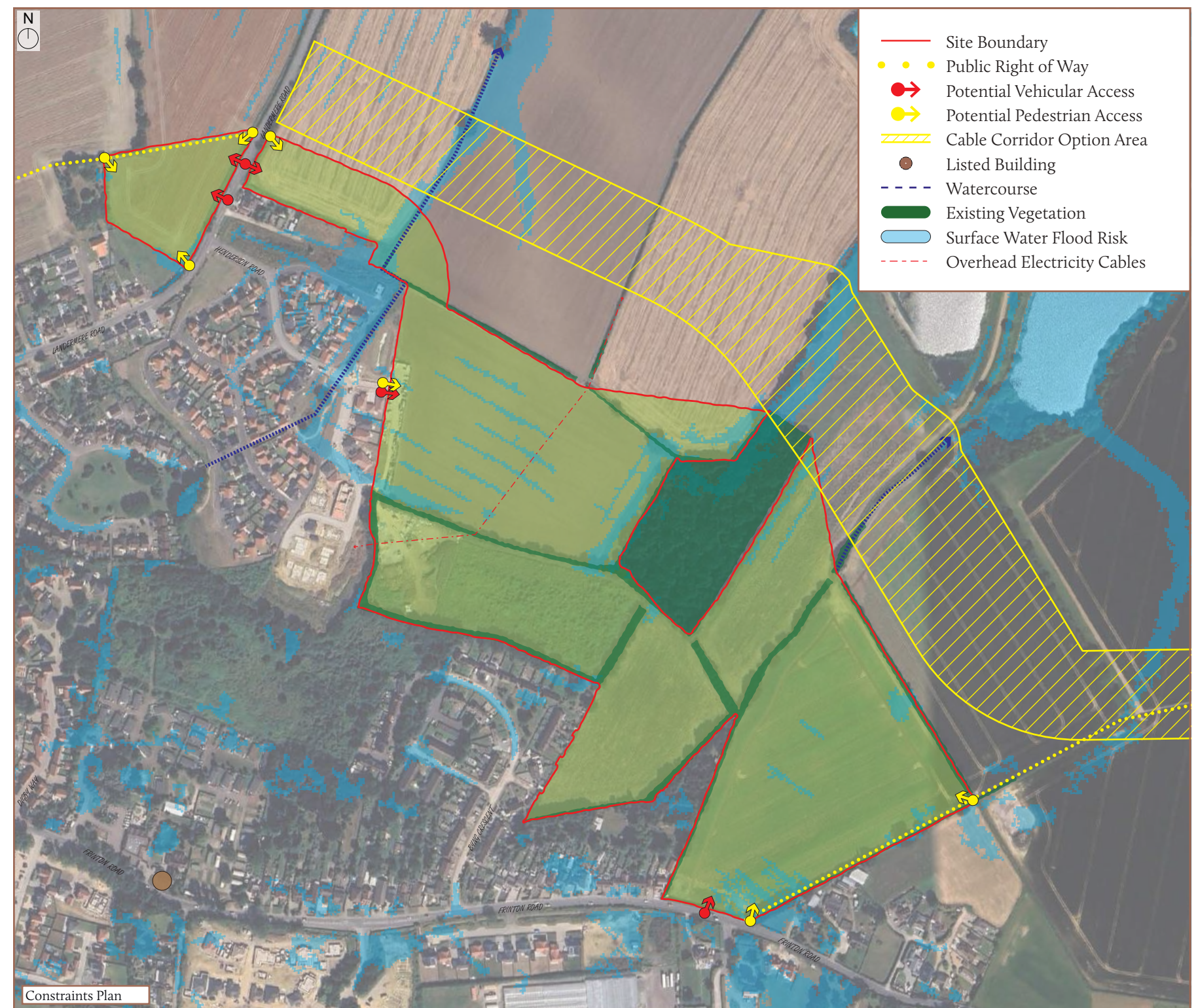
The entirety of the Site falls within flood zone 1; the lowest risk of flooding from rivers and the sea. Subject to infiltration testing and pre-application advice, the proposed drainage strategy includes the use of on-site attenuation in the form of swales and basins, consistent with the engineering approaches for the recent developments to the east of Landermere Road.

HERITAGE AND ARCHAEOLOGY

Smith Jenkins were commissioned to carry out a Heritage Review, which concludes that the Site has low heritage sensitivity. The Site is not within close proximity of the Conservation Area or any listed buildings, and there is little to no visibility between the Site and local heritage assets. Recent trial trenching on the adjacent development site did not lead to any finds of significant interest.

UTILITIES AND SERVICES

Connections can be made to the existing utilities located in Frinton Road, Landermere Road and Henderson Road. The proposed cable corridor for the North Falls and Five Estuaries off-shore wind projects runs close to the Site's northern boundary, and there are low voltage overhead electricity cables crossing part of the Site.



LANDSCAPE AND VISUAL IMPACT

LANDSCAPE ANALYSIS

Nigel Cowlin Ltd was commissioned to undertake a Landscape Sensitivity & Capacity Appraisal, and provide a Landscape Strategy for the proposed development.

The assessment identifies that there are sensitivities in relation to intensifying the appearance of development on the skyline surrounding Hamford Water. This would take the form of an increase in the spread of development defining the edge of the village, as addressed to the north and on the upper slope when viewed from across Hamford Water. However, the Site's location provides a relatively accommodating setting within this wider landscape, maintaining the built form on the upper edge of the slope within a backdrop of trees.

The assessment concludes that the proposed development to expand the village to the north-east could be accommodated without notable harm to the character of the close local context, over and above that of the proportionate and intrinsic harm of the development on any greenfield site. It goes on to propose a series of mitigation measures to be integrated into the Landscape Strategy.

LANDSCAPE STRATEGY

A Landscape Mitigation Plan is shown to the right, which proposes a number of measures to reduce the impact of the proposed development to make it acceptable in landscape terms.

- the provision of buffer parkland belts along the northern boundary will integrate the development into the landscape and reduce the long-term effects;
- the wider indents of planted green space into the Site from the outer edge buffer parkland will provide a more effective break up of the new built form, and would provide further amenity value; and
- the rounding off of the eastern tip of the development allows for the continuation of the northern buffer parkland, and contains the edge of the development in views from the east.

It is proposed that existing trees and hedgerows are retained wherever possible, and supplemented by significant enhancement (gap-filling) and additional planting throughout the Site.



ACCESS & MOVEMENT OPTIONS

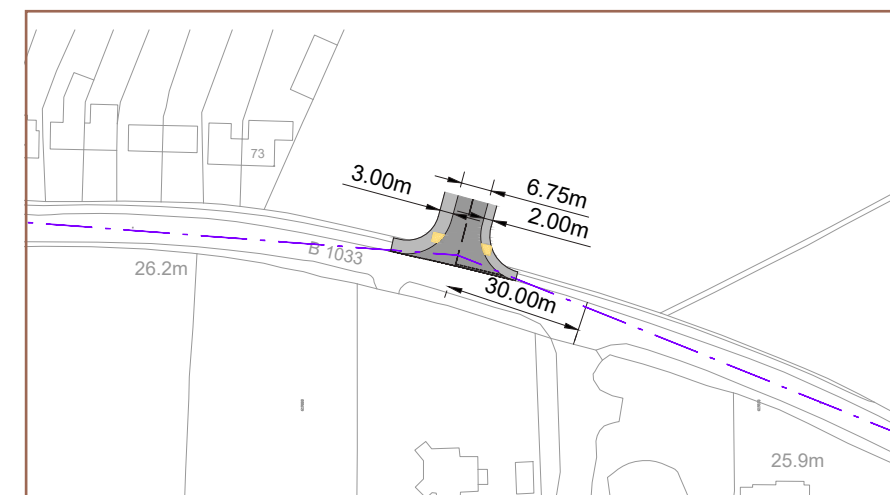
FRINTON ROAD

Cannon Consulting Engineers were commissioned to undertake an Access Appraisal and provide an Access Strategy for the proposed development.

Vehicular access at Frinton Road is proposed via a new priority junction. The plan below shows a 6.75m carriageway (as per Henderson Road) with a 3m shared footway / cycleway to the west and a 2m footway to the east. Visibility splays can be accommodated in both directions.

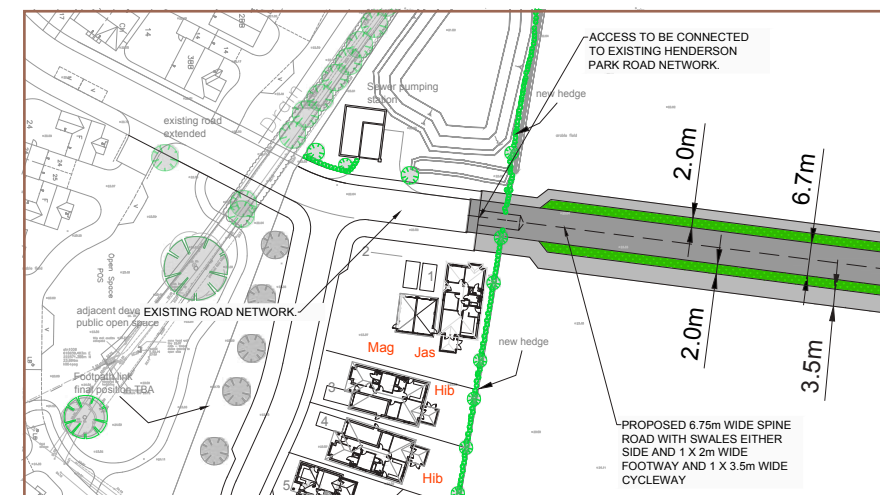
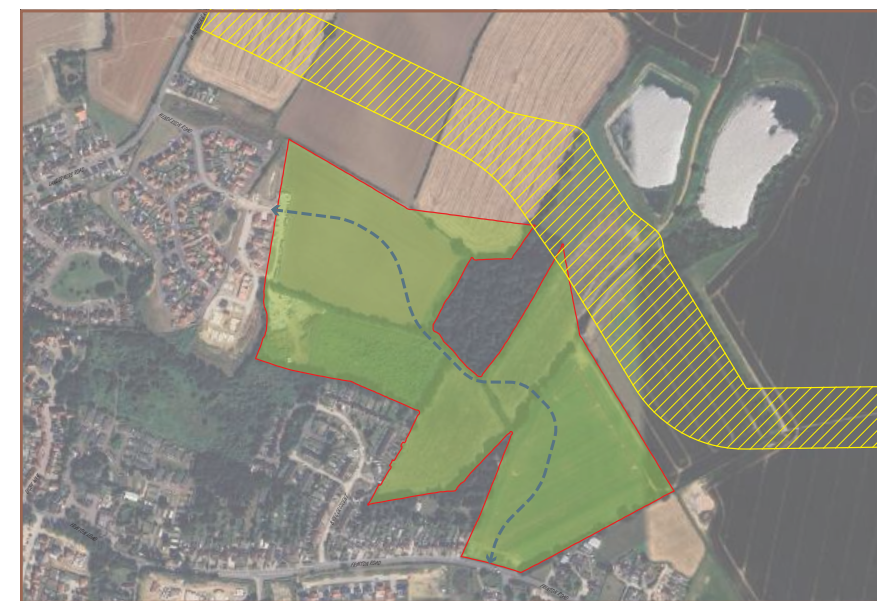
This junction provides for pedestrian and cycle access, and a further pedestrian access can be provided via Footpath 13, which runs along the south-eastern boundary of the Site from Frinton Road to Damant's Farm Lane. An additional pedestrian connection could potentially be made to Byng Crescent.

Whilst outside of the proposed Site boundary, footpath links can be created through the wooded area adjacent to the Site, linking to the existing public right of way and proposed areas of public open space within the Site.



HENDERSON ROAD (OPTION A)

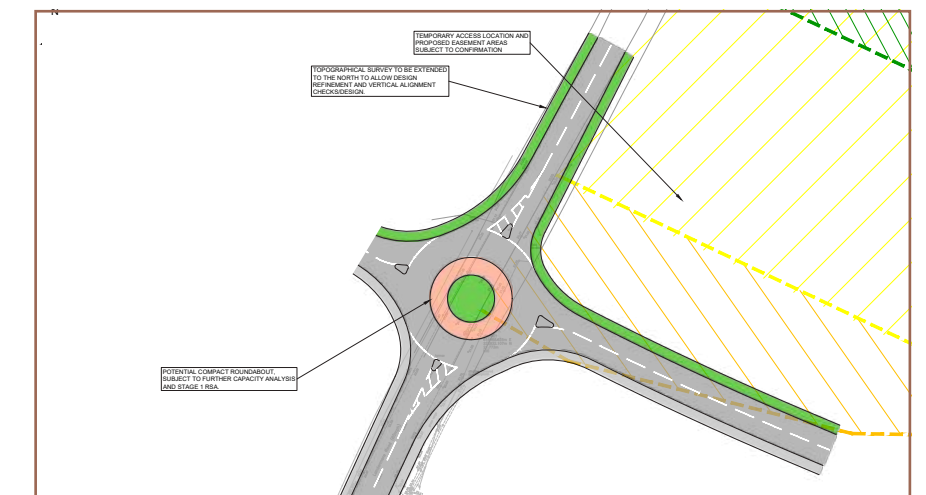
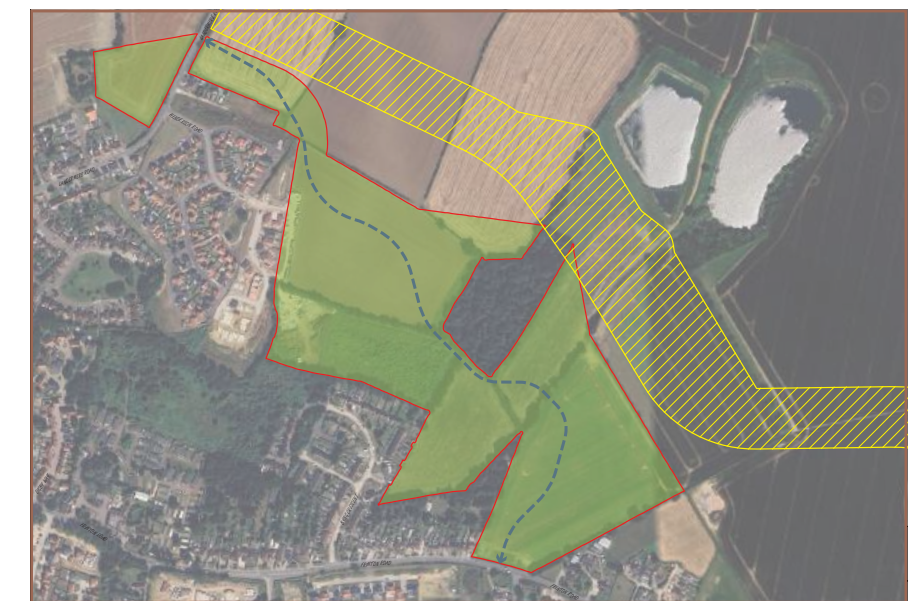
The Site can be accessed via a continuation of Henderson Road, which has been designed to accommodate a bus route. The new spine road would continue the existing 6.75m carriageway, with a 3.5m shared footway and cycleway to the south and a 2m footway to the north, both separated from the carriageway by swales in accordance with current design guidance.



LANDERMERE ROAD (OPTION B)

A new roundabout could be provided at Landermere Road to serve the parcels to the west and the east. This would result in Henderson Road being downgraded to provide a pedestrian / cycle and potentially an emergency access (only) to the proposed development.

The 3 acre parcel to the west of Landermere Road could be served either by the roundabout or via a separate priority junction to Landermere Road (as shown on the following page).



PROPOSED DEVELOPMENT

FRAMEWORK PLAN (OPTION B)

The Framework Plan for Option B provides an initial proposal as the basis for further assessment and consultation. The Plan seeks to respond to the Site's identified opportunities and constraints, with the proposed development comprising:

- up to circa 350 new market and affordable dwellings, to be provided across a range of types and tenures based on local housing needs;
- residential frontages to be positioned to overlook the public rights of way, public open spaces, and play areas;
- high quality and functional public open spaces to be provided throughout the development for the benefit of new and existing residents;
- green corridors to link the development parcels and public open spaces with each other and the existing settlement;
- new permissive footpaths through the woodland area at the centre of the Site;
- retention of existing trees and hedgerows wherever possible, supplemented by significant new planting;
- a vehicular and pedestrian link between Frinton Road and Henderson Road (Landermere Road), encouraging active travel modes; and
- a serviced site for a new 2FE primary school (with sufficient land for a 3FE primary school), located close to the spine road and well-contained by existing landscaping to the south and west.

Option A represents a subset of Option B, and can deliver comparable benefits, with the differences being a reduced yield of c. 300 dwellings, a link road between Frinton Road and Henderson Road, and no development to the west of Landermere Road.



DELIVERY

RESIDENTIAL

There are no legal or technical constraints which would impede delivery of the proposed development, and there has been consistently strong market interest. The Site will be sold once an outline planning permission is in place, with the selected housebuilder bringing forward the reserved matters application. The timetable below shows that the residential element of the proposals can be delivered early in the Local Plan Review period, and is modelled on the larger (Option B) proposal comprising circa 350 dwellings.

EDUCATION

Initial discussions have taken place with Essex County Council which confirmed that the existing 1FE Rolph CofE Primary School would not be able to accommodate a significant increase in pupil numbers due to the constraints of the current site.

There are currently 240 pupils registered against a capacity of 244 pupil places. A new 2FE school would provide 420 pupil places (+176). Using the primary school pupil yield factor of 30 pupils per 100 dwellings, a relocated 2FE school would enable the delivery of circa 600 new dwellings in Thorpe-le-Soken and the surrounding area.

The provision of a serviced site for a new 2FE (or 3FE) school would allow for the expansion and relocation of the existing school, whilst also freeing up a prominent site fronting the High Street in the centre of the village, and providing safeguarded land for the future.

NEXT STEPS

We are keen to work with Officers and stakeholders to ensure that the proposed development is well-designed and makes a positive contribution to the local area. Please contact Scott Properties to discuss the proposals or to request any further information.

Richard Martin
Director



	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	Total
Issues and Options Consultation													
Preferred Options Consultation													
Submission Draft Local Plan													
Examination and Main Modifications													
Local Plan Review - Adoption													
Submission of Outline Planning Application													
Determination of Outline Application													
Reserved Matters Application													
Discharge of Conditions and Commencement													
Housing Delivery (number of dwellings)					20	40	50	50	50	50	50	40	350





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