

EXAMINATION OF THE COLCHESTER BOROUGH LOCAL PLAN 2017-2033 – SECTION 2 EXAMINATION

MAIN MATTER 2 STATEMENT – SUSTAINABLE GROWTH POLICIES (SG1 -SG 8)

ON BEHALF OF BLOOR HOMES (EASTERN)

WORD COUNT: 2,875



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DESIGN **ENVIRONMENT** **PLANNING** **ECONOMICS** **HERITAGE**

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Are the Sustainable Growth Policies justified by appropriate available evidence, having regard to national guidance, and local context, including Section 1 of the CLP?

Question 1 - Is Colchester's spatial strategy and the distribution of development as set out in Policy SG1 supported by robust and up to date evidence and otherwise soundly based?

- 1.1 Bloor Homes is broadly supportive of Policy SG1 and the associated Table SG1: Spatial Hierarchy, in that, it acknowledges the inherent sustainability of distributing growth to existing settlements outside of the urban area of Colchester. Existing Sustainable Settlements have a vital role to play in delivering the now adopted minimum housing requirement for the Borough and the housing need beyond this current Local Plan, which rises beyond the adopted minimum target. In addition, as set out at paragraph 28 of the National Planning Policy Framework (2012) (NPPF) rural settlements need to be afforded sustainable levels of new growth to support the vitality and viability of local infrastructure, shops and services; and to assist in the creation of a balanced community capable of meeting a range of different housing needs.

- 1.2 Bloor Homes have a number of comments and concerns to draw to the attention of the Inspector in relation to the distribution of growth amongst Sustainable Settlements and specifically how the Council has assigned growth to the settlement of Great Horkeley. There are sixteen identified Sustainable Settlements in Table SG1, each of the settlements vary in terms of their size, location, constraints, service provision and infrastructure links. Due to the variation in sustainability credentials amongst settlements, Pegasus Group would normally expect identified Sustainable Settlements to be ranked quantitatively to provide further robust evidence to support and justify the distribution of growth across the Sustainable Settlements. The Council's evidence base does not include any comparative assessment of Sustainable Settlements in this regard. Indeed, it is noted that the Housing Topic Paper states that the Village Facilities Survey was updated to inform the distribution of growth, however, this Survey and any potential comparative analysis within it, has not been published by the Council. Accordingly, there are concerns that there is a missing layer of evidence in how Local Plan Section 2 has come to distribute growth amongst Sustainable Settlements. This is a matter that

has been raised by the previous promoters of the site at earlier stages of plan preparation and has not been adequately addressed.

- 1.3 We draw the Inspector's attention to this point as in our assessment the role and contribution of Great Horkesley has been significantly underplayed in the distribution of the minimum housing needs of the Borough. Based on the 'Parish Profiles' published as part of the Local Plan evidence base Great Horkesley (2,475 people) has the sixth biggest population out of the sixteen Sustainable Settlements. In addition, as identified in the appended Site Promotion Document (Section 4) the village possesses a wide range of services and infrastructure capable of supporting sustainable living. Importantly, the southern boundary of Great Horkesley is approximately 300 metres north of the urban area of Colchester with a highway link (including a dedicated footpath) forming a direct, safe and convenient link between the two settlements.
- 1.4 Despite the inherent sustainability of Great Horkesley and its close geographical relationship with Colchester, the Local Plan Section 2 distributes only 93 dwellings to the village over the entirety of the plan period. This is less than the level of growth distributed to the smaller Sustainable Settlements such as Copford (1,690 people) and only 13 more dwellings than the growth afforded to the smaller and remote Sustainable Settlement of Langham (790 people). It is not contended that the distributed growth should be re-allocated through the Examination of the Section 2 Plan, rather the Section 2 Plan should be proactive and seek to allocate sustainable sites for housing growth, at highly sustainable locations, when they are available and deliverable. In this regard, it is highlighted, that the now adopted housing targets are stated as minimum figures.
- 1.5 Undertaking a Strategic Housing Land Availability Assessment (SHLAA) is an important component of preparing planning policies which set a spatial strategy and distribute growth. In the absence of any quantitative ranking of the Sustainable Settlements, the distribution of development across Sustainable Settlements is heavily based on the sustainability, suitability and deliverability of individual sites.
- 1.6 The SHLAA update (June 2017) details the process of how sites were assessed by the Council, indeed, the document sets out methodology for a five-stage process

with a total of 51 of questions across all stages of the assessment process. Appendix 3 of the SHLAA provides a RAG (red, amber and green) ratings table which assesses all sites submitted through the Call for Sites process. Depending on how each site progresses through the assessment, a site is assigned a RAG rating for each of the five stages, before being assigned an overall RAG rating. It is acknowledged that the methodology set out in the SHLAA is detailed and extensive, however, the SHLAA provides no evidence confirming how each of the submitted sites performed against the 51 questions, instead it provides RAG ratings for the five broad stages. Individual site proformas or site assessments, against the full SHLAA methodology, are not provided in the SHLAA or elsewhere in the evidence base supporting the Plan. Accordingly, it cannot be concluded that the SHLAA process which has been robust and transparent, this undermines the distribution of growth across Sustainable Settlements. Again, this is a matter that has been identified in earlier stages of the plan and not addressed.

- 1.7 The Local Plan Section 2 is also supported by the Settlement Boundary Review (2017). This document outlines a methodology for undertaking a review of settlement boundaries and identifying potential site allocations. Indeed, a two-stage process covering fourteen questions is identified in the methodology. Similar to the SHLAA, the actual assessment is not consistent with the stated methodology, instead a general approach to assessing a settlement is pursued. Again, it is questioned why a general approach has been pursued when the methodology sets out clear and specific criteria, especially when the Villages Facilities Survey has not been published.
- 1.8 The Council's Site Boundary Review provides a degree of commentary on some SHLAA sites but falls well short of providing a full and robust assessment against the stated methodology. Having undertaken a general review of village constraints and services, the Review document qualitatively defines potential 'broad areas' for growth around the existing village boundary before recommending site allocations and discounting other sites. In respect of Great Horkesley, the reasoning behind making such influential conclusions is generalist in approach and lacks comprehensive justification.
- 1.9 The following commentary was attributed to the site being promoted by Bloor

Homes at Land north of Coach Road (Ref: RNE46):

"RNE46 would not represent an appropriate level of growth and would extend the settlement too far north and west into open countryside.....A site north of Coach Road would inevitably result in more traffic passing the village school and across the walking route used by the majority of residents to access the school, village green, playground and hall. It would be comparatively remote from the more regular bus services and even more remote from the other. The sites would be highly visible on the edge of the settlement and would impact on landscape character."

- 1.10 Despite the detailed submissions of Pegasus Group at previous stages of the plan preparation process, no other details of the site and its potential for development were discussed or assessed in the Settlement Boundary Review document or the SHLAA. No reference is made to the previous submissions (April 2016) of Pegasus Group which provided detailed technical information in respect of: deliverable and safe highways access proposals, accessibility of local services and bus routes, landscape and visual analysis, landscape design, heritage matters and drainage strategy. Since 2016, this technical information has been developed further and a Framework Plan to demonstrate the suitability of the site has been prepared. This further work is provided in the attached Site Promotion Document. The Site Promotion document again responds to each individual component of the Settlement Boundary Review commentary to demonstrate that the commentary is flawed has not taken into account the technical evidence previously submitted.
- 1.11 In summary, it is contended that the settlement hierarchy and the strategy to assign growth to Sustainable Settlements is appropriate and compliant with the NPPF's overarching objective to deliver sustainable development and boost the vitality of sustainable rural settlements. However, in light of these representations it is clear that in some cases the Local Plan Section 2 fails to allocate development at the most sustainable locations put forward by site promoters. These matters have arisen due to the Council not undertaking a further necessary and appropriate level of comparative analysis between each of the identified Sustainable Settlements and its inconsistent and inaccurate approach to site selection. As the adopted housing requirement is a minimum figure, it is not contended that growth

already directed to specific Sustainable Settlements and site allocations should be re-allocated to other sustainable sites and settlements. Rather, the Local Plan Section 2 should be proactive and positive in its approach and allocate additional suitable and deliverable sites, at highly sustainable locations, when there is demonstrable evidence available to robustly address unsubstantiated technical concerns previously raised by the Council through the SHLAA process. Adopting this approach, in respect of our client's land at Great Horkesley would deliver sustainable development in accordance with the NPPF's objective to boost significantly levels of housing in the Borough. The Section 2 Local Plan examination comes forward in light of an adopted minimum housing need figure, however, the rising need figures set by the Government's Standard Methodology (December 2020) (1,078 dwelling per annum v's the adopted 920 dwellings per annum) must be kept in sharp focus when there are suitable sites available and ready to deliver new housing and assist in meeting this rising need.

Question 2 - Does CLP Section 2 Policy SG2 make adequate provision to meet Colchester's housing requirement as set out in CLP Section 1 (14720 new homes) and its timescale for delivery within the plan period 2017 - 2033?

- 1.12 The Housing Topic Paper published as part of this examination provides a 15-year housing trajectory and five-year housing land supply position statement to support the Section 2 Local Plan. Paragraph 3.7 and the associated 'Colchester Housing Land Supply' table in the Topic Paper identifies that the Council has a supply of 12,275 dwellings over the plan period, and that this equates to a surplus of 1,342 dwellings against the supply required to meet the remaining minimum housing need requirement set by the adopted Section 1 Local Plan.
- 1.13 In our assessment it is highly likely that the Council will need to utilise this surplus in supply to meet the minimum housing requirement. We have concerns regarding the robustness of the housing supply over the entirety of the plan period on a number of grounds. Firstly, the trajectory includes 1,057 dwellings at existing site allocations which are yet to be granted planning permissions. The 20 sites, within the urban area of Colchester, which account for these dwellings were allocated through the Core Strategy (2008) and Site Allocations document (2010). Accordingly, they have not come forward in the 11-13 years which followed the adoption of these plans. To support the continued allocation of the sites through the Section 2 Local Plan a SHLAA RAG assessment has taken place. The SHLAA RAG rating system has given 16 of these sites an overall amber rating and amber rating in respect achievability. An amber rating in the SHLAA is described as meaning "*the site needs further consideration of key issues before being allocated for development in the Local Plan.*" The amber rated sites, which have already been allocated for over 10 years, amount for a total of 712 dwellings. Given the amber rating for the majority of these historic sites and the Council's continued reliance on the sites in the housing trajectory further justification and evidence is required to demonstrate their deliverability. As per our response to the first question in Matter 2 the full SHLAA appraisal of sites should be published.
- 1.14 The trajectory includes the Colchester/Tendring Borders Garden Community allocated through the Section 1 Local Plan. The housing trajectory states that the Garden Community will deliver 50 dwellings in 2024/25, rising to 100 dwellings

per annum between 25/26 – 28/29 and then up to 150 and 200 dwellings per annum by the end of the plan period in 33/34. Accordingly, the housing trajectory is reliant upon the Garden Community starting to deliver dwellings in approximately three years' time. Adopted Policy SP8 in Section 1 of the Local Plan confirms that no planning consent for development which forms part of the Garden Community will be granted until a Development Plan Document (DPD) to guide the development of the Garden Community is adopted by the Council. The preparation of a DPD is a time-consuming process given the need for consultation and formal examination and reporting. We estimate that at best it will take two years for the Council to prepare and adopt a DPD. Following this the outline planning process (including agreement of a s106 agreement) would need to be completed, followed by Reserved Matters consents, other technical consents and the discharge of condition process. Again, we estimate that these processes will at best take a further two years in total. Before construction of the new dwellings can be commenced the necessary site preparation and infrastructure works will need to be completed, this work could take a further twelve months. Accordingly, in a best-case scenario we estimate that it could take five years for completed dwellings to come forward at the Garden Community equating to the site being able to contribute to supply in 2026/27 – a delay of two years from what is shown in the housing trajectory. A delay of two years would see the removal of 350 dwellings from the supply. Whilst our estimates are based on a best-case scenario, any further delay would chip away at the supply by 150 dwellings per annum for three years. Bringing forward strategic scale development is a complex and time-consuming process. It is also noted that the 15-year housing trajectory states that the Garden Community will deliver 50 dwellings in 2024/25, however, this contribution is not stated in the May 2020 Five Year Housing Land Supply Statement.

- 1.15 The prospect of a Garden Community, supported by a DPD, delivering new homes in 2024/25 is unrealistic, as such, the supply stated in the housing trajectory is not robust.

- 1.16 Notwithstanding our concerns regarding the deliverability of the housing trajectory we also have concerns regarding its ability to cater for the wide-ranging demands of housing market over the full plan period. It is noted that housing

delivery per annum falls under the annual requirement in 2029/30 and continues to decline further until the end of the plan period. Table 1 below shows the decline in housing delivery towards the end of the plan period and the reliance on the delivery of the Garden Community.

Table 1

	2029/30	2030/31	2031/32	2032/33	2033/34
<i>Average per annum requirement</i>	920	920	920	920	920
<i>Dwellings per annum in the trajectory</i>	795	705	610	550	505
<i>Garden Community</i>	150	150	150	150	200
<i>% Garden Community</i>	19%	21%	25%	27%	39%

- 1.17 Whilst the housing trajectory estimate an oversupply per annum in the years leading up to 2029/30 it is contended that there are suitable and sustainable sites available in the Borough, such as Land north of Coach Road, Great Horkesley, to reduce this drop off in supply and the reliance on the Garden Community. Moving towards the end of the plan period the choice for house buyers in the Borough will be restricted and limited.
- 1.18 The Council have put forward a Local Plan for examination which has an estimated surplus of 1,342 dwellings against the now adopted housing requirement. The Section 2 Local Plan and its distribution of growth needs to be responsive to change and take a positive and proactive approach to housing delivery. The delivery surplus stated in the Housing Topic Paper is welcomed by our client, but unfortunately it is neither a realistic nor robust prospect. Having a robust trajectory, including any planned for surplus, is vital in Colchester given the reliance on historic urban sites coming forward and the timely delivery of a Garden Community.

- 1.19 In light of the limited and inconclusive information available regarding the sites carried forward for allocation from the current Development Plan and the reliance on the Garden Community delivering dwellings in the next three years, which we regard as an unrealistic prospect, it is likely that this surplus will be significantly reduced over the course of plan period. The broad analysis in this Statement estimates that this reduction could be in the region of 1,000 dwellings. The published evidence supporting the housing trajectory and the quality of the SHLAA process undertaken by the Council does not demonstrate that the housing trajectory is robust.
- 1.20 To ensure the housing trajectory (including any surplus) is maintained and that the Plan can be agile and respond to future reductions in supply, additional suitable and deliverable site allocations are required. Indeed, given that the adopted housing requirement is a minimum requirement it is entirely appropriate to make further allocations in these circumstances. Our client's Site at Coach Road, Great Horkesley is suitable, available and deliverable and will boost the housing trajectory whilst also providing further choice for house buyers in the Borough's housing market. Making additional and appropriate allocations will ensure that the Section 2 Local Plan is capable of significantly boosting the supply of housing, through plan-making, in accordance with paragraph 47 of the NPPF.

Appendix 1

MAIN MATTER 2 STATEMENT - APPENDIX 1 SITE PROMOTION DOCUMENT: LAND TO THE NORTH OF COACH ROAD, GREAT HORKESLEY

COLCHESTER BOROUGH COUNCIL: LOCAL PLAN SECTION 2 EXAMINATION



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1.0 INTRODUCTION

- 1.1 This Site Promotion Document has been prepared by Pegasus Group, on behalf of Bloor Homes (Eastern) to promote the land north of Coach Road, Great Horkesley for allocation for residential development in the emerging Colchester Local Plan. The site was previously promoted for residential development in 2016/17 but was not selected for allocation at this point in the Plan preparation process.
- 1.2 The allocation of the land north of Coach Road, Great Horkesley can sustainably assist Colchester Borough Council (CBC) in boosting the supply of housing over the plan period. Since the initial promotion of the land significant new technical work has been undertaken to demonstrate the site's sustainability, suitability and deliverability. In addition, initial engagement with CBC, Essex County Council and the local community has also taken place.
- 1.3 This document and accompanying Framework Masterplan evidence the progress that has been made in demonstrating that this site is suitable for allocation.

2.0 THE COUNCIL'S PREVIOUS SITE ASSESSMENT

2.1 The Site has previously been promoted for residential development through the Council's emerging Local Plan Call for Sites exercise (2016/17). The published evidence base supporting the emerging Local Plan indicates that the site was assigned a reference no. of 231. The 2017 SLAA update states that the site received an 'Overall' 'Amber' rating but received 'Green' ratings for 'Availability' and 'Achievability.' This document states that sites given an 'Amber' rating for 'Overall' are as follows:

2.2 *"Sites assigned an amber rating had an issue or issues which whilst not significant enough to rule out development completely, were significant enough to be highlighted in the sites' ratings. Sites were given an amber rating if the issues affecting the site were able to be overcome through reasonable mitigation measures. For example, sites with no current availability may have been given an amber rating if the site's suitability and achievability rated highly (in the expectation that the site would become available in the near future). Essentially an amber rating means the site needs further consideration of key issues before being allocated for development in the Local Plan."*

2.3 Similarly, the Council's Settlement Boundary Review (2017) paper which identifies the site by reference RNE46 provides an 'Overall' 'Amber' rating stating that the site was discounted in terms of its potential allocation in the emerging Local Plan with the reasoning:

"RNE46 would not represent an appropriate level of growth, and would extend the settlement too far north and west into open countryside.....A site north of Coach Road would inevitably result in more traffic passing the village school and across the walking route used by the majority of residents to access the school, village green, playground and hall. It would be comparatively remote from the more regular bus services and even more remote from the other. The sites would be highly visible on the edge of the settlement and would impact on landscape character."

2.4 This document will respond to the specific points raised in the Settlement Boundary Review paper and demonstrate the suitability of the site for residential development.

3.0 SITE DESCRIPTION

3.1 The site lies to the north of Coach Road, Great Horkesley comprising of 8.41 ha of land, currently in agricultural use. It is formed of a roughly 'trapezium shaped' single parcel divided by a sparse treeline. The site is bordered by residential development to the east in the form of the 'Horkesley Grove' development by Mersea Homes. A row of residential properties to the south of Coach Road defines the southern edge of the site. A dense mature treeline forms the boundary to the north, behind which is open countryside. Whilst to the east lies a small area of deciduous woodland. The site is free from tree preservation orders and the site does not fall within or adjacent to a Conservation Area.



Figure 1 - Site Location Plan

3.2 Direct access to the site can be gained from Coach Road. Coach Road leads directly onto the A134, which lies approximately 600 m away from the site. The A134 provides a route into the centre of Colchester, travelling south and, travelling north, a route directly to Sudbury.

3.3 A Habitats Regulations Assessment completed by Southern Ecological Solutions in November 2019 confirmed that the site falls within the Zone of Influence of two Essex coastal European designated sites under the Essex Coast RAMS: Blackwater Estuary Special Protection Area (SPA) and Ramsar, which forms part of the Essex Estuaries. The site is also within 10km of one non-coastal European designated site: Abberton Reservoir SPA and Ramsar.

4.0 SUSTAINABILITY

- 4.1 Great Horkesley is a highly sustainable village located approximately 0.6km north of the urban edge of Colchester. Data from the 2011 census confirmed that the parish of Great Horkesley had a population of 2,475 and was home to 930 households. The site sits within the Horkesley Heath area of the village.
- 4.2 The village of Great Horkesley lies to the west of Nayland Road (the A134), with a small number of dwellings facing onto Ivy Lodge Road which runs east of the village. There is also a section of development 400m to the north of the main village, with its own settlement boundary which sits to the east of the A134, detached from the core built-up area of the village.
- 4.3 The village benefits from convenient access to a good range of shops, services and public transport links capable of serving the day-to-day needs of residents. The nearest bus stops are located within 500m of the site at Malvern Way and Coach Road. Services from these stops run every 20 minutes and provide a quick and direct link into Colchester Town Centre and Colchester North Railway Station. Colchester North Railway Station provides frequent services to key destinations such as Norwich, Ipswich and London, at peak and off-peak times.
- 4.4 The Site is located directly adjacent to the north and west of the built up area of Great Horkesley, as such, it is well related to the rest of the village. The residential development of the Site would, therefore, follow the existing settlement pattern along coach road forming a natural extension to the village, which would be contained on three sides by existing built form and road infrastructure and a tree belt to the north. Furthermore, the Site is located immediately to the west of the aforementioned Horkesley Grove scheme which provides a modern housing development comprising 80 dwellings and demonstrates that in the recent past this area of the village has been found to be a suitable location for housing growth of this scale. In addition, the Site's proximity to the heart of the village will increase pedestrian activity and the use of local facilities, contributing to a sense of community and preserving the vitality of the settlement.
- 4.5 Table 1 below provides a summary of the service provision within the core built-up area of the village, known as Horkesley Heath and those outside of its centre.

Table 1 Service provision and approximate distance from the Site.

Service	Closest Facility	Approximate distance from site to the closest facility
<i>Local facilities and services</i>		
Shop	Great Horkesley Village Stores The Causeway Great Horkesley	<u>1.9 km</u> 24 minute walk 6 minute cycle
Post Office	Great Horkesley Village Stores The Causeway Great Horkesley	<u>1.9 km</u> 24 minute walk 6 minute cycle
Church	St Johns Church, Elstar Lane, Great Horkesley	<u>850 metres</u> 10 minute walk 2 minute cycle
<i>Education</i>		
Nursery	Tiddlywinks Pre-school Coach Road, Great Horkesley	<u>300 metres</u> 4 minute walk 1 minute cycle
Primary	Bishop William Ward School, Coach Road, Great Horkesley	<u>300 metres</u> 4 minute walk 1 minute cycle
Secondary	The Gilbert School, Brinkley Lane, Colchester	<u>5 km</u> <20 minute cycle
<i>Leisure and recreation</i>		
Public House	The Half Butt Inn, Nayland Road, Great Horkesley	<u>800 metres</u> 10 minute walk 2 minute cycle
Community centre / sports pitches	Great Horkesley Village Hall, Tile House Lane Great Horkesley	<u>400 metres</u> 5 minute walk <2 minute cycle
<i>Health</i>		
Doctor	Mill Road Surgery, Mill Road,	<u>2.9 km</u> 10 minute cycle

	Colchester	
Dentist	Great Horkesley Dental Studio , Coach Road, Great Horkesley	<u>750 metres</u> 9 minute walk 2 minute cycle
Hospital	Colchester General Hospital , Turner Road, Colchester	<u>3 km</u> 20 minute cycle
Public Transport		
Bus Services	Coach Road & Malvern Way	<u>500-800 metres</u> 7-10 minute walk 2-3 minute cycle
Train station	Colchester North Station	<u>6 km</u> <25 minute cycle

4.6 The village hall which is located within 1km of the Site hosts a variety of community activities, including:

- Exercise classes
- Sports massage/therapy
- Women’s Institute
- Knitting Club
- Groups for pre-school children
- Youth Club

4.7 As set out above, Great Horkesley is in close proximity of the northern boundary of the Colchester urban area. Inherent in this are the opportunities that this provides for access to jobs, facilities, services and sport and leisure activities within easy reach of the village (including by public transport, cycling and walking). This includes Severalls Business Park which provides a wide range of employment opportunities, Colchester Rugby Club, Western Homes Community Stadium, Great Horkesley and Lexden Road Cricket Club, Highwoods Country Park, Colchester General Hospital, Colchester Golf Club, Turner Rise retail park, Colchester North Railway Station. Colchester Borough Council’s Northern Gateway proposals offer additional employment, sporting and leisure opportunities.

Summary

- 4.8 Overall, this analysis shows that Great Horkesley is a highly sustainable settlement with a good range of local services and facilities, located in close proximity to Colchester town, with excellent access via non-car modes, to the array of services, facilities and opportunities for work, sport and leisure that the town has to offer. Great Horkesley also benefits from good access to North Station, Colchester's principal railway station, offering frequent services towards London Liverpool Street and destinations throughout East Anglia. As such it is considered that this analysis has demonstrated the Site's sustainability in terms of access to services and facilities and therefore suitability for residential development which aligns with the objectives of both local and national policy, contrary to the findings of the Council's 2017 SLAA update and Settlement Boundary Review (2017). Hence, it is considered that the Site would form a logical extension given its location directly adjacent to the existing built form of Great Horkesley and proximity to the village centre and the services which it provides.

5.0 POLICY CONTEXT

The Local Plan

- 5.1 The new Local Plan provides the strategy for growth in the district for the period up to 2033, through the allocation of sites and the provision of new policies which will shape development.
- 5.2 The first stage of the examination covered Section 1 of the Local Plan which was prepared jointly with Braintree District Council and Tendring District Council covers matters of strategic importance for the North Essex Authorities. This was adopted by Full Council on 1st February 2021 defining the spatial strategy for north Essex, identifying housing and employment requirements as well as strategic infrastructure and the allocation of a new garden community. This in part has the effect of replacing a number of strategic policies contained with the Colchester Core Strategy (adopted in December 2008 with selected policies revised July 2014). The current adopted Colchester Local Plan will be replaced, in full, on the formal adoption of Section 2 of the Local Plan which contains further specific local policies and proposal applicable to Colchester Borough only.
- 5.3 *Policy SP 4 Meeting Housing Needs* states that the housing requirement for Colchester Borough Council is 920 dwellings per annum resulting in a total minimum housing requirement of 18,400 for the plan period (2013-2033). With a further 14,320 and 11,000 dwellings assigned for delivery in Braintree and Tendring respectively, leading to a cumulative requirement of 43,720 for the North Essex Authorities.
- 5.4 Now that Section 1 has been adopted examination of Section 2 of the plan which relates to authority specific policies and allocations has commenced. The draft publication Section 2 Local Plan provides an updated vision for Colchester which states the need for the Borough to provide *"a wide range of new housing that addresses the need for affordable, well-designed and adaptable homes"* Which will be *"located to ensure that residents are, from the start, able to reach a wide range of destinations using sustainable transport methods."*
- 5.5 The emerging Proposals Map confirms the following about the promoted Site (depicted by yellow star on the Figure 2 below):
- The Site falls outside but directly adjacent to the Sustainable Settlement

Boundary for Great Horkesley; and

- The Site is not subject to any Designations or on-site policy constraints.

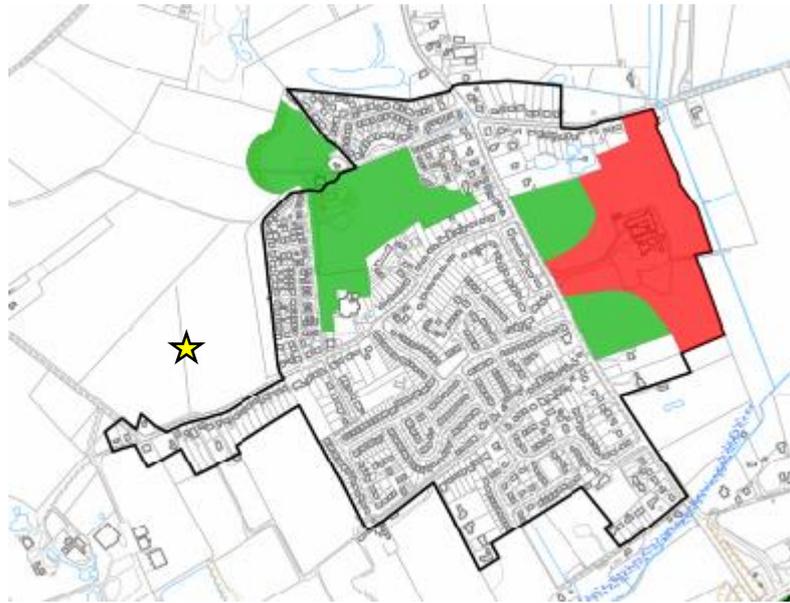


Figure 2 Emerging Local Plan (Section2) Proposals Map - Great Horkesley

- 5.6 The Local Plan identifies Great Horkesley as a sustainable location to accommodate housing growth. Table SG1: Spatial Hierarchy of the Plan identifies Great Horkesley as a 'Sustainable Settlement'. On this basis the Village is afforded a housing growth requirement of 93 dwellings, to be delivered across two sites, over the plan period with Policy SS7 assigning the delivery of 80 dwellings at Great Horkesley Manor and 13 dwellings on land at School Lane. Part 2 of the Plan goes on to state the Council's approach *"is to channel some growth to the most sustainable settlements to encourage their continued growth recognising the key function they play beyond the urban area of Colchester."*
- 5.7 Further in Great Horkesley's favour as a location to accommodate housing growth is its close proximity and regular public transport links to Colchester. The Council's Settlement Boundary Review (2017) confirms that Great Horkesley is *"on a key transport route with a good bus service which serves the railway station"*. Colchester is the largest town in the Borough and possesses extensive employment opportunities, shops, services, social infrastructure and public transport links.
- 5.8 Policy emphasises the need to ensure that coalescence with the Colchester is avoided. It is considered that development of this Site would align with this

requirement forming a logical extension to the west rather than south of the existing village boundary.

6.0 THE PROPOSAL

6.1 A Framework Masterplan (provided at Appendix 1) has been produced which demonstrates what can be achieved with the Site. The plan shows the potential development parcels, access routes, drainage infrastructure, public open space, landscaping and the location of a play area. The indicative residential parcels highlight that with an average gross density of 37 dwelling per hectare the Site would be able to accommodate up to 160 dwellings.

6.2 In order to reflect the scale of development in the local area it is envisaged that these dwellings would predominantly take the form of two storey buildings with a small number of 2.5 storey buildings in key positions in accordance with sound urban design objectives. Affordable housing provision would align with local policy and along with the tenure split of housing would be secured through the entering of a s106 agreement.

6.3 The Framework Plan has been shaped by the applicant's landscape appraisal of the Site. The Framework Plan delivers the following:

- The retention of existing vegetation around the Site's northern and southern perimeter (except at the point of access). This will ensure that the Site continues to benefit from good levels of privacy.
- The removal and replanting of the trees and vegetation running through north to south through the centre of the Site. This removal and replanting exercise would be informed by a Tree Survey.
- The introduction of new landscaping across the Site, including the creation of a native woodland along the Site's south western boundary adjacent to Coach Road to ensure that natural screening of the site is enhanced.
- An indicative provision of 2.39ha of public open space to serve existing and future residents of the scheme. Contained within which are new footpaths, amenity green space and a play area. In addition, the Framework provides new attenuation open space which would have an amenity function. The proposed location of the open space has been influenced by a landscape appraisal of the Site and the need to ensure that the open space is highly accessible and benefits from good levels of natural surveillance. The LEAP will offer play provision for younger children and will be set within an area of public open space. The LEAP will be designed so that it is safe, easily

accessible and attractive to use.

- A vehicular and pedestrian access of Coach Road along the Site's southern boundary. In addition, the footpath provision within the site would provide a connection to the existing Village Hall to the north east. A Transport Assessment has informed the proposed site access design ensuring that appropriate visibility splays are provided to create a safe and robust highway solution.
- A new footpath within the Site, which runs to the north of Coach Road.
- The Framework Plan shows that the development will integrate into the local highway network and provide direct routes to the village service provision and public transport connection located to the north east and south east of the site. The location of the site access points and the illustrative routes within the site will encourage walking and cycling promoting a viable alternative to the private car for future residents.
- Development parcels of an appropriate scale and density, all of which are connected by indicative highway routes, footpath and the scheme's open space provision.
- Development which respects the amenity of existing dwellings which neighbour the site.

7.0 ENGAGEMENT

7.1 The Site has previously been promoted for residential development through the emerging Local Plan Call for Site's exercise (2016/17). Pre-application discussions with Officers of Colchester Borough Council and Essex County Council have subsequently been held in regarding the proposals detailed in the previous section. Meetings were held with the following Officers throughout November 2019:

- Essex County Council Lead Local Flood Authority Officers
- Essex County Council Infrastructure Planning Officers
- Essex County Council Highway Officers
- Colchester Borough Council Planning Officers

7.2 In addition to communication held with the Borough Council a public exhibition was held on 24th October 2019 providing the local community with the opportunity to give comments on the proposals detailed in chapter 5 of this report. Invites were sent to 1,053 residential properties and 26 businesses in the local area with a total of 210 people attending the event; including members of Great Horkesley Parish Council and key Stakeholders including members of the residents association, Neighbourhood Watch and representatives of the local GP surgery.

8.0 TECHNICAL MATTERS

8.1 This section summarises the findings of technical studies carried out in respect of the development of the Site; including highways, heritage, landscape, highways, drainage, ecology, trees and local infrastructure.

Highways

8.2 A Transport Assessment has been completed for the Site on the basis of the proposed Framework Plan detailing the impact of the potential development on the local highway network. The assessment was supported by traffic surveys of the local highway network and traffic flows arising from the proposed development have been modelled and combined with existing flows.

Sustainability

8.3 Within the first part of the Colchester Local Plan, Great Horkesley is described within the Spatial Hierarchy for growth as a Sustainable Settlement suitable for appropriate growth, and this is reflected in the accessibility review for the Site below.

8.4 Access to the Site is available by modes other than the private car including the following:

- Walking – Pedestrian Networks;
- Cycling – Cycle Route Networks; and
- Public Transport – Existing Bus and Train service provision.

Walking and Cycling

8.5 Firstly, reference is made to the Department for Transport (DfT) *Local Transport Note 1/04 – Policy, Planning and Designing for Walking and Cycling* which refers to the Chartered Institution of Highways and Transportation (CIHT) guidelines for *Providing for Journeys on Foot* which considers suggested acceptable walking distances for various journey purposes such as commuting, walking to school and recreational, these are summarised in Table 2.

Table 2 CIHT guidance 'Providing Journeys on Foot'

CIHT Guidelines	Distance		Walk Time	
	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys
Desirable	500m	400m	6.25 mins	5 mins
Acceptable	1,000m	800m	12.5 mins	10 mins
Considered	2,000m	1,200m	25 mins	15 mins

8.6 The Site is located close to local amenities with Bishop William Ward C of E primary school, public open space, and associated community facilities located adjacent to the Site. The proposed development is, therefore considered widely accessible by walking and cycling to the key services and facilities within Great Horkesley and Colchester; as summarised in Table 3 below:

Table 3: provides a summary of walking and cycling distances and journey times to key services/facilities based on a walk time of approximately 80m per minute and a cycle time of approximately 270m per minute (9.4mph).

Facility/Service	Distance (Metres)	Journey Time (mins)	
		Walking	Cycling
Education - Bishop Ward William Primary School	300m	4	1
Education - Tiddleywinks Pre-school	300m	4	1
Community - Great Horkesley New Village Hall	400m	5	<2
Leisure - Open space and play facilities	400m	5	<2
Bus Stops – Malvern Way	500m	<7	<2
Bus Stops – Coach Road	800m	<10	<3
Education & Retail Chesterwell Woods Development and Secondary School	2000m	25	7
Employment & Heath – Colchester Hospital	3000m	<40	<20
Leisure - Colchester United Football Stadium	3000m	<40	<20
Employment & Heath – Oaks Hospital	3500m	<45	<20

Colchester North Rail Station	4000m	50	<20
Employment– Colchester Business Park	5000m	63	<20
Employment, Retail & Leisure – Colchester Town Centre	5000m	63	<20
Education – The Gibbered Secondary School	5000m	63	<20
Colchester Town Rail Station	6000m	75	<25

8.7 Currently there are no formal cycle routes in Great Horkesley, but local roads are relatively-lightly trafficked and the flat topography of residential streets surrounding the site are conducive for cyclists. There is a local desire for a cycle connection to between Great Horkesley and the existing facilities on the northern fringes of Colchester, a feasibility scheme has been prepared associated with the consented development at Great Horkesley Manor (Ref: 190302), part of this route will be delivered by that application as part of a planning condition.

Public Transport – Bus and Rail

8.8 Bus stops in relation to the Site are located within 500m and 800m of the site, on Malvern Road and A134 Nayland Road respectively. Bus stops on Malvern Way, are served by bus service no. 2 which provides a 20 minute frequency between Colchester and Horkesley Heath, Malvern Way. The No.2 service runs Monday to Saturday between 6am and 7pm, early services from Malvern Way commence at 06:22 and last services to Malvern Way are 18:38. Bus journey times between Great Horkesley and Colchester Town Centre are 10 minutes and will provide residents with good commuter connectivity to Colchester, and onward journeys into key employment areas such as London, Chelmsford and Ipswich for example. Additional bus services operated by Chambers and Hedingham, run on the A134 Nayland Road and provide additional daily services between Sudbury, Great Horkesley, North Station and Colchester.

8.9 Colchester North station provides rail services on the Clacton to London Liverpool Street line and Norwich to London Liverpool Street line run by Greater Anglia. The destinations and frequency of services from Colchester North rail station are given below:

- London Liverpool Street – 20 minute frequency, 51 minute journey time;

- Clacton – 60 minute frequency, 28 minute journey time;
- Norwich – 30 minute frequency, 60 minute journey time;
- Ipswich – 30 minute frequency, 19 minute journey time.

Site Access

- 8.10 The Site has been discussed with Essex County Council Highway Officers with principles of access off Coach Road being presented. Access would comprise a priority junction arrangement from Coach Road, in accordance with ECC Design Guide, new footway infrastructure would provide pedestrian connectivity along Coach Road connecting into the existing footway provision and connectivity to PRoW.

Opportunities for Sustainable Travel

- 8.11 It is noted that, wider ambitions were set out within the first part of the Local Plan to enhance the pedestrian and cycle connectivity along the A134 between Great Horkesley and North Colchester. Reference is made to development proposals as part of the recently approved outline planning permission (ref: 190302) Great Horkesley Manor, which included an indicative design has been prepared and the route walked with ECC, to establish the feasibility of such an improvement.
- 8.12 ECC require the implementation of a footway/cycleway along the western side of the A134 Nayland Road between Coach Road and Green Lane and this is secured by condition, Condition 16 (part c).
- 8.13 The establishing of an enhanced cycle network between Great Horkesley and Colchester in part secured as part of application 190302 will further improve sustainable travel opportunities by cycle between Great Horkesely and Colchester facilitating connections to secondary education facilities for example associated with the Mersea Homes, Chesterwoods development, and employment areas such as Colchester Business Park and Colchester Town Centre. All of which are within a 20-minute cycle journey time from the development Site.

Summary

- 8.14 The Site is considered to be within an appropriate walking/cycling distance of requisite local facilities and benefits from the availability of public transport

options connecting the settlement with Colchester and its associated employment and service provision. Furthermore, there are opportunities to improve sustainable travel with enhancements to the local pedestrian and cycle network as such it is considered that the Site forms a sustainable location for future development. This recent assessment has, therefore, demonstrated the suitability of the Site in terms of its location for walking/cycling as well as current and proposed public transport links which would ensure that future residents would be able to access services and facilities to meet their everyday needs by sustainable means. As such, it is considered that the findings of the 2017 SLAA update and Settlement Boundary Review (2017) are flawed in the context of this new evidence which is now available.

Heritage

8.15 Initial heritage assessment work has been completed for the Site, comprising:

- Review of datasets held by Historic England;
- Review of information published online by Essex Historic Environments Record; and
- Review of historic Ordnance Survey maps.

8.16 This has informed an initial analysis of any potential constraints to development within the Site.

Archaeological remains

8.17 The Site lies approximately 500m north-east of the Scheduled Pitchbury Ramparts earthwork, which comprises the remains of a small multivallate hillfort. Trenches dug in the 1930s and the 1970s have provided information on the construction of the ramparts and the latter works investigated the interior too. A Late Iron Age date was suggested for the construction of the fort, but the sparsity of artefactual material recovered suggested that it was only sporadically occupied. It appears to have been abandoned very early in the first millennium AD.

8.18 The Scheduling description notes that the hillfort overlooks the shallow valley of St Boltolph's Brook from the north. The Site is likely to be visible from the hillfort, but at distance, and visible against a backdrop of recently constructed houses. The Site is not considered to make a significant contribution to the significance of the hillfort through setting. The hillfort lies at sufficient distance

from the Site not to indicate particular potential for associated significant archaeological remains within the site. Its sporadic occupation suggests that it may not have had associated field systems in the immediate vicinity.

- 8.19 With regards to other recorded archaeological remains in the vicinity of the Site, the Essex Historic Environments Record notes four assets and findspots within 500m of the centre of the Site. Two of these are historic buildings discussed in the built heritage section, below.
- 8.20 One of the remaining sites is the findspot of a Roman coin, a very worn coin of Claudius, about 350m to the east of the site. No further Roman remains are recorded in the near vicinity, and this coin, which may well have been a chance loss, is not thought to be indicative of below ground archaeological remains in the area.
- 8.21 The second recorded site is that of a 19th-century brickworks 350m south-east of the Site. This is not thought to be indicative of below-ground archaeological remains within the Site.
- 8.22 Finally, following a Geophysical Survey, pre-determination archaeological trial trenching was undertaken during January 2020 on the Site. The forty two trial trenches were informed by a brief of works supplied by the Archaeological Advisor to Colchester Borough Council and Written Scheme of Investigation, prepared by the Archaeological Consultant, which was approved by the Archaeological Advisor prior to the commencement of fieldwork.
- 8.23 The trial trenching evaluation concluded that the majority of archaeological features present within the Site constitute field boundary/drainage ditches and land drains, all of which relate to the agricultural land use of the Site in the late post-medieval to modern period (19th and 20th century). These are judged to have low local significance and attest to its agricultural land use at this time. A small quantity of undated, charcoal-rich, pits are postulated to be part of a much more extensive distribution of such features across the landscape that has been interpreted to constitute the remains of past charcoal production across the former heathland. As such the Site did not identify any anomalies of significant archaeological interest.
- 8.24 There is nothing in the recorded archaeological resource in the vicinity of the Site or trial trenching works undertaken on the Site to suggest the presence of

significant archaeological remains within it that would represent a constraint to development.

Built heritage

- 8.25 Initial consideration of designated built heritage assets in the vicinity of the site led to the further consideration of four groups or individual Listed buildings with regard to whether the Site contributed to their significance through setting.
- 8.26 Woodhouse Farmhouse (Grade II Listed) is incorrectly plotted on some datasets (including Defra's 'Magic GIS' website) as lying immediately to the west of the Site. In fact this building lies 300m south-west of the Site, within its own grounds. The building is thought to be 18th-century and earlier. The building is at a distance from the site, and is accessed from a separate road to those that bound the Site. The Site is not thought to make a significant contribution to the significance of the asset through setting.
- 8.27 Tile House (also Grade II Listed) is also incorrectly plotted on some data sets. It lies about 200m to the north-east of the Site, with newly-constructed houses between it and the Site. The house, which is of early 19th-century date, faces south. The Site is not thought to make a significant contribution to the significance of the asset through setting.
- 8.28 A group of three Grade II Listed buildings, comprising the Church of St John, The Roundhouse and Mascot (a house), lie approximately 450m to the east of the site. These buildings, which are separated from the site by new houses and a field, have more of an urban setting, and the site is not thought to make a significant contribution to their significance through setting.
- 8.29 A group of Listed buildings lies approximately 500m to the north of the Site. These comprise Little Simons House and Old House Farmhouse, as well as three barns, a granary, a coach house and cart lodge which are part of Old House Farm. All these buildings are Grade II Listed. The Site is separated from these structures by several fields and field boundaries, and it is not thought to make a significant contribution to their significance through setting.

Heritage Conclusions

- 8.30 No major constraints to the sensitive residential development of the Site have

been identified, either from below-ground archaeological remains or from the potential impact upon designated heritage assets through changes to setting.

Landscape

- 8.31 A Landscape and Visual Appraisal (LVA) was completed in November 2019 to assess the proposed development in respect of its effect on landscape character and visual effects. The LVA sets out an appraisal of the potential visual effects from 14 viewpoints in the local area around the Site.

Landscape and Visual Context

- 8.32 The Site is situated contiguous to the settlement edge of Horkesley Heath with development adjacent to the eastern, southern and part of the western Site boundaries. The Site boundary to the north-west consists of mature vegetation. The remaining boundaries consist of low-level planting, fragmented hedgerow with occasional hedgerow trees and a small area of non-existing boundary vegetation. To the north, west and south, the wider landscape comprises predominantly agricultural land with scattered woodlands and some smaller pockets of orchard plantations.

- 8.33 The Site has a close relationship within the existing settlement edge of Horkesley Heath to the east. The Site is influenced by the existing development along its eastern, southern and partially western boundaries as well as the local road network of Coach Road, immediately to the south. In line with the existing linear development along the Site's southern boundary (which extends along west along Coach Road to its junction with Woodhouse Lane), the proposed development will be a western extension to the existing settlement edge. This will be well contained from the wider landscape due to the existing mature vegetation along the site's northern boundary and existing built form.

Landscape Policy Context

- 8.34 In terms of landscape related planning designations, the Site is not subject to any statutory or non-statutory landscape designations. Within the surrounding area, the following designations are as follows:
- 'Open Space' and 'Public Open Space' designated in the CBC adopted proposals maps and emerging Local Plan are located ca. 10m to the northeast of the Site;

- Cluster of TPOs are located immediately to the south of the Site, south of Coach Road;
- Numerous Listed buildings in surrounding area, closest is Woodhouse Farmhouse (Grade II), which is located ca. 30m to the west;
- Closest Scheduled Monument is Pitchbury Ramparts, which is located ca. 520m to the west;
- Closest area of Ancient Woodland is Pitchbury Wood, which is located ca.540m to the west;
- Several small areas of CROW Access Land in the surrounding area, the nearest being ca. 1.5km to the south-west;
- The Dedham Vale AONB is located ca. 2.1km to the north, separated from the Site by the settlement and fringes of Great Horkesley; and
- High Woods Country Park is located ca. 2.5km to the south-east.

Landscape Character Context

County Landscape Character

8.35 At a county level, reference is made to the 'Essex Landscape Character Assessment'⁷ (ELCA) as published by Essex County Council. The ELCA provides a description of the landscape character of Essex and Southend-on-Sea and identifies 7 Landscape Character Types (LCT) which are sub-divided into 35 Landscape Character Areas (LCA).

8.36 The Site is located within the 'Glacial Till Plateau' LCT (refer to Figure 3: County Landscape Character). The LCT is described within the ELCA as:

8.37 *"dominates the north and west of the study area, and is part of the extensive claylands that stretch from north Essex into south Suffolk and beyond. It is heavily dissected by the River Valley landscapes that cut into the boulder clay".*

8.38 The key characteristics of the LCT, relevant to the Site and study area, are described within the ELCA as:

- "Gently undulating, glacial boulder clay ('till') plateau dissected by major river valleys;
- Predominantly arable, with some wooded areas and an irregular field pattern;
- Scattered farmsteads, hamlets and large villages, and relatively few towns;
- Historic buildings are frequent features in the landscape...;

- ...Woodland blocks and hedgerows visually link together to form an often wooded skyline; and
- Winding road pattern away from major routes, with verges and strong hedgerows”.

8.39 The Site is located within the ‘E4: North Colchester Farmlands’ LCA. The key characteristics of the LCA, relevant to the Site and study area, are described within the ELCA as:

- “Flat arable farmland, with regular fields and low trimmed hedgerows;
- Isolated linear woods;
- Generally wide views;
- Large apple orchards introduce interest and variety; and
- Many smallholdings and glasshouses”.

8.40 In its overview description, the ELCA highlights the strong patterns of regular arable fields and straight lanes, occasionally reinforced by lines of poplar trees. It notes that some wider views are possible due to the general lack of substantial hedgerows/hedgerow trees but that localised enclosure is created by extensive orchards such as those near Langham and Great Horkesley. With regard to settlement pattern the ELCA notes the influence of the dispersed settlement, characterised by small villages, hamlets and farmsteads along lanes.

8.41 In relation to the condition of the North Colchester Farmlands LCA, the ELCA notes that the condition of the hedgerows is mixed, with some poorly managed. The ELCA goes on to note that the ‘sensitivity evaluation’ in relation to ‘major urban extensions’ (i.e. over 5ha) and also ‘small urban extensions’ (less than <5ha) is ‘medium’ sensitivity.

8.42 In reaching this judgement the ELCA considers issues including the ‘moderate to high inter-visibility; hedgerow field patterns; islands of tranquillity; and that the northern part of the LCA is situated within the AONB’.

8.43 Given the context of the Site it is necessary to understand its more specific context. In relation to the matters discussed by the ELCA, the site is more enclosed by the existing residential edge and the strong belts of trees and woodland both on the Site boundaries and adjacent to the Site; inter-visibility is therefore reduced compared to the wider agricultural landscape. The

hedgerow field pattern is of lower susceptibility to residentially led development as it has the potential to be incorporated into the green infrastructure proposals of open space. The relative tranquillity of the Site is also reduced in comparison to the wider landscape due to its proximity to the existing settlement. Finally, this part of the LCA is not located within the Dedham Vale AONB. On balance it is reasonable to assume that, considering the site in its local context, the landscape sensitivity would therefore be lower than that identified for the wider LCA.

Borough Landscape Character

8.44 Landscape character of the Borough is addressed by the 'Colchester Borough Landscape Character Assessment (2005) (CBLCA). The promoted Site is located in an area defined by the guidance as LCA B Farmland Plateau (see Figure 5.1). At a more refined level, the Site is located in an area defined as 'B6. Great Horkesley Farmland Plateau', the key characteristics of which are stated as:

- *Small to medium scale arable fields with concentrations of mature trees at field boundaries;*
- *Interesting field pattern consisting of small, regular fields to the south of Boxted and also to the east of Great Horkesley;*
- *Orchards in close proximity to Great Horkesley;*
- *Farmland plateau crossed in a north-south direction by two straight roads, which connect with Colchester's northern settlement fringe. Linear settlement pattern extends from the layout of these roads;*
- *A network of narrow lanes (sometimes sunken), which are lined by trees and hedges connect the remainder of the character area with the two main north south roads; and*
- *Hedgerows are diverse and well managed/ clipped in most places.*

8.45 The CBLCA identifies expansion of the settlement of Great Horkesley and also pressure on minor roads and rural lanes as planning and land management issues for the LCA. In response the guidance sets out an appropriate strategy for managing the area to sustain the local character of the LCA. The guidance sets out the strategy for the Great Horkesley Farmlands Plateau as 'conserve and enhance'; this relates to the conservation of existing character and appropriate management of components which contribute to this character and also enhancing the areas/components which contribute to landscape character.

8.46 Landscape Planning Guidelines set out in the CBLCA are intended to form guidelines for informing development proposals and planning. In relation to the Great Horkesley Farmland Plateau LCA, the guidelines include:

- *"Ensure that any appropriate new development responds to historic settlement pattern;*
- *Conserve the landscape setting of existing settlements (including reference to Great Horkesley) and ensuring that infill development does not cause linkage with the main Colchester settlement;*
- *Conserve panoramic and framed views into the Stour River Valley corridor to the north of the character area; and*
- *Encourage screening, using tree belts of visually intrusive modern farm buildings".*

8.47 Reference to the identified landscape components informs the analysis of constraints and opportunities in relation to the Site. The matters identified in character guidance at both the county and borough levels can be incorporated into a landscape and visually led Site masterplan. This approach will respond appropriately to the context of the local landscape character.

8.48 The benefit of the more local level assessment of the LCA over the broader NCA guidance (from Natural England) is that it undertakes the assessment of landscape character at a more detailed level.

8.49 Therefore, the finer grain of analysis accounts for the context of the wider landscape and places the Site in a more specifically defined area of character. The characteristics and guidance can be used to inform the proposals for development, positively influencing the quality of the masterplan.

Local Landscape Character

8.50 The Site currently comprises two agricultural field enclosures, similar to that of the surrounding landscape further to the north, west and south. Green infrastructure across the Site and its boundaries varies and, where less extensive, allows a strong relationship and influences from the existing residential edges of the surrounding settlement to the east, south and partially west.

8.51 The Site is located on the western settlement edge of Horkesley Heath. Linear residential development extends along Coach Road up to its junction with

Woodhouse Lane, adjacent the southern Site boundary. The Site and the local landscape character are influenced by residential development. This comprises detached bungalows along Coach Road and relatively newer detached housing within the Braeburn Road estate to the east.

8.52 Beyond the immediate urban fringe landscape, within which the Site is located, there is a strong framework of existing vegetation which presents a layer of mature trees/woodland. This contributes to the wooded character of the western edge of the settlement and, from the wider landscape, provide screening of the existing residential edge. Orchard plantations also contribute to the local landscape character, including an area to the south of the Site beyond the linear residential development along Coach Road.

8.53 The transition from where the Site is located on the settlement edge of Horkesley Heath to the wider landscape varies considerably. To the east and partially south, the landscape comprising mainly urban settlement land use. This contrasts to the north, west and further south where the landscape consists of predominantly agricultural land interspersed with pockets of mature vegetation.

Landscape Character Summary

8.54 Based on the evaluation of the Site and surrounding context undertaken, it is evident that the Site and its immediate context include some landscape elements and features which contribute to local landscape character. However, the strong framework of the surrounding settlement context reflects substantially on the character of the Site.

8.55 Published character guidance recognises the juxtaposition of these influences and this is highlighted by the diversity of key characteristics including:

- Predominantly arable, with some wooded areas and an irregular field pattern;
- Flat arable farmland, with regular fields and low trimmed hedgerows;
- Medium to large-scale enclosed predominately arable fields;
- Small to medium scale arable fields with concentrations of mature trees at field boundaries;
- Isolated linear woods;
- Well wooded in places (with several areas of semi-natural and ancient woodland, interspersed with orchards);

- Hedgerows are diverse and well managed/clipped in most places;
- Scattered farmsteads, hamlets and large villages, and relatively few towns;
- Winding road pattern away from major routes, with verges and strong hedgerows;
- Farmland plateau crossed in a north-south direction by two straight roads, which connect with Colchester's northern fringe. Linear settlement pattern extends from the layout of these roads;
- Generally wide views;
- Long distance views across valleys from certain locations; and
- Orchards in close proximity to Great Horkesley.

8.56 Having made reference to the landscape components of the Site and surrounding area as part of the appraisal process, these factors can be evaluated as constraints and opportunities in relation to the site and its context. The design evolution for the site masterplan will respond appropriately to the landscape character.

Visual Context

8.57 The visual envelope is the area of landscape from which a site will potentially be visible. It accounts for general judgements on the theoretical visibility of a site or proposed development and sets a broad context for the study area within which to address landscape and visual impacts. The extent of a visual envelope will be defined by the physical landscape components of an area, such as hedgerows, woodlands or buildings; or it can be influenced by the distance from a site.

8.58 The visual envelope for the Site is broadly defined as follows:

- To the north, by the wider network of agricultural field enclosures, located immediately adjacent to the Site. Mature vegetation along the northern site boundary and layered vegetation along field boundaries to the north heavily filter views;
- To the east, by the existing settlement edge of Horkesley Heath, comprising relatively recent residential built form (Braeburn Road estate) that lies immediately adjacent to the Site which heavily limits views;
- To the south, by linear residential development along Coach Road (until its junction with Woodhouse Lane), located immediately adjacent to the Site which heavily limits views; and

To the west, partially by existing residential development along Coach Road and an area of mature woodland vegetation west of Coach Road. In combination with the mature vegetation along the northern Site boundary, views are heavily limited

Representative Viewpoint Analysis

A number of viewpoints were chosen as representative locations for analysis, these are shown at **Appendix 2: Viewpoint Locations and PRoW** and **Appendix 3: Viewpoint Photographs**.

Viewpoint 1: View looking south, from public footpath immediately to the north of the Site.

- 8.59 The viewpoint is representative of users of the public footpath to the west of the settlement edge/area of existing formal open space at Horkesley, which links the residential edge to Old House Road. The site is located in the middle distance, in the form of the existing attenuation area within the west of the view and the remaining site area to the east of the existing settlement edge of Horkesley Heath. The existing attenuation area for the adjacent development is separated from the route of the public footpath/wider landscape by a landscaped bund. The remaining area of the Site is located beyond the mature tree belt along the northern boundary of the Site, with partial views through occasional gaps. There are likely to be filtered views of the proposed development from this location through breaks in the upper extents of intervening mature vegetation. These views will be predominately limited to rooflines and within the context of existing modern residential development, which dominates the existing view.

Viewpoint 2: View looking south-east, from the public footpath to the north of the site.

- 8.60 The viewpoint is representative of users of the public footpath to the west of the settlement edge/area of existing formal open space at Horkesley, which links the residential edge to Old House Road. The Site is located in the middle distance, in the form of the existing attenuation area within the west of the view and the remaining site area to the east of the existing settlement edge of Horkesley Heath. The existing attenuation area for the adjacent development is separated from the route of the public footpath/wider landscape by a

landscaped bund. The remaining area of the site is located beyond the mature tree belt along the northern boundary of the Site, with partial views through occasional gaps. There are likely to be filtered views of the proposed development from this location through breaks in the upper extents of intervening mature vegetation. These views will be predominately limited to rooflines and within the context of existing modern residential development, which dominates the existing view.

Viewpoint 3: View looking south-east, from the public footpath close to its junction close to its junction with Old House Road.

- 8.61 The viewpoint is representative of users of the public footpath to the west of the settlement edge/area of existing formal open space at Horkesley near to where it links to Old House Road. The site is located in the background, in the form of the existing attenuation area within the west of the view, where filtered views through to the existing settlement edge exist. The remaining site area, located to the east of the existing settlement edge of Horkesley Heath, is located beyond layered intervening mature vegetation. There are likely to be filtered views of the proposed development from this location through breaks in the upper extents of intervening mature vegetation. These views will be predominantly limited to rooflines and within the context of filtered views to existing modern residential development to the east of the Site.

Viewpoint 4: View looking south, from the public footpath just north Old House Road.

- 8.62 The viewpoint is representative of users of the public footpath, which links Old House Road to London Road. The Site is located in the background of the view, beyond the network of layered green infrastructure. Views towards the existing settlement edge to the east of the site are screened by mature vegetation along the eastern edge of the public footpath from which the viewpoint is taken. There are likely to be filtered views of the proposed development from this location through breaks in the upper extents of intervening mature vegetation. These views will be limited to rooflines and will represent a small proportion of the existing view.

Viewpoint 5: View looking south-east, from the public footpath north of

Ponders Farm.

- 8.63 The viewpoint is representative of users of the public footpath, which links Old House Road to London Road. The Site is located in the background of the view, beyond the network of layered green infrastructure. Views towards the existing settlement edge to the east of the Site are screened by mature intervening vegetation. There will potentially be heavily filtered views of the proposed development from this location through breaks in the upper extents of intervening mature vegetation. These views would be limited to rooflines and would represent a small proportion of the existing view in the context of existing residential built form off Old House Farm.

Viewpoint 6: View looking south-east, from the public footpath east of London Road.

- 8.64 The viewpoint is representative of users of the public footpath, which links Old House Road to London Road. The Site is located in the background of the view, beyond the network of layered green infrastructure. Views towards the existing settlement edge to the east of the Site are screened by mature intervening vegetation. There will potentially be heavily filtered views of the proposed development from this location through breaks in the upper extents of intervening mature vegetation. These views would be limited to rooflines and would represent a small proportion of the existing view.

Viewpoint 7: View looking east, from Coach Road adjacent to Pitchbury Wood.

- 8.65 The viewpoint is representative of users of the local road network along Coach Road on the approach to Horkesley Heath/Great Horkesley from the west. The Site is located in the background of the view, beyond the network of layered green infrastructure. Views towards the existing settlement edge to the east of the Site are screened by mature intervening vegetation. There are unlikely to be views of the proposed development from this location due to the screening of the mature vegetation within Pitchbury Wood.

Viewpoint 8: View looking north-east, from Coach Road close to the junction with Old House Road.

- 8.66 The viewpoint is representative of users of the local road network along Coach Road on the approach to Horkesley Heath/Great Horkesley from the west. The Site is located in the background to the east of the view, beyond the network

of layered green infrastructure. Views towards the existing settlement edge to the east of the Site are screened by mature intervening vegetation. There will potentially be heavily filtered views of the proposed development from this location through breaks in the upper extents of intervening mature vegetation. These views would be limited to rooflines and would represent a small proportion of the existing view.

Viewpoint 9: View looking east, from Old House Road.

- 8.67 The viewpoint is representative of users of the local road network along Old House Road on the approach to Great Horkesley from the west. The Site is located in the background of the view, beyond the network of layered green infrastructure. Views towards the existing settlement edge to the east of the Site are screened by mature intervening vegetation. There will potentially be heavily filtered views of the proposed development from this location through breaks in the upper extents of intervening mature vegetation. These views would be limited to rooflines.

Viewpoint 10: View looking east, from Coach Road.

- 8.68 The viewpoint is representative of users of the local road network along Coach Road on the approach to Horkesley Heath from the west. The Site is located in the background of the view, predominantly beyond the network of layered green infrastructure. Part of the existing attenuation area for the adjacent development is partially visible in the west of the view where there are filtered views through to the existing settlement edge. There will potentially be heavily filtered views of the proposed development from this location through breaks in the upper extents of intervening mature vegetation. These views would be limited to rooflines and within the context of filtered views to existing modern residential development to the east of the Site.

Viewpoint 11: View looking north-east, from Coach Road on the western edge of the Site.

- 8.69 The viewpoint is representative of users of the local road network along Coach Road on the approach to Horkesley Heath from the west. The Site is located in close proximity to the viewpoint location. Direct views of the proposed

development from this location will be screened due to proposed native woodland planting along the western Site boundary. Any heavily filtered views through this vegetation will be within the context of residential development along the existing settlement edge of Horkesley Heath.

Viewpoint 12: View looking north, from the junction between the public footpath and Coach Road.

- 8.70 The viewpoint is representative of users of the public footpath from the south of Coach Road and users of the local road network along Coach Road on the approach to Horkesley Heath from the west. The Site is located in close proximity to the viewpoint location. There will be direct views of the proposed development from this location. Development will be set back from Coach Road, and this location, within the western extent of the view due to the creation of POS and an attenuation area with high-quality landscaping. This will soften the approach to the proposed development along Coach Road from the west and the public footpath network from the south. Views of the proposed development will be in the context of modern residential development along the existing settlement edge of Horkesley Heath. It should also be noted that linear residential development exists behind the viewpoint location along Coach Road, further adding context to views of the proposed residential development.

Viewpoint 13: View looking north, from a relative high point along the Essex Way.

- 8.71 The viewpoint is representative of users of the public footpath/Essex Way recreational route travelling north from West Bergholt/Mile End to Horkesley Heath. The Site is located in the background of the view, beyond the network of layered green infrastructure. Views towards the existing settlement edge immediately to the east and south of the Site are screened by mature intervening vegetation. There are unlikely to be views of the proposed development from this location due to the screening intervening vegetation and the distance between the viewpoint location and the Site.

Viewpoint 14: View looking north, from the Essex Way close to the settlement edge.

- 8.72 The viewpoint is representative of users of the public footpath/Essex Way recreational route near to the southern settlement edge of Horkesley Heath. The Site is located in the background of the view, beyond the existing

vegetation associated with the orchard plantation and mature vegetation in the background. Views of the existing settlement edge immediately to the south of the site is screened by mature intervening vegetation. There will potentially be heavily filtered views of the proposed development from this location through breaks in the upper extents of intervening mature vegetation. These views would be limited to rooflines and would be within the context of the existing settlement edge of Horkesley Heath.

Viewpoint 15: View looking west, from the open space on the western edge of the existing settlement.

- 8.73 The viewpoint is representative of users of the open space within the relatively new residential development on the western settlement edge of Horkesley Heath. The Site is located in close proximity to the viewpoint location. There will be direct views of the proposed development from this location, beyond the existing attenuation area for the adjacent development. Proposed built form will be set back in the east of the view due to the creation of an area of POS and attenuation with high-quality landscaping, therefore softening views of proposed development. It should be noted that modern residential development is located immediately behind the viewpoint location, further giving context to views of the proposed development.

Viewpoint 16: View looking west, from the existing area of formal public open space at Horkesley.

- 8.74 The viewpoint is representative of users of the existing area of formal public open space at Horkesley, immediately north of the relatively new residential development on the western settlement edge. The Site is located in close proximity to the viewpoint location. There will be direct views of the proposed development from this location beyond the landscaped bund associated with the existing attenuation area for the adjacent development. Views of the proposed development will be in the context of modern residential development along the existing settlement edge of Horkesley Heath, which are prominent within the west of the existing view.

8.75 Landscape and Visual Analysis

Constraints and Opportunities

- 8.76 The following constraints and opportunities are highlighted visually in a

Landscape and Visual Analysis Plan at **Appendix 4.**

8.77 Constraints for the Site are considered to be:

- Existing agricultural land use;
- Existing landscape components on the Site, including boundary vegetation consisting of mature tree belts and hedgerows with hedgerow trees;
- Existing poplar tree belt running north to south broadly through the centre of the site;
- Partially exposed boundaries, particularly to the south and west, where hedgerows have been removed/fragmented; and
- Direct/partial views from the local PROW network and adjacent residential dwellings, including Coach Road and Gala Close.

8.78 Opportunities for the Site are considered to be:

- The relatively flat landform of the Site which will require minimal ground works to provide suitable build platforms, consequently limiting impacts in relation to local topography and landform;
- The immediate context of the existing settlement edge of Horkeley Heath along the eastern, southern and partially western Site boundaries, offering containment from the wider agricultural landscape and context (particularly including the exposed modern residential development to the east);
- The existing settlement pattern extends west along Coach Road to its junction with Woodhouse Lane, presenting a residential context and gradual transition to the wider landscape south and west of the Site;
- Existing mature tree belt along the northern Site boundary which offers visual and physical containment from the wider agricultural landscape to the northwest, with other woodland areas slightly further north which contain the site from the wider landscape;
- Fragmented hedgerow and low-level scrub vegetation along part of the western and southern Site boundaries able to be retained and enhanced;
- Potential on-site footpath network to be linked with existing off-site PROW and POS to enhance opportunities for access; and
- The relatively 'ordinary' nature of the Site in landscape terms, highlighted by the lack of landscape features and absence of any overriding landscape designations.

Summary & Conclusions

- 8.79 The visual envelope for the Site is restricted by the landscape setting and residential settlement edge located immediately to the south and east of the Site. In combination with the layered network of mature vegetation, the mature tree belt along the Site's northern boundary and woodland block immediately to the west beyond Coach Road visually contain the Site from the wider agricultural landscape. This containment will be enhanced by the proposed native woodland planting along the western site boundary. Direct views of the Site are limited to the immediate site boundaries, which are in the context of the existing residential settlement edge of Horkesley Heath.
- 8.80 The scale and form of proposed development will result in only limited change at a localised level and potential landscape and visual effects are not likely to be significant. The provision of open space, landscaping and green infrastructure as part of the proposals will provide mitigation retaining the overall local landscape character. The proposed development is acceptable in landscape and visual terms, therefore, demonstrating that, the proposed development would not detrimentally impact upon landscape character nor would it be visually intrusive so as to preclude development of the Site contrary to the findings of the Council's Settlement Boundary Review (2017). Indeed, this new and detailed evidence highlights the suitability of this Site for residential development.

Drainage / Flood Risk

- 8.81 According to the GOV.UK flooding mapping the site is in Flood Zone 1 and is at a 'very low risk' in respect of flooding from rivers or the sea. The GOV.UK mapping reveals that small pockets of the site are at a low risk of surface water flooding, with the vast majority of land designated as being at a 'very low risk'.
- 8.82 Initial Infiltration testing has been carried out on Site and a potential drainage strategy explored. The assessment accounts for current Site conditions and following early engagement with ECC LLFA has been developed in accordance with local and national planning policy and guidance.
- 8.83 The drainage strategy proposes to incorporate sustainable drainage principles to aid in the collection and removal of excess surface water generated. Hence, the Framework Plan included with this submission shows that open space would incorporate a surface water attenuation feature, thereby keeping water on site.

8.84 Anglian Water have been consulted regarding a foul drainage strategy, they have confirmed that foul flows can be connected into the existing network.

8.85 Based on the assessment carried out there are no drainage issues which were identified that would preclude development of the Site. A Flood Risk Assessment would support any future planning application confirming the above points.

Ecology

8.86 In respect of Ecology and Arboriculture for the Site the following assessments have been completed:

- Preliminary Ecological Appraisal
- Ecological Impact Assessment
- Habitats Regulations Assessment
- Arboricultural Impact Assessment Report.

8.87 The preliminary ecological appraisal (PEA) determined that while the majority of the Site (arable land) is of limited ecological value, the boundary habitats (semi-improved grassland, scrub, ruderals, and native hedges incorporating mature trees) are of greater value, comprising of predominantly native flora and offering opportunities to a range of protected and notable species. The following further surveys were recommended: badger scoping survey, reptile presence/absence survey, bat activity surveys, dormouse nest tube survey, breeding bird survey and invasive plant species survey.

8.88 The Ecological Impact Assessment provides a summary of baseline ecological conditions based on the further surveys conducted to date and assesses the importance of features recorded at the Site. The Assessment also assessed likely impacts arising from the proposed development and identifies proposed mitigation and enhancement measures to ensure biodiversity is protected during construction and where possible enhanced following occupation.

8.89 The HRA identifies potential indirect effects on coastal sites, the Blackwater Estuary SPA and Ramsar and the Stour & Orwell Estuaries SPA and Ramsar. To mitigate this potential indirect effect on coastal sites a financial contribution towards the Essex RAMs would need to be provided. In addition, the

development would provide on-site mitigation through the provision of SANG open space and footpath which have connectivity to the local PROW network.

Trees

8.90 The Tree Survey completed identified that the vast majority of trees and vegetation on the site's northern boundary should be retained. As shown on the Framework Plan these trees would be retained by the proposals. The central belt of trees running north to south through the site are of low quality, on this basis, this belt of trees would be subject to a programme of removals and then replanting as part of landscaping proposals. These proposals would need to be confirmed through the planning process. Any other on-site removals would be limited to the points of access off Coach Road to deliver highway infrastructure and associated vis-splays.

Local Infrastructure

8.91 Previous pre-application discussions with CBC and ECC in 2019 confirmed that the impact of the development on local infrastructure could be mitigated through the provision of a financial contribution secured as part of a planning permission.

8.92 If appropriate and compliant with planning regulations contributions associated with this scheme could be as follows:

- Education: the provision of appropriate contributions towards local education facilities as agreed with the County Council.
- Education Transport: the provision of appropriate contributions towards education transport as agreed with the County Council.
- Libraries contributions: the provision of appropriate contributions towards library facilities as agreed with the Council.
- Healthcare contributions: the provision of appropriate contributions towards healthcare facilities as agreed with the Council.
- Community facilities contributions: the provision of appropriate contributions towards community facilities as agreed with the Council.
- Recreation Avoidance and Mitigation Strategy: the provision of

appropriate contributions towards RAMS (2018) as agreed with the Council.

- 8.93 The scope of this list would be subject to further negotiation with Officers during the planning application process and subject to assessment against CiL Regs 122 and 123.

9.0 SUMMARY OF SITE AVAILABILITY, SUITABILITY AND DELIVERABILITY

Site Availability

- 9.1 The Site is not currently protected or designated for another use, nor would there be any delay associated with the cessation of existing agricultural use before works could begin. The Site is not contaminated, nor does the Site require the provision of any large or unique infrastructure – only the provision of standard infrastructure directly associated with the development itself.

Site Suitability

- 9.2 The content of this document and the Framework Plan highlights that the Site is suitable for development. The Site is a sustainable distance from the service provision that the village offers and can deliver multiple access points for pedestrians and cyclists to aid sustainable access to services. Furthermore, it has been demonstrated that development of the Site would form a logical extension to the village rounding off the existing settlement boundary.
- 9.3 The development of the Site will not give rise to any significant adverse impacts, with any potential impacts arising from the scheme being able to be mitigated against. The Site will deliver significant benefits in respect of market housing, affordable housing, new public open space, play space and various ecological enhancements. The Site can deliver sustainable development in the context of the National Planning Policy Framework (NPPF).

Site Deliverability

- 9.4 There are no barriers that would impact on the deliverability of this Site. The Site is in single ownership and Bloor Homes (Eastern) is committed to bringing the site forward for development. The investment Bloor Homes (Eastern) have made in preparing the proposals to date and supporting technical work demonstrates the commitment to the delivery of the Site.
- 9.5 The site is considered viable with no known barriers to delivery and adjoins a Site that has recently been developed. The Site is greenfield, with no site clearance or remediation works required. The land can be directly accessed from the public highway, with no ransom-strip or requirement for the use of access in alternative ownership.

10.0 CONCLUSION

- 10.1 This document demonstrates that the principle of growth of Great Horkesley is appropriate and sound, given its proximity to Colchester and access to facilities, services and public transport. It also demonstrates that Land to the north of Coach Road forms a logical extension to the village rounding of the existing settlement boundary. The Site lies on the western side of the A134, meaning development here would be integrated with the existing village and that there are safe walking and cycling routes, to the school in particular, without the need to cross or travel along the A134. Development in this location would be cohesive with the existing village, helping to achieve an integrated community which may be more difficult with sites which are less well related to the core of the village, or separated by the A134.
- 10.2 The specialist assessment work undertaken since the Site's previous promotion demonstrates that the site is suitable for development in respect of landscape, heritage, highways, ecology, and drainage. The landscape impacts of development in this location will be limited; the approach to green infrastructure and the mitigation set out in the Framework Plan will provide a robust green edge to the settlement which reflects a considered approach to the settlement edge character, local landscape character, views and visual amenity.
- 10.3 The Heritage work undertaken identifies no major constraints to the residential development of the Site, either from below-ground archaeological remains or from the potential impact upon designated heritage assets through changes to setting.
- 10.4 In terms of highways, the work undertaken has shown that a single point of access to the existing highway network from Coach Road could be provided to serve the development, in accordance with the layout and visibility standards as laid out in current design guidelines. The work also demonstrates that the future masterplan for the Site will enhance the sustainability of the site by providing a continuous network of pedestrian and cycle routes throughout the site, to the adjoining residential areas in Great Horkesley, and providing greater accessibility to both existing and proposed public transport services, shops, services and amenities within close proximity to the Site. The new evidence provided by these updated assessments highlights the erroneous conclusions of the Council's previous site appraisals, specifically the 2017 SLAA

update and Settlement Boundary Review (2017).

- 10.5 The assessment demonstrates that, as well as being suitable and sustainable, the Site is available and development is achievable, with no known obstacles and with the developer Bloor Homes (Eastern) committed to bringing the site forward for development.
- 10.6 The Site will make a valuable contribution to the Council's land supply, particularly given the lack of complications and the relatively small size of the Site which enable the Site to be brought forward quickly in the short to medium term. This will ensure that housing completion levels are maintained during the earlier years of the plan, helping the Council to meet its immediate housing requirement, while larger, more complex sites, take time to work their way through the planning process.
- 10.7 Overall, the assessment undertaken demonstrates that this Site, north of Coach Road in Great Horkesley, forms an appropriate and highly sustainable extension to the village. The Site is available and deliverable and will make a valuable contribution to Colchester Borough's five year land supply. Pegasus Group, together with Bloor Homes (Eastern), look forward to working together with the Council to help bring the site forward for development, and will be pleased to provide any further information that will be helpful to the plan making process.

11.0 Appendices

Appendix 1: Framework Plan

Appendix 2: LVIA Viewpoint Location and PRow

Appendix 3: Viewpoint Photographs (Viewpoints 1- 16)

Appendix 4: LVIA Landscape and Visual Analysis

Appendix 1:
Framework Plan

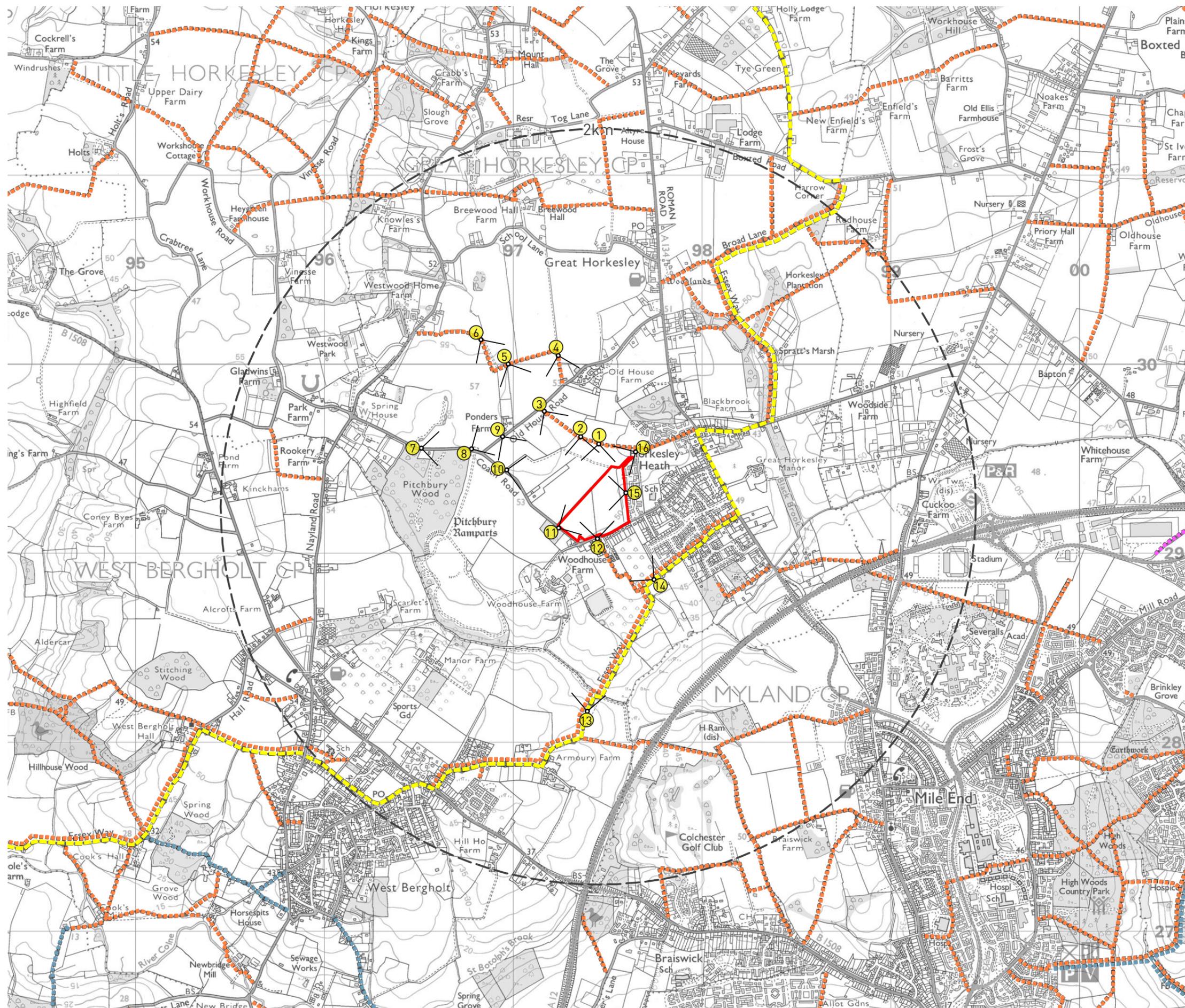
-  SITE LOCATION (8.41HA)
-  INDICATIVE RESIDENTIAL AREA (4.6 HA) (UP TO 160 DWELLINGS AT 35 DPH)
-  PUBLIC OPEN SPACE (PROVISION TO INCLUDE ATTENUATION AREA)
-  EXISTING VEGETATION TO BE RETAINED (TREE SURVEY SHOWN WITH ROOT PROTECTION ZONE)
-  POTENTIAL KEY FRONTAGES TO NODAL BUILDINGS (SUBJECT TO DETAILED DESIGN)
-  INDICATIVE LOCATION OF GAS STORAGE TANK (SUBJECT TO DETAILED DESIGN)
-  PROPOSED LOCATION OF ATTENUATION BASIN
-  POTENTIAL RADIAL PEDESTRIAN FOOTPATH (SUBJECT TO DETAILED DESIGN)
-  EXISTING OFF-SITE PUBLIC RIGHT OF WAY
-  EXISTING MOWED INFORMAL FOOTWAY THROUGH LANDSCAPE AREA
-  POTENTIAL INFORMAL CONNECTIONS TO LANDSCAPE AREA
-  PROPOSED VEHICULAR ACCESS LOCATION
-  INDICATIVE LOCATION OF FORMAL PLAY AREA (SUBJECT TO LANDSCAPE DESIGN)



LAND TO THE NORTH OF COACH ROAD, GREAT HORKESLEY - FRAMEWORK PLAN



Appendix 2:
LVIA Viewpoint Location and PRow



- KEY**
-  Site boundary
 -  Representative viewpoints
 -  Public footpath
 -  Public bridleway
 -  Recreational route
 -  Other routes with public access

Land to the north of Coach Road,
Great Horkesley

Client: BLOOR HOMES

**Fig. 4: Viewpoint Locations and
Public Rights of Way**

Drawing no. : P19-0982_08
 Date : 14/10/2019
 Drawn by : CW
 Checked by : JWA
 Scale : 1 : 20000 @ A3



Appendix 3:
Viewpoint Photographs (Viewpoints 1- 16)



Viewpoint 1	View looking south, from public footpath immediately to the north of the site.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 97452 29585
Approx elevation	+51m AOD
Distance to site	c. 135m



Viewpoint 2	View looking south-east, from the public footpath to the north of the site.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 97359 29618
Approx elevation	+52m AOD
Distance to site	c. 230m

Land to the north of Coach Road, Great Horkesley
Fig. 5: Viewpoint Photographs
 Drawing Ref: P19-0982_09
 Client: BLOOR HOMES
 Date : 14/10/19
 Drawn by : JWA
 Checked by : DRAFT



Filtered views through to existing settlement edge of Horkesley Heath

Approximate alignment of public footpath



Viewpoint 3	View looking south-east, from the public footpath close to its junction with Old House Road.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 97160 29740
Approx elevation	+52m AOD
Distance to site	c. 460m

Approximate alignment of public footpath

Dense hedgerow to Old House Road



Viewpoint 4	View looking south, from the public footpath just north of Old House Road.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 97248 30035
Approx elevation	+53m AOD
Distance to site	c. 650m

Land to the north of Coach Road, Great Horkesley
Fig. 5: Viewpoint Photographs

Drawing Ref: P19-0982_09
 Client: BLOOR HOMES

Date : 14/10/19
 Drawn by : JWA
 Checked by : DRAFT





Viewpoint 5	View looking south-east, from the public footpath north of Ponders Farm.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 96987 29994
Approx elevation	+53m AOD
Distance to site	c. 775m



Viewpoint 6	View looking south-east, from the public footpath east of London Road.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 96850 30121
Approx elevation	+52m AOD
Distance to site	c. 965m

Land to the north of Coach Road, Great Horkesley
Fig. 5: Viewpoint Photographs
 Drawing Ref: P19-0982_09
 Client: BLOOR HOMES
 Date : 14/10/19
 Drawn by : JWA
 Checked by : DRAFT



Vegetation along Old House Road

Coach Road

Access to children's nursery



Viewpoint 7	View looking east, from Coach Road adjacent to Pitchbury Wood.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 96510 29546
Approx elevation	+52m AOD
Distance to site	c. 830m

Junction of Coach Road and Old House Road



Viewpoint 8	View looking north-east, from Coach Road close to the junction with Old House Road.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 96780 29548
Approx elevation	+52m AOD
Distance to site	c. 610m

Land to the north of Coach Road, Great Horkesley
Fig. 5: Viewpoint Photographs

Drawing Ref: P19-0982_09
 Client: BLOOR HOMES

Date : 14/10/19
 Drawn by : JWA
 Checked by : DRAFT



Old House Road



Viewpoint 9	View looking east, from Old House Road.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 96954 29610
Approx elevation	+53m AOD
Distance to site	c. 535m

Filtered views through to existing settlement edge of Horkesley Heath

Vegetation belts surrounding existing properties off Coach Road



Viewpoint 10	View looking east, from Coach Road.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 96964 29429
Approx elevation	+52m AOD
Distance to site	c. 400m

Land to the north of Coach Road, Great Horkesley
Fig. 5: Viewpoint Photographs

Drawing Ref: P19-0982_09
 Client: BLOOR HOMES

Date : 14/10/19
 Drawn by : JWA
 Checked by : DRAFT





Viewpoint 11	View looking north-east, from Coach Road on the western edge of the site.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 97245 29129
Approx elevation	+51m AOD
Distance to site	On site boundary



Viewpoint 12	View looking north, from the junction between the public footpath and Coach Road.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 97449 29076
Approx elevation	+50m AOD
Distance to site	c. 10m

Land to the north of Coach Road, Great Horkesley
Fig. 5: Viewpoint Photographs
 Drawing Ref: P19-0982_09
 Client: BLOOR HOMES
 Date : 14/10/19
 Drawn by : JWA
 Checked by : DRAFT



Pitchbury Wood

Woodhouse Farm

Residential edge off Keelers Way

Approximate alignment of public footpath



Viewpoint 13	View looking north, from a relative high point along the Essex Way.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 97416 28136
Approx elevation	+34m AOD
Distance to site	c. 900m

Characteristic orchard plantation



Viewpoint 14	View looking north, from the Essex Way close to the settlement edge.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 97726 28830
Approx elevation	+42m AOD
Distance to site	c. 330m

Land to the north of Coach Road, Great Horkesley
Fig. 5: Viewpoint Photographs

Drawing Ref: P19-0982_09
 Client: BLOOR HOMES

Date : 14/10/19
 Drawn by : JWA
 Checked by : DRAFT





Viewpoint 15	View looking west, from the open space on the western edge of the existing settlement.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 97602 29306
Approx elevation	+49m AOD
Distance to site	On site boundary

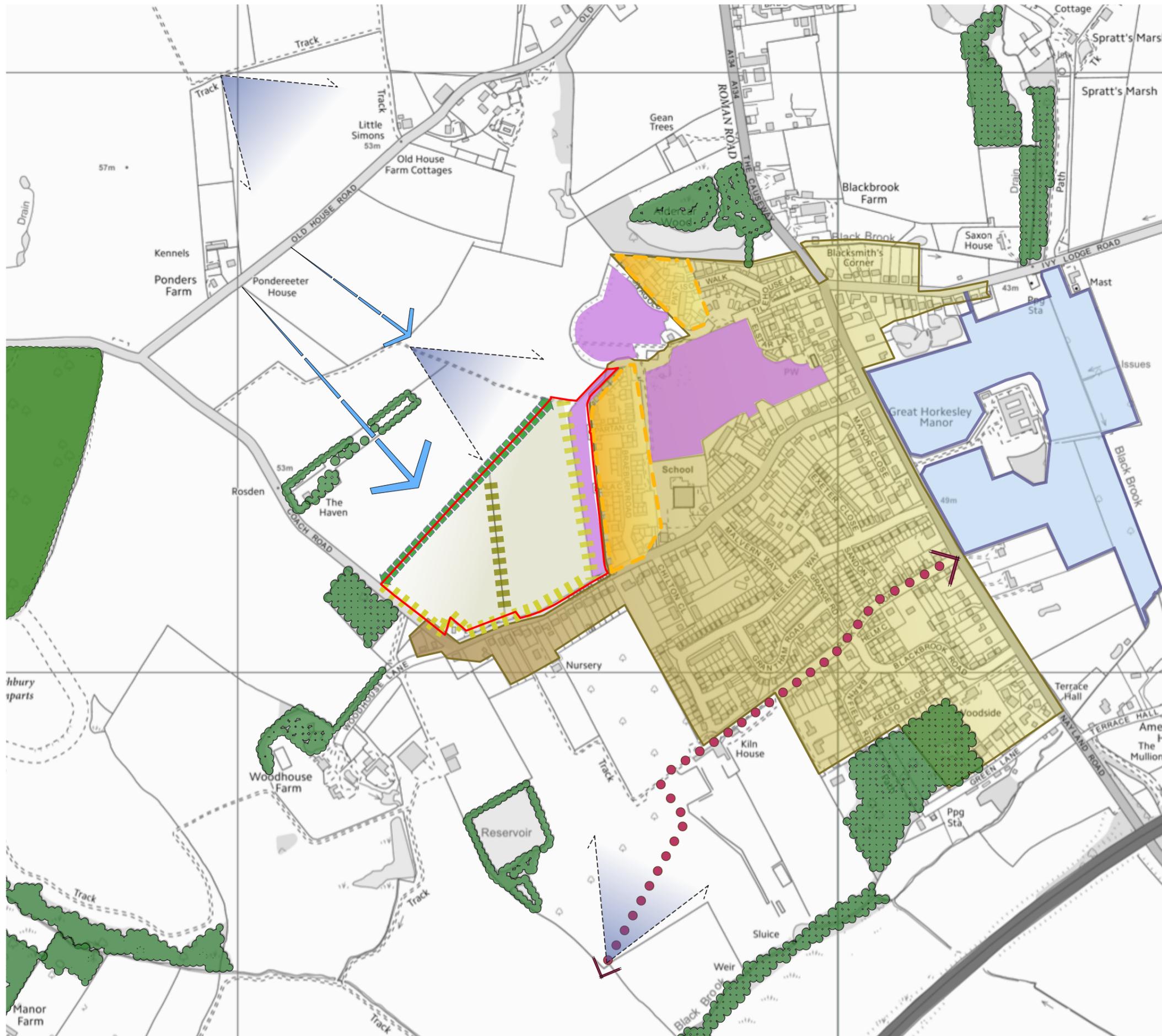


Viewpoint 16	View looking west, from the existing area of formal public open space at Horkesley.
Camera type	Canon EOS 5D with 50mm lens
Date	21st August 2019
Approx grid ref	TL 97659 29531
Approx elevation	+50m AOD
Distance to site	c. 30m

Land to the north of Coach Road, Great Horkesley
Fig. 5: Viewpoint Photographs
 Drawing Ref: P19-0982_09
 Client: BLOOR HOMES
 Date : 14/10/19
 Drawn by : JWA
 Checked by : DRAFT



Appendix 4:
LVIA Landscape and Visual Analysis



KEY

-  Site boundary
-  Existing settlement pattern
-  Exposed modern residential development
-  Public right of way in site context
-  Strong definition by boundary vegetation
-  Weakly defined boundary vegetation
-  Shelter belt on site vegetation
-  Other tree/woodland structure
-  Partial/filtered views to the site
-  Panoramic views to the settlement edge
-  Area of open space
-  Approved planning application (ref. 190302)

Land to the north of Coach Road,
Great Horkesley

Client: BLOOR HOMES

Fig. 6: Landscape and Visual Analysis

Drawing no. : P19-0982_10
 Date : 14/10/2019
 Drawn by : JB/CW
 Checked by : JWA
 Scale : 1 : 6500 @ A3

