



Colchester Borough Local Plan 2017 – 2033

Section 2 Examination

Hearing Sessions April 2021

Hearing Statement

by

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on behalf of

Crest Nicholson Operations Ltd and R.F. West Limited

Main Matter 2 – Sustainable Growth Policies
(Policies SG1 to SG8)



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MAIN MATTER 2 – SUSTAINABLE GROWTH POLICIES (POLICIES SG1 TO SG8)

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

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?

Context and Background

- 1.1 As a general point it should be stressed and noted that the original representation of objection submitted on behalf of Crest Nicholson and R.F. West Limited (the Promoters) on 11th August 2017 (ID: 6494) in relation to Policy SG1: Colchester’s Spatial Strategy, was drafted on the basis that the Colchester Braintree Borders Garden Community (CBBGC), as proposed in the Section 1 Shared Strategic Plan, was likely to be found sound. Clearly this has not been the case and this GC has been deleted from the adopted Section 1 Plan. Nevertheless, the representations submitted on behalf of the Promoters have consistently throughout the various stages of the emerging CLP put forward proposals promoting a sustainable urban extension immediately to the south of the existing Marks Tey settlement, as indicated in the document at Appendix 1.
- 1.2 Throughout the emerging CLP the Promoters have taken the view that such a sustainable mixed use extension of sufficient scale to support a primary school and other retail and community facilities could form either an early phase of a new Garden Community or be a relatively self-sufficient sustainable extension which would bolster and benefit the vitality of the London Road centre and existing Marks Tey community. Clearly with the deletion of the CBBGC, only the latter option applies, but the abandonment of the GC from the Section 1 Plan results in no development now being proposed for allocation in Marks Tey in the Section 2 Plan. This is perverse given the locational characteristics and advantages of Marks Tey and its transport connections compared with other settlements proposed in the Section 2 Plan for growth, especially those of smaller scale with poorer transport facilities and connectivity and with lower levels of services and other facilities that are listed in the spatial hierarchy set out in Table SG1. This is a consequential flaw resulting from the deletion of the CBBGC from Section 1 that should be addressed prior to adoption of the Section 2 Plan.

Policy SG1 : Colchester’s Spatial Strategy

- 1.3 The introductory justification to Policy SG1 states:



“The Spatial Strategy directs development towards the most sustainable locations as illustrated by the Key Diagrams, and provides for supporting facilities and infrastructure to create sustainable local communities. The Spatial Strategy provides the framework for the place-based approach of the Local Plan and relates allocations to the unique characteristics of particular communities within the Borough.” (para 12.1)

1.4 It continues:

“Following on from the Spatial Strategy for North Essex set-forth in Section 1 of the plan, the Strategic Growth policies in Section 2 of the Plan provide the complete strategic picture of the role and functions of different areas of Colchester within its sub-regional context.” (para 12.2)

1.5 It then goes on to justify the growth locations and spatial hierarchy in the following order of sustainability:-

1. The urban area of Colchester (ie. the most sustainable);
2. The larger existing ‘Sustainable Settlements’, as listed in Table SG1, which are considered to have the potential to accommodate further proportionate growth and the Garden Communities, which are programmed for long term strategic growth beyond the plan period;
3. Other villages, where new development will only be acceptable where it accords with policy OV1;
4. Countryside, in accordance with policy OV2.

1.6 A key part of Policy SG1 states:

“Development will be focussed on highly accessible locations to reduce the need to travel. Development will be supported where a real travel choice is provided and sustainable travel for different purposes is promoted throughout the day”.

1.7 Marks Tey is included as a Sustainable Settlement in Table SG1 and the bold type denotes that it is one of the settlements having active Neighbourhood Plan working groups *“which have chosen to pursue site allocations through their respective Neighbourhood Plan under the Localism Act 2011. More detailed proposals for site allocations and other policy matters are set out in the Neighbourhood Plan for these areas.” (para 12.11)*



- 1.8 However, although the existing Marks Tey settlement was originally proposed to be included within the CBBGC for 15,000-24,000 new homes, with 2,500 within the Plan period, following the deletion of the GC there is now no new housing requirement for this highly accessible and sustainable location. For reasons set out below this is a serious omission in the Section 2 Plan.

CBC's Evidence Base and Justification for Policy SG1

- 1.9 The justification for proposing allocations for growth in the selected and defined as sustainable locations/settlements is explained in paragraph 12.8. It relies upon evidence from the Strategic Land Availability Assessment (SLAA), Sustainability Appraisal (SA) and Settlement Boundary Review. However, apart from evidence which seeks to justify the CBBGC, there is no evidence in these documents that tests the option of planning a new smaller scale urban extension to Marks Tey. There is no available updated SA following the adoption of the Section 1 CLP and deletion of CBBGC. It is understood from officers that CBC has carried out a review, but this will be published as part of the Council's hearing statements. Consequently, as this evidence is currently not available I reserve the right to comment on it in due course and, in any event, any such update should be subject to consultation.
- 1.10 The other evidence thus far relied upon by CBC is the Settlement Boundary Review, April 2017 Update and SLAA, June 2017 Update. As is usual and following Government guidance, the SLAA assesses sites identified or put forward through a progressive sieving process and assesses suitability and sustainability, availability and achievability to derive an overall RAG rating (refer to Figure 3 flowchart). My clients' land falls within the site identified as WST08 on the Marks Tey area plan. It is important to understand the context of this much larger area compared with that being promoted jointly between Crest Nicholson and R.W. West Limited. The larger WST08 site was the subject of a 'call for sites' consultation on behalf of three landowners, who were encouraged in 2014 by officers to submit comprehensive proposals for a large area to the east and south of Marks Tey and the A12 that could form part of the proposed CBBGC. The document submitted in October 2014 by the three land owners (Appendix 1) was in response to CBC's objective to identify large new schemes with the critical mass required to create sustainable new communities that can fund infrastructure and provide a full range of mixed uses. The document set out a vision and an indicative masterplan for a large sustainable mixed use urban extension, showing a phased approach with the potential total capacity of approximately 3,100-3,400 homes, including a first phase of approximately 900 homes and mixed uses. The document also showed an illustrative



masterplan for the first phase immediately south of London Road which was self-contained and not dependent upon the larger scheme. It indicated areas for a primary school, employment, local retail, public open space and improved connectivity to Marks Tey station. The proposals would also secure the restoration and re-use of the listed Marks Tey Hall and associated buildings.

1.11 Appendix 3 of the SLAA sets out a schedule of all sites assessed and their respective RAG ratings. The RAG rating for WST08 is amber for suitability and sustainability, green for availability, amber for achievability and amber overall. In my opinion, if the SLAA had assessed just the smaller area indicated as the potential first phase, then the RAG rating would have been totally green.

1.12 The purpose of Settlement Boundary Review was *“to identify the most sustainable settlements and inform the hierarchy and approach to the spatial strategy, particularly for planning growth beyond the urban edge of Colchester and the Strategic Sites”* (p9). Part of the methodology was to assess each settlement in relation to a list of criteria:

- Access to sustainable transport (railway station; bus stop etc);
- Environmental constraints;
- Proximity to community facilities including:-
 - Primary school
 - Public open space
 - Community/village hall
 - Doctors’ surgery
 - Proximity to secondary school
 - % of people who travel less than 2km to work (RCCE profile)
 - Total population
 - Total households

1.13 Relevant extracts from the Boundary Review document are included in Appendix 2. The key findings for Marks Tey are that :-

- It is essentially fragmented and bisected by the railway, the A12 and A120;
- It has a number of community facilities including the railway station;
- It is a highly sustainable location;



- There is opportunity for major strategic growth/potential garden community (a preferred option in the new Local Plan), with opportunity to consider linking all the separate fragments of the settlement within one boundary;
- Marks Tey PC wrote to CBC in May 2016 stating that some development is necessary to make it sustainable and to create a heart; they noted that the growth creates considerable worry but also an enormous opportunity for the community of Colchester, accordingly they plead for vision, leadership and excellence, (ie. bold proposals that gain widespread and local community support); they confirm that they are preparing a Neighbourhood Plan and that its relationship with the Joint Local Plan and Colchester Local Plan is complicated by the uncertainty of a new garden community. (page 62).

1.14 Under the title ‘Discussion on appropriate growth (outside the context of strategic growth)’, the document states:-

“

- *There are 1,055 households currently in the wider Marks Tey Parish area of which 944 dwellings are within the current settlement development boundaries.*
- *Marks Tey has a number of key community facilities including its own primary school, railway station and significant community halls and playing fields, and is within easy reach of the main Colchester urban area by train and by bus/car (via the A120/A133), which has a wide range of services and facilities.*
- *Large areas of land have been promoted/identified by landowners/developers for growth around Marks Tey which demonstrates there is potential for development and land available.*
- *Marks Tey Primary School has a forecast surplus at 2019/20 and physical space for expansion (but larger-scale growth would require new education provision).*
- *There are concerns about existing drainage/sewage capacity and a need to ensure any necessary expansion or improvements are carried out to support the level of growth proposed.”*

1.15 In conclusion on potential areas of search, the document finds that the broad area of WST08 has access from London Road and is in close proximity to A12 Junction 25 and the railway station “*It does not directly impose additional load on the overloaded A120 and could offer potential to relieve parking pressures and A12 southern access conflicts with retail, business, and residential accommodation in adjacent London Road. It thus may have early development potential (at a small scale)*”.



- 1.16 Despite recognising the locational and sustainability benefits of Marks Tey, the document goes on to state:-

“Marks Tey is thus in something of a unique position and no allocations or indicative broad directions for growth are proposed in the draft Local Plan at this stage and the Settlement Boundaries are currently left as existing, other than an indicative area of search for a potential new garden community”

This is followed by a summary of CBC’s *“initial high level assessment of potential opportunities for local growth which may potentially inform emerging plans including a Neighbourhood Plan and / or the New Local Plan Submission Draft.”*

- 1.17 In respect of WST08 the assessment states: *“This site is promoted on a strategic scale and as such relates to a potential opportunity for a new garden community but could have potential for partial early development to relieve local pressures”* (my emphasis).

- 1.18 This is referred to further in my Hearing Statement of Matter 9. However, clearly CBC did not include Marks Tey for any growth, other than the proposed CBBGC. Furthermore, the recently published Topic Papers *“Consequential Changes to Section 2 arising from Section 1”* also propose no growth at Marks Tey following the deletion of CBBGC. This is illogical, given the evidence above.

- 1.19 The overall summary relating to Marks Tey states:

“Marks Tey is a sustainable settlement with the potential of accommodating additional growth subject to the provision of appropriate infrastructure. It is located on the strategic road network, has a railway station, its own primary school and a number of other key community services and facilities and suitable sites around its periphery capable of accommodating development without compromising key defensible barriers (the A12 and A120) and surrounding environmental constraints. Work on the emerging Neighbourhood Plan will further explore the potential for smaller scale growth associated with the existing settlement and existing infrastructure capacity constraints, also responding to future evidence emerging from the garden communities work which will help inform these considerations.

There is also potential for this location to accommodate strategic growth due to its strategically important location on the mainline railway and at the junction of two strategic



routes (A12 and A120). Major growth, however, will need to be accompanied by major infrastructure provision. This will be determined through the Local Plan process.”

- 1.20 CBC’s position that results in no allocation or indicative requirement or broad location for growth in the CLP is wholly inconsistent with the above evidence and rationale for including Marks Tey as a Sustainable Settlement in Table SG1, even with the deletion of the CBBGC. In Appendix 3 I have prepared a schedule of my analysis of the selected Sustainable Settlements. It compares the overall population and number of households for each settlement and whether they are served by the strategic A road network or a railway station. Of the 17 settlements only 4 are within 2km of a station and 8 are not within 2km of an A road. Marks Tey is also the only settlement with a strategic multi-modal transport hub at its centre. It is therefore totally illogical and inconsistent not to propose any growth at Marks Tey.

Conclusions on Whether Policy SG1 is supported by robust and up-to-date evidence

- 1.21 It is clear from the evidence base documents that CBC rely upon to justify Policy SG1 and revised Table SG1 that it has not fully taken into account the consequences of the deletion of the CBBGC. The statement in paragraph 3.4 of Topic Paper 1 – Part 1 March 2021 says:-

“The loss of the CBB Garden Community does not fundamentally weaken the approach of the Council’s spatial strategy which combines Garden Communities with continuing Colchester urban area infill and extension; proportionate growth of 16 Sustainable Settlements; and protection and enhancement of countryside.”

The Topic Paper explains why Dedham was excluded from any new housing allocations because of being within an AONB, but the following is CBC’s reasons for excluding Marks Tey:

“The Council considers that Marks Tey ‘Status as a Sustainable Settlement does not necessarily mean that housing allocations need to be made there. Firstly, as noted above, further housing allocations are not required to add overall delivery totals. Secondly, while the Borough’s spatial hierarchy provides that Sustainable Settlements in general are preferred locations for development outside the top tier of the urban area of Colchester, alongside the Garden Community, the category begins with an assessment of the existing community’s existing sustainability, including the size of population and availability of services. The Sustainable Settlements were then assessed for their potential to accommodate future growth

....



Land allocation is accordingly not a prerequisite for Sustainable Settlement status. While the current Regulation 16 Marks Tey Neighbourhood Plan, however, does not propose allocations, the Neighbourhood Plan could in future allow for this option.” (Para 3.6)

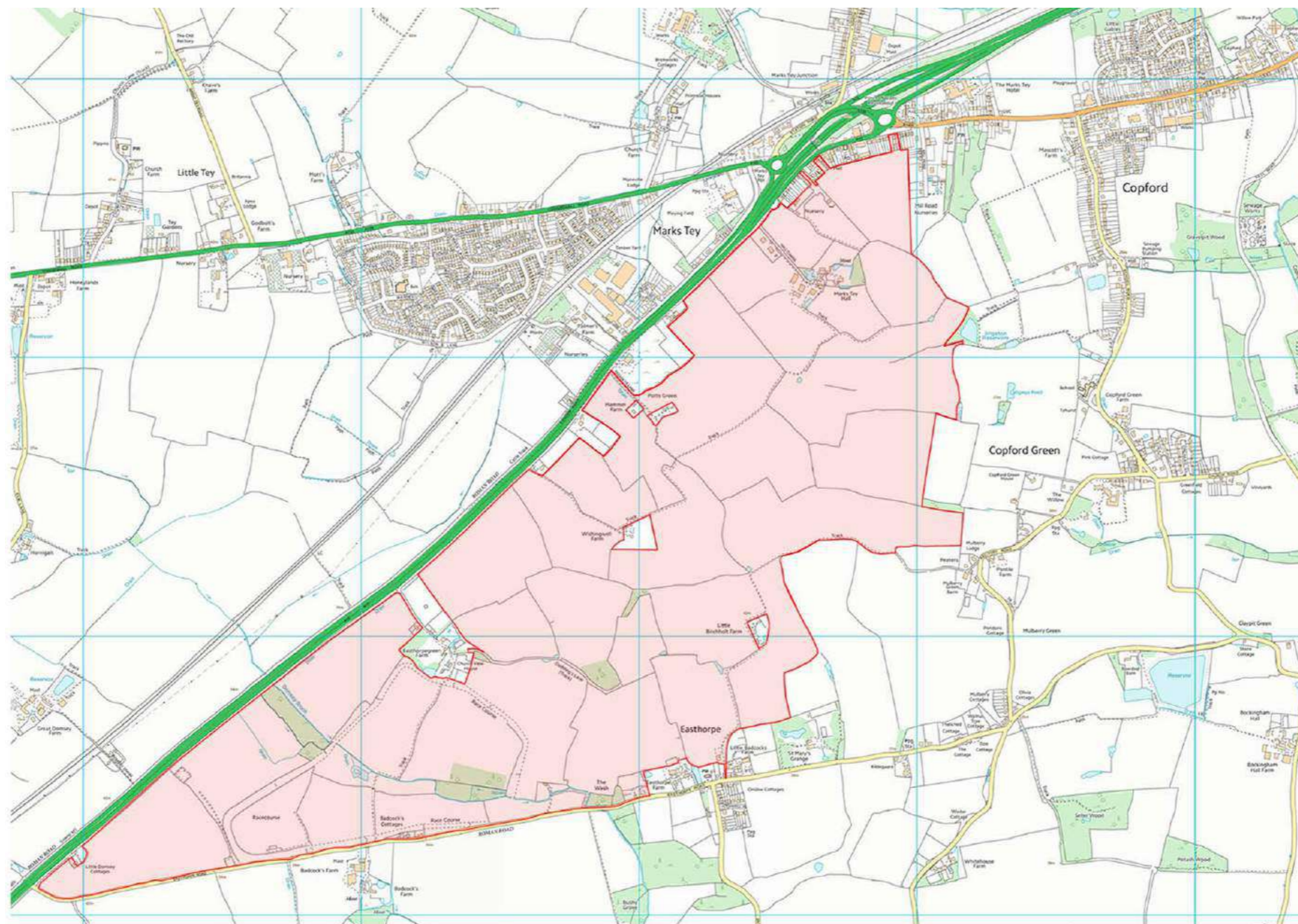
- 1.22 This statement is inconsistent with the findings of the Settlement Boundary Review, and other evidence summarised above. Not only did CBC see the merits and potential for large scale strategic growth at Marks Tey given the former proposed CBBGC and its potential to be the largest of all three of the GCs, but also for smaller scale growth (para 1.15 above).
- 1.23 The Council has not tested a small sustainable urban extension, as proposed by my clients, through a revised SA or up-to-date Settlement Boundary Review that objectively compares and contrasts the relative merits of the Sustainable Settlements to accommodate growth. Indeed, the existing evidence base does not carry out a detailed objective analysis of the relative sustainability credentials of the 16 settlements, eg. in terms of capacity to accommodate growth and at what level, and in relation to existing and potential transport, other infrastructure, employment, community facilities. This is a major omission from the evidence base. CBC’s conclusions relating to the consequences of the deletion of the CBBGC are simply a matter of convenience to avoid updating the evidence base in relation to the spatial strategy. In my opinion, as a result of the deletion of the CBBGC, Policy SG1 is not supported by robust and up-to-date evidence, and this is unsound.



2 Does CLP Section 2 Policy SG2 make adequate provision to meet Colchester’s housing requirement as set out in CLP Section 1 (14,720 new homes) and its timescale for delivery within the plan period 2017-2033?

2.1 CBC has recently published for the Inspectors and examination, Topic Paper 2 – Housing Matters. This updates the housing position paper in terms of housing land supply and delivery. From the evidence contained in the Topic Paper, CBC considers that it can demonstrate a sufficient housing land supply for the Plan period and a 5 year supply of deliverable sites. I have no evidence to dispute the Council’s findings in relation to the numbers and calculations. My clients’ concern is that Marks Tey should feature as an area for growth due to its superior sustainability benefits compared with other alternatives with inferior sustainability benefits for growth, or the scale of growth proposed for those poorer locations.

[2939 words]



Land at Marks Tey - Vision Document

Prepared in response to a Call for Sites by Colchester Borough Council, on behalf of RF West Ltd, Livelands and David G Sherwood

October 2014

Project Details

Project details

Client: RF West Ltd
Project Name: Land at Marks Tey
Reference Number: 12010
Date: October 2014

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Introduction

This vision document for the future of Marks Tey has been prepared in response to a 'call for sites' by Colchester Borough Council (CBC), to inform the preparation of a new Local Plan for the Borough that will guide growth to 2032.

The document accompanies a 'call for sites' pro forma issued by the Council. It aims to provide additional detail to demonstrate that land at Marks Tey is sustainable, achievable and available for development in the plan period. An assessment has been undertaken of key issues such as transportation and access, flood risk, ecology, landscape and visual impact, archaeology and the availability of utilities, to demonstrate that there are no obstacles to development at this location.

CBC has confirmed that the new Local Plan will be required to meet its full local Objectively Assessed Need (OAN) for housing and employment. Towards identifying this OAN figure CBC has commissioned a joint Strategic Housing Market Assessment in partnership with Braintree, Brentwood, Chelmsford and Maldon Councils. It is clear that the current housing target of 830 dwellings per year will need to be substantially increased to accommodate rising population pressures. Findings so far suggest a range of 1065 to 1225 dwellings per year over the Plan period.

Sufficient, unconstrained land is available at Marks Tey to meet this step change in demand for development sites in the Borough. The land is not subject to ownership constraints that would delay its deliverability in the Plan period. An illustrative master plan has been prepared to demonstrate how the land might be developed to include early phases of growth to meet demand in the first five years of the plan. The master plan also shows how collaboration with adjoining landowners can meet the Council's requirement for "large new schemes with the critical mass required to create sustainable new communities that can fund new infrastructure and provide a full range of mixed uses" (report to the Local Plan Committee, 30 June 2014).

Land at Marks Tey is well placed to respond to the challenge of creating a new vision for Colchester. This report demonstrates why it is the most logical area for large scale growth in the Borough over the next eighteen years. Not only can it respond to the Government's call for a national boost to housing and employment development, but also it is also uniquely placed to respect the natural and built environment of Colchester Borough.

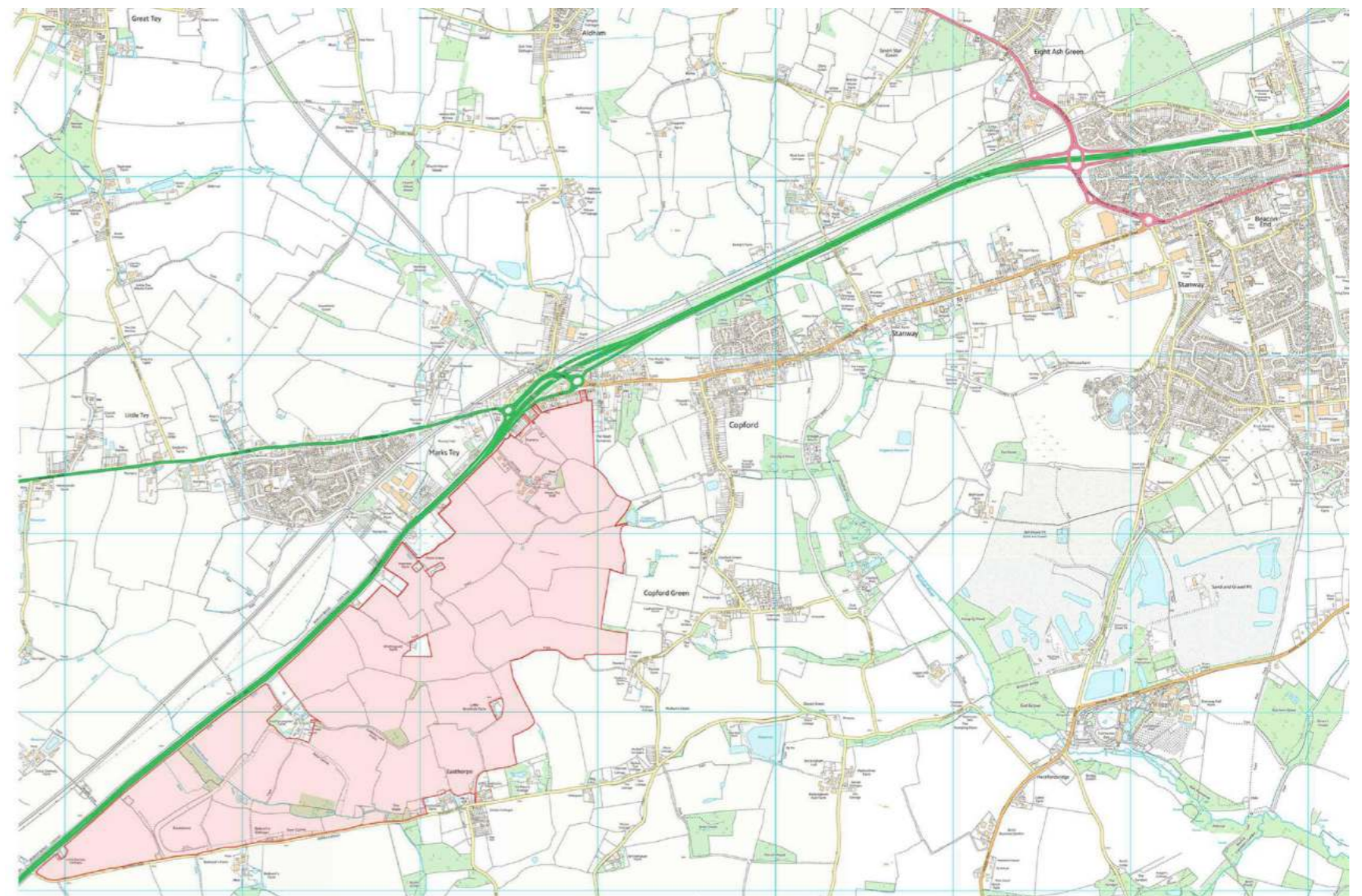


Figure 1: Location and site plan

The site being promoted by the land owners is approximately 325 ha in total area and is located to the south of the settlement of Marks Tey. It is bordered by properties fronting onto London Road to the north and north west, by open farmland to the east and south, and by the dual carriageway A12 to the west.

The site comprises mainly land in agricultural use, together with an area used for the storage of caravans (accessed from London Road).

There is access to the site from the service road on the south side of the Prince of Wales roundabout, and from London Road before it becomes the A12 westbound on-slip, and to the caravan storage site from London Road about 330m south west of the roundabout.



Figure 2: Site Location - Wider Context

Planning Policy Context

National Policy

Since 2012 and the publication of the National Planning Policy Framework (NPPF) there has been clear advice from the Government for Local Planning Authorities to boost significantly their supply of housing. They are required to ensure that local plans meet the full OAN for market and affordable housing, including identification of key sites that are critical to the delivery of the housing strategy over the plan period (paragraph 47). The NPPF guidance includes a requirement for LPAs to identify and update annually a supply of specific deliverable sites, sufficient to provide five-years worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition for land. Where there has been a persistent under delivery of housing LPAs should increase the buffer to 20% to provide a realistic prospect of achieving the planned supply.

Local Policy

Following the adoption of the Focused Review of the Local Plan in July 2014 the Council has now embarked upon a full review. Site suggestions received as part of the 'call for sites' will be used to inform the development of Colchester's new Local Plan. The Council has stated that it is working closely with adjoining authorities to meet the duty to cooperate on cross boundary strategic issues such as meeting housing need. The 'call for sites' and preparation of the SHLAA will include the consideration of larger sites to meet the combined housing need for authorities in a sustainable way.

The pro forma prepared by the Council helps to assess the sustainability, availability and viability of sites put forward for development. A report to the Local Plan Committee on 30 June 2014 sought to agree the 'call for sites' to help identify the options for future growth. The report recognized that *"failure to generate realistic options to accommodate forecast demand for new development sites would not be in accordance with national policy"* and would leave the Council vulnerable to 'development by appeal' in less sustainable locations.

A housing target range has been set at 1065 – 1255 new homes per year for the Plan period. The Council recognizes that meeting such a target (increased from 830/year) will be a challenge that will need to include consideration of large new schemes.

A Sustainability Appraisal to test the environmental, social and economic performance of the development options that come forward, has been commenced with a Scoping Report. Key evidence base documents are also under review. The Scoping report is useful in establishing baseline conditions and identifying key sustainability issues of relevance in determining a spatial strategy for growth in the future.

Baseline Conditions.

The Borough of Colchester is predominantly rural. It also has a rich historic environment that includes some 22 conservation areas, thousands of listed buildings and 52 Scheduled monuments. It also has four parks on the National Register of Special Interest including Castle Park, Severals Hospital, Layer Marney Tower Gardens and Wivenhoe Park.

To the north of the Borough development opportunities are constrained by the Dedham Vale Area of Outstanding Natural Beauty. There are also 10 Sites of Special Scientific Interest in the Borough as well as numerous other high quality landscapes zoned as Local Wildlife Sites that play a key role in conserving the Borough's biodiversity. Much of the coastline is designated under International and European notifications.

The Borough has seen strong growth in past years due to its connections to a comprehensive network of major roads via the A12 and A120. These provide links to London, the M25, Harlow and Cambridge. It also lies in close proximity to the major sea port of Harwich and to Stansted airport. Colchester Borough has a high degree of self containment with 70% of the working population working in Colchester and 7% commuting to London. The Scoping report identifies this as providing further potential for the uptake of more sustainable modes of travel.

Key Sustainability Issues

The above baseline conditions taken in the context of historic patterns of development in the Borough identify the following key sustainability issues to guide future growth:

- Provide sufficient housing to meet local needs and the demand for affordable housing
- Ensure Colchester does not lose its identity as it continues to expand
- Match population growth and employment
- Cater for an aging population and resultant pressure on health and care services
- Maintain and enhance the natural and built environment of the Borough
- Protect the setting of important landscapes such as the Dedham Vale AONB
- Preserve countryside areas and strategic green gaps between settlements
- Avoid areas of high Flood Risk
- Respond to issues of rural isolation
- Need to improve access to services and facilities, improved public transport links
- Prevent dispersed patterns of development that increase the need to travel and lead to a subsequent increase in congestion and greenhouse gas emissions
- Avoid growth patterns that result in high car dependency, reduce congestion into and around Colchester and improve public transport links.

In recent years a considerable amount of development has taken place on brownfield land. The adopted local plan includes two large urban extensions at North Colchester and Stanway. It is recognized by the Council in its emerging evidence base documents that greenfield land will now be required to meet the future needs of the Borough. There will be increasing pressure on greenfield land to achieve the range of sustainability objectives outlined above.

Following sections of this document will demonstrate how development of land at Marks Tey is well placed to meet the sustainability objectives identified by the Council in its Scoping Report for the new local plan. The opportunities and constraints to future growth together with areas of recent growth are shown diagrammatically on the plan opposite.

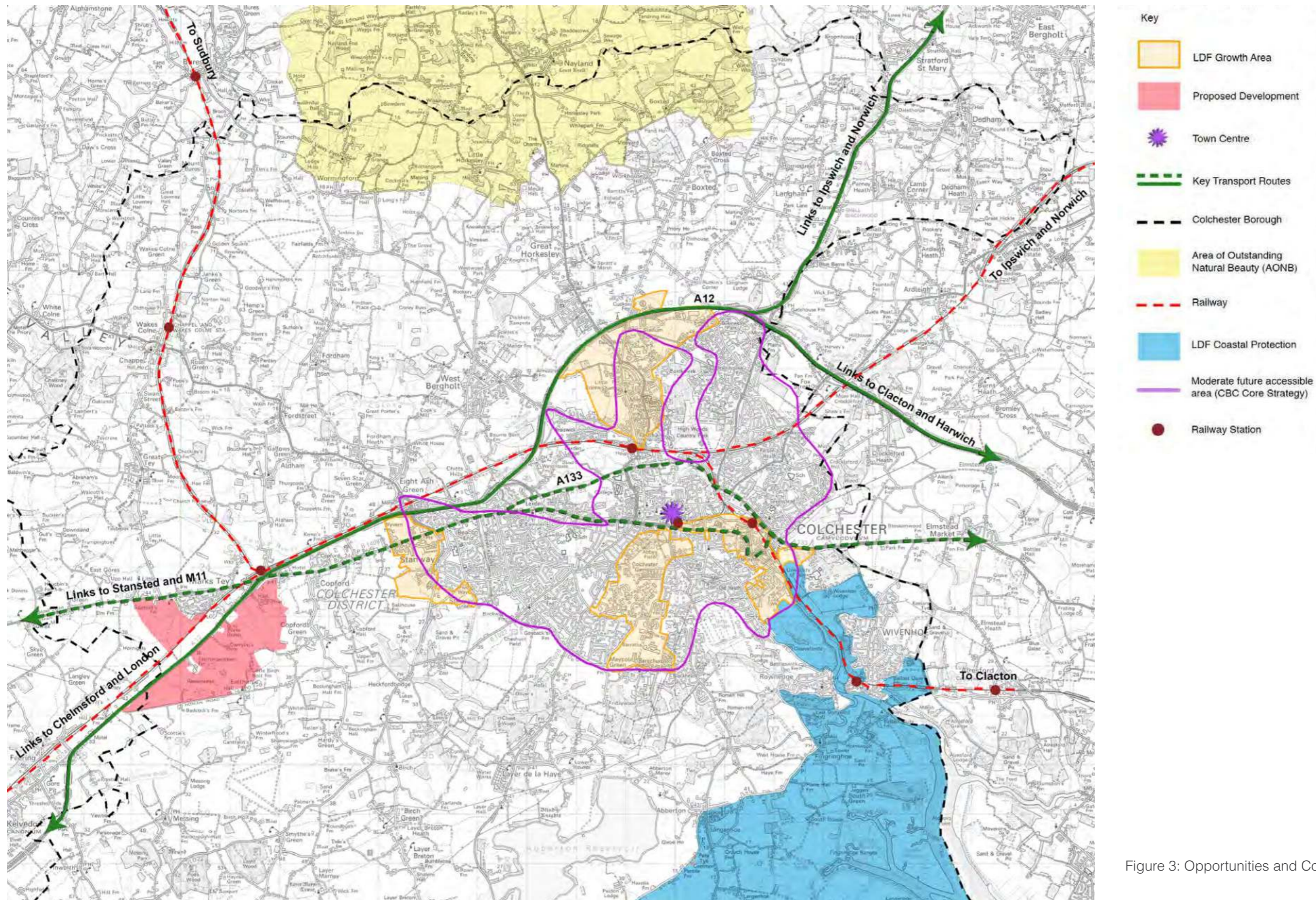


Figure 3: Opportunities and Constraints to Future Growth

The Site and Surroundings

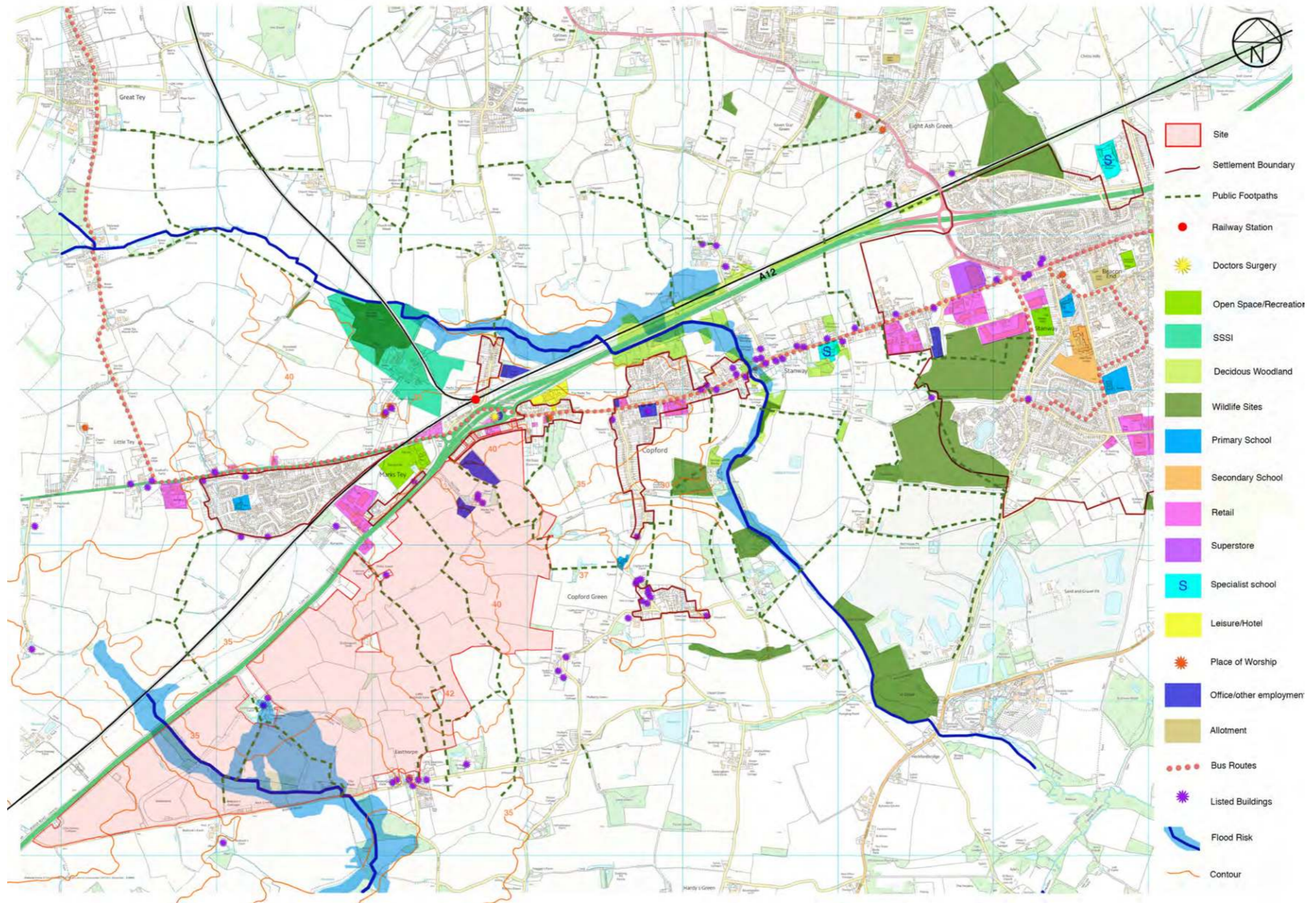


Figure 4: Existing Features and Facilities

There are a range of facilities within the settlement:

- Primary school;
- Local shops, including a Post Office/convenience store catering for everyday needs;
- Village hall and open space for recreation;
- Hot food takeaways, restaurant, cafes and public house;
- Hotel and leisure centre
- Employment opportunities;
- Bus stops served by routes providing direct links to Colchester, Braintree and Chelmsford (see below); and
- Railway station served by direct trains to/from Chelmsford, Ipswich, Norwich and London and the branch line to Sudbury.

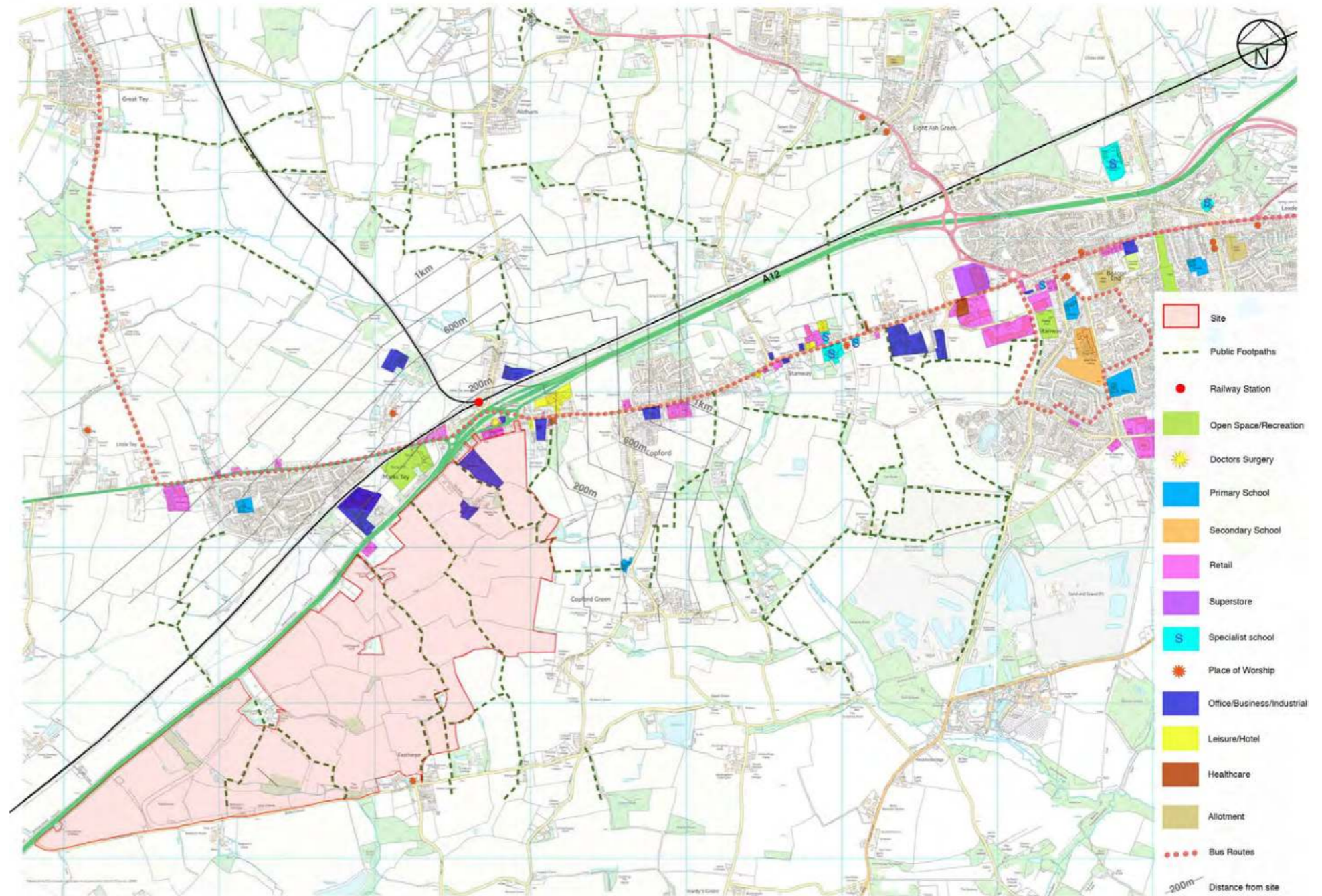


Figure 5: Facilities and Services

Opportunities and Constraints

- Relatively flat, greenfield site with no environmental constraints or policy designations of national, regional or local significance that might prohibit development.
- No overriding ecological constraints to development. A third of the network of existing hedgerows on and around the site are classified as 'important' in terms of their structure and floral composition. These offer the opportunity to create form and structure to the proposed development and are predominantly retained and enhanced in the illustrative master plan.
- Good access to Colchester town and other service centres via a range of transport modes. The site lies within walking and cycling distance of the railway station and existing bus stops. Growth in this location would therefore help to achieve more sustainable travel behaviour by reducing car dependency and congestion levels into and around Colchester. New development at this location could justify further improvement to public transport services.
- Lies within walking and cycling distance of numerous services and facilities in Marks Tey and Stanway.
- Marks Tey Hall at the centre of the site comprises an important group of listed buildings in need of urgent major repair and restoration. New development will enable the listed buildings, their grounds and setting to be restored and brought back into viable use. The historic group of buildings will be preserved and enhanced by retaining surrounding parkland and creating a new village green to the south.
- Close to existing employment to be retained and enhanced. Retail uses along London Road, adjoining the site. The proposed scheme offers the opportunity to address parking and loading difficulties and other traffic and pedestrian conflicts. Traffic calming proposals will help create an enhanced public realm.
- Good connections to public rights of way and the opportunity to extend these, creating further open access to the countryside. Linkages will be created to a proposed linear country park to the south.
- An area of flood risk in the south-eastern part of the site that will remain free of development.
- Some isolated farmsteads within the site.
- Good natural screening along the site boundaries to the north and east. Existing development screens views to the west. The South east is more open to view and will remain in an open form as a proposed country park.

A desk-based assessment of the archaeological remains on and around the site has been undertaken by Colchester Archaeological Trust (CAT). A full copy of the archaeological report accompanies this submission.

There are eight archaeological sites within the borders of the Site – an area of unexcavated and undated cropmarks (probably recently-grubbed out field boundaries), two putative Roman roads, the finds-spots of two Bronze Age axe heads and a bronze handle, the moat surrounding the manor at Marks Tey Hall, and a reported patch of burning at Marks Tey Hall. Of these sites, only the moat at Marks Tey Hall is an upstanding monument.

The site is bounded on its western and southern sides by Roman roads. That on the west is now followed by the A12, whereas the Roman road on the south – the Easthorpe Road – remains in a relatively unchanged condition, and might be adversely affected by development.

There are another 25 archaeological sites within a Search Area around the site (none would be directly affected by proposed development). The most important is arguably St Mary’s Church (Easthorpe), whose setting could be adversely affected. Other sites include St Andrew’s Church (Marks Tey), another Roman road (Stane Street), four cropmark sites, the brickworks at Marks Tey, and accidental discoveries of Roman burials and coins. But the most important finds are arguably the three Marks Tey Iron Age coin hoards. It has been suggested that the block of land between the Easthorpe Road and Stane Street (the A120) was centuriated in the Roman period.

‘Centuriation’ was a means whereby land was gridded out in regular blocks of land to be distributed among Roman settlers. Stane Street and the Easthorpe Road are suitably spaced to be the roads flanking centuriated land. Potentially, there could be as yet undiscovered Roman farms regularly spaced within a regularly ditched landscape. It is fair to say that this is an interesting speculation, rather than a proven fact.

It is unusual that, with the exception of a trench which failed to find the Roman Easthorpe Road, there has been absolutely no structured archaeological survey or excavation in this area. Yet the area has undoubted archaeological potential. The fact that two Roman roads meet at Marks Tey suggests very strongly that the Roman burials reported from around the railway line are part of a large Roman roadside settlement which still awaits discovery. This is backed up by the extraordinary number – three – of Iron Age coin hoards from around Marks Tey, which strongly suggests that an Iron Age centre of activity or settlement also awaits discovery.

A brief examination of hedges has shown that whereas the existing hedge plants may not be old, some of the boundary ditches are very sinuous (winding), and may therefore be of some antiquity. Efforts should be made to retain these hedges and ditches wherever possible.

It is certain that there will be a requirement for archaeological work prior to development. It is very unlikely that any archaeological discoveries would prevent development.

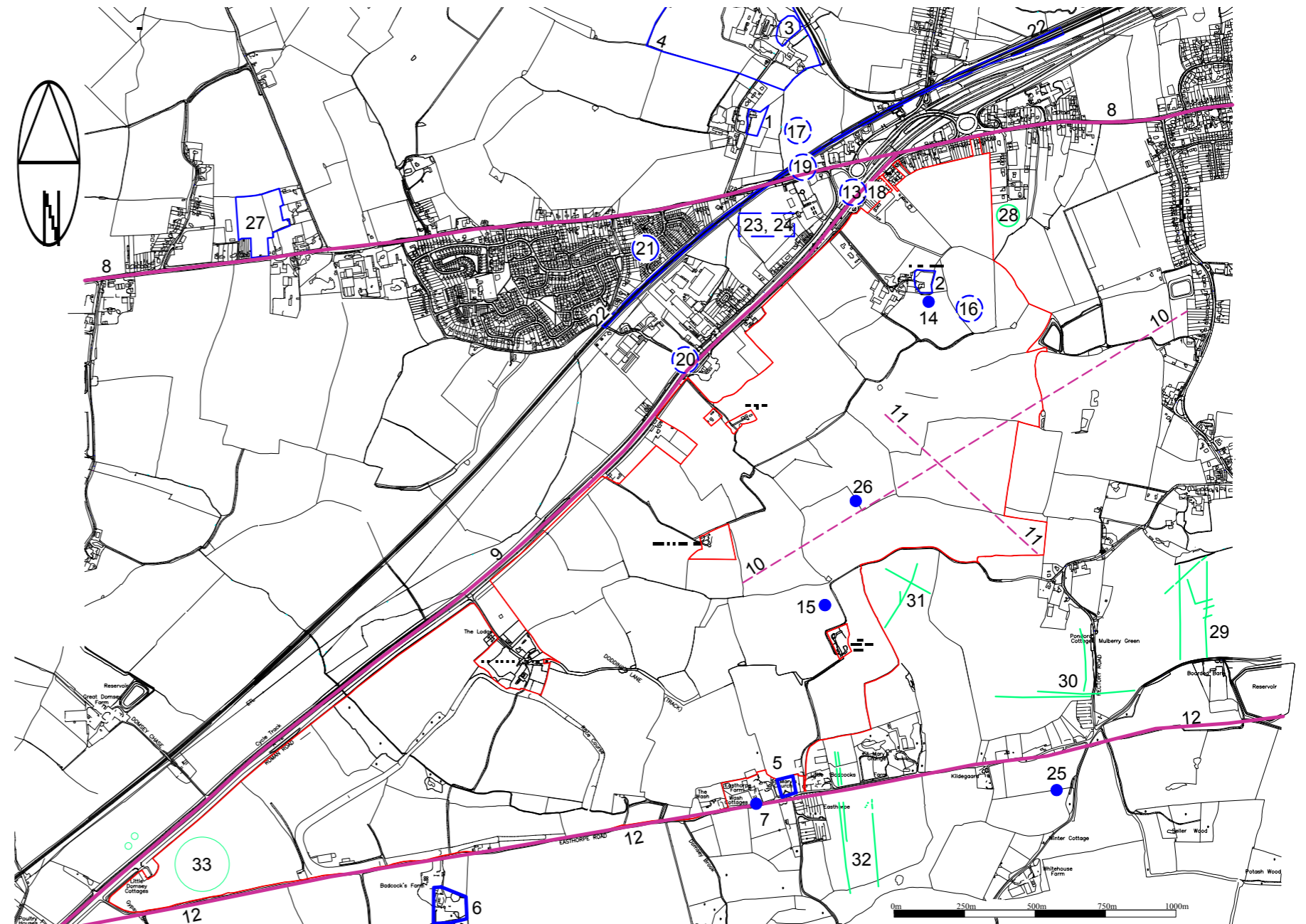


Figure 6: Archaeological sites and finds around the Marks Tey site

Transport

Access

The existing access to the site is from the service road on the south side of the Prince of Wales roundabout, and from London Road before it becomes the A12 westbound on-slip, and to the caravan storage site from London Road about 330m south west of the roundabout.

Local Highway Network

London Road

London Road links Marks Tey with Copford and Stanway, and onto Colchester, to the east. It intersects with the A12 westbound off-slip and the dual carriageway A120 at the 5-arm Prince of Wales roundabout, which also provides access to a service road in front of nos 49-71 London Road.

West of the roundabout, London Road is a two-way single carriageway, fronted by houses and shops on its south side, becoming the A12 westbound on-slip beyond a turning circle facility about 500m to the south west. It is lit and subject to a 30mph limit up to the turning facility beyond where it is de-restricted, and has single yellow line restrictions and is subject to on-street parking, although there is a lay-by for parking outside the shops.

East of the Prince of Wales roundabout, London Road is designated the B1408, and again is single carriageway. It is well lit with footways and built frontage on both sides to which it provides access in Marks Tey and Copford, together with double yellow lines as far as the School Road junction on the western edge of Copford. It is subject to a 30mph speed limit along its entire length to the east of Marks Tey.

On the western edge of Stanway the B1408 intersects with the single carriageway Stanway Western Bypass at a 4-arm roundabout. It then continues east through the 5-arm Tollgate roundabout at the intersection with the dual carriageway A1124 Essex Yeomanry Way, towards Colchester town centre. Beyond here it becomes the A1124 but is still single carriageway and subject to a 30mph limit, with this section fronted by houses.

The B1408 forms part of ECC's strategic route network, being a "County Road" and designated as a "Main Distributor" in their document Development Management Policies (adopted 2011).

Along most of its length, London Road has frontage access, restricted parking/loading, direct access to houses, more than two side roads per km, some at-grade pedestrian crossings and kerbside bus stops.

A12

The dual carriageway A12 runs through Marks Tey in a cutting, passing below the A120 with which it forms a grade-separated intersection designated as Junction 25. It has two lanes in each direction to the west of Marks Tey and three to the east, with a westbound lane drop where the A120 off-slip diverges, and an eastbound lane gain between the off- and on-slips.

The A12 on- and off-slips at J25 have no frontage development, on-street parking, crossings or bus stops.

A120

The A120 links the A12 at Marks Tey with the A10 at Puckeridge, Herts, via Braintree, Stansted Airport, the M11 and Bishop's Stortford. It is dual carriageway between the Prince of Wales roundabout and the 4-arm Marks Tey roundabout, where it intersects with the A12 eastbound off-slip and Station Road, crossing the A12 on a bridge between the two. This section is subject to a 40mph speed limit with bus stops in lay-bys and with double yellow lines on both sides of both carriageways.

West of the Marks Tey roundabout the A120 is single carriageway to Braintree, bypassing Coggeshall. The section through the western part of Marks Tey (to the west of the railway underbridge) is fronted by houses on one or both sides, lit and subject to a 40mph limit. From Braintree the A120 is dual carriageway to the M11.

The dual carriageway section of the A120 between the Prince of Wales and Marks Tey roundabouts is of a good standard, has no on-street parking or frontage development, is subject to a 40mph limit and has bus stops in lay-bys.

The single carriageway section of the A120 to the west of the Marks Tey roundabout has a 40mph limit, provides direct access to houses (mainly on the south side of the road) along some sections, and has two side roads per km, together with an at-grade crossing and some kerbside bus stops.

Walking and Cycling

There are footways running along both sides of London Road and the A120 within the built-up area of the village, continuing east to Copford and Stanway in the case of the former. There is also a footbridge over the A12 which, together with a staggered pelican crossing on the A120, provides a pedestrian link to the pair of bus stops between the Prince of Wales and Marks Tey roundabouts and to the railway station.

There is also another pedestrian route to the station around the east and north side of the Prince of Wales Roundabout, along the footway on the north side of the A120 and across the A120 eastbound on-slip and Station Road. However there are no existing controlled crossings on London Road within the village, although there is a recently-installed pelican crossing on the single carriageway (Coggeshall Road) section of the A120 immediately west of the Marks Tey roundabout.

Public Transport

Buses

Marks Tey is served by up to six buses each way per hour. There are bus stops within close proximity to the site.

Service and Route	Frequency (minutes)			
	Weekdays	Saturdays	Weekdays and Saturday evenings	Sundays
70 Chelmsford – Braintree – Coggeshall – Marks Tey – Stanway - Colchester	20	30	-	120
71/71A Chelmsford – Witham – Marks Tey – Stanway – Colchester	30	30	120	120
133 Stansted Airport – Great Dunmow - Braintree – Marks Tey – Colchester – University of Essex	120	120	120	120
250 Heathrow – Stansted – Braintree – Marks Tey – Colchester - Ipswich	120	120	120	120

Bus routes which currently serve Marks Tey together with service frequencies.

Trains

The nearest railway station is Marks Tey and it is on the Great Eastern Main Line from London Liverpool Street to Norwich. It is served by Abellio Greater Anglia trains, which during weekday off-peak periods and all day on Saturdays operate an hourly frequency service between Liverpool Street and Ipswich (also on Sundays), and between Liverpool Street and Colchester Town (Clacton on Sundays).

Additional services are available during weekday peak periods, with up to 6 trains per hour to London in the morning and up to 4 per hour back in the evening. It is also served by a shuttle to/from Sudbury which operates on an hourly frequency throughout the week.

Greater Anglia trains also serve intermediate stations as follows: -

- Stratford (for the Central and Jubilee lines, London Overground and Docklands Light Railway);
- Shenfield (for Brentwood, Romford and Southend, and Crossrail services to London's West End and on to Heathrow, Slough and Reading from 2019);
- Chelmsford (and future new station at Beaulieu);
- Witham (for Braintree);
- Colchester (for Clacton and Walton);
- Manningtree (for Harwich); and
- Ipswich (for Norwich).

Marks Tey has a range of services catering for everyday needs, and the site is within walking distance of bus stops served by routes providing direct links to neighbouring towns, and of a mainline railway station. It is therefore a sustainable location for residential development in accordance with current national Government policy as set out in the National Planning Policy Framework.

A full copy of the Transport Report accompanies this submission.

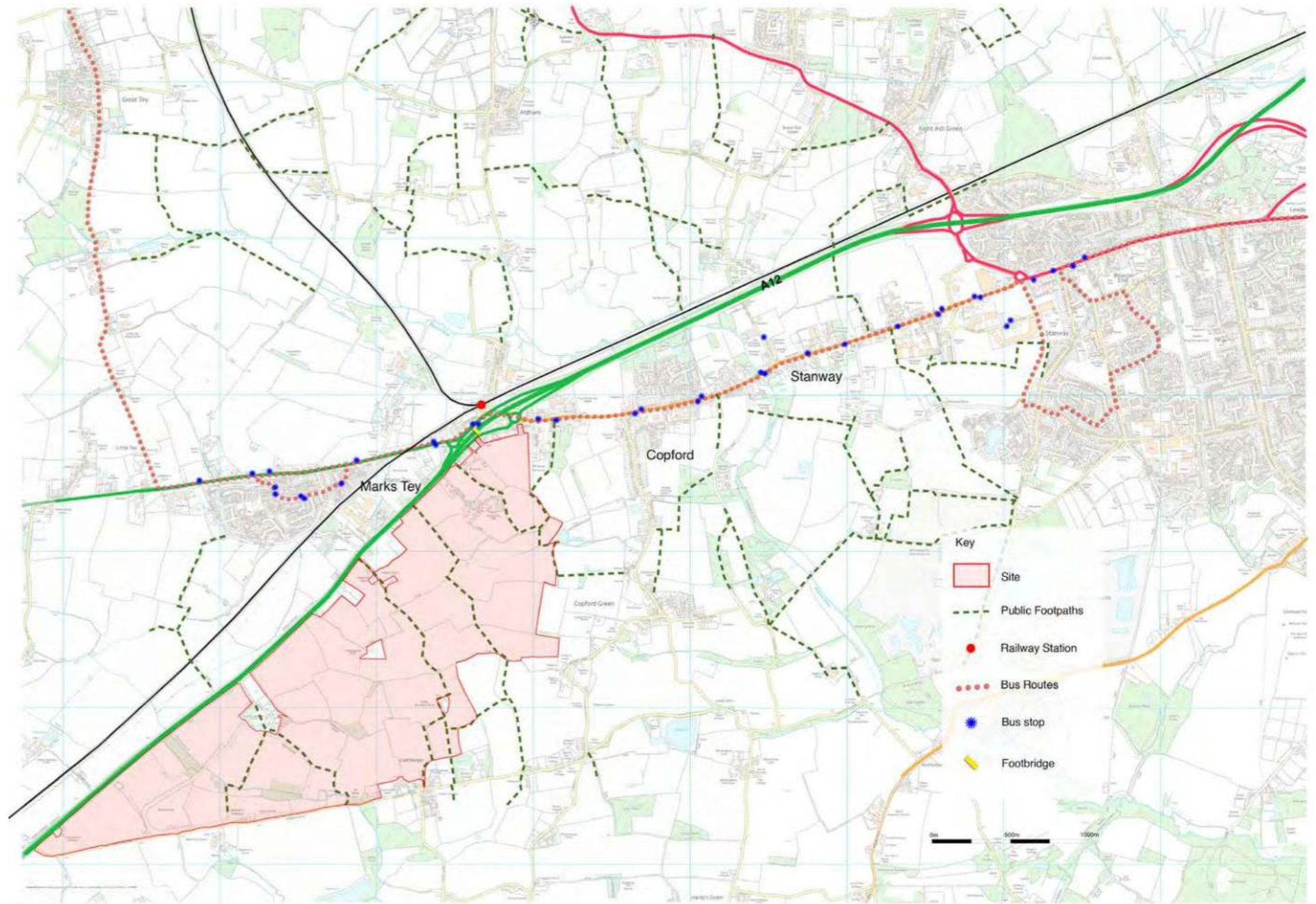


Figure 7: Existing Transport Network

Landscape and Visual Impact

Landscape appraisal

The site falls mostly within area B2 the Easthorpe Farmland Plateau landscape character area as identified within the Colchester Borough Landscape Character Assessment. The overall key characteristics are listed as:

- *Raised farmland plateau, dissected by the wooded Roman River valley in the east;*
- *A mixture of small, medium and large irregular, predominantly arable fields;*
- *Small patches of deciduous woodland and several ponds/ reservoirs;*
- *Area crossed by a network of narrow, sometimes winding lanes;*
- *Settlement pattern consists of small villages and hamlets with scattered farmsteads amongst predominantly arable agricultural land.*

The northern part along the A12 corridor falls within Sub Area B2a – described as:

- *Linear settlement corridor extending from the western edge of Colchester Urban Area, including the western edges of Stanway, Copford village and Marks Tey in the west;*
- *Northern boundary delineated by main A12 and railway corridor which is a dominant visual feature within the character area;*
- *Visually dominant major road junctions/ roundabouts within the character area;*
- *Landscape character is disturbed by the visual, movement and noise intrusion of cars on the A12 and also by frequent trains on the main railway line.*

Generally, a rolling boulder clay plateau underlies this character area, which is dissected in the east by the upper reaches of the wooded Roman River valley. The dominant enclosure pattern on the largely arable farmland plateau is one of medium- sized irregular fields with gappy-hedged field boundaries and small to medium-sized patches of woodland. Enclosure pattern is smaller and more intricate, with more intimate thickly vegetated field boundaries consisting of over mature hedges with hedge trees, in close proximity to settlements such as Copford. Settlement pattern consists of a combination of linear (Marks Tey) and nucleated (Copford) small settlements, alongside small hamlets (Hardy's Green; Easthorpe; Copford Green) and small farmsteads. Settlements are connected via a network of narrow, sometimes winding lanes, enclosed by hedges in places. Roads running in an east-west direction tend to be straighter (such as the Roman Easthorpe Road) and the Main A12. A number of halls, small reservoirs and ponds are dispersed across the character area.

Views across the farmland plateau from roads and public rights of way are limited and framed by hedged field boundaries and small patches of woodland; however, it is generally possible to obtain medium-range views across arable farmland.

An attractive cluster of buildings consisting of Easthorpe church, a timber-framed house opposite and Easthorpe Hall to the west, are landmarks with views on approach to Easthorpe and along the Roman Easthorpe Road.

The site is fairly typical of the landscape character areas but is affected by the proximity of the A12 to the north west. The tranquillity and rural character is also affected by existing development to the north at Marks Tey, and hedgerows have been lost in the central area. There are well established field boundaries and small copses to the east and the landscape character of the southern area is strong. Marks Tey Hall and Easthorpe Hall Farm and Easthorpe Hall are important historic buildings within and adjacent to the site, Doggetts is also listed. Other isolated farms within the area include Wishingwell Farm, Hammer Farm and Bircholt Farm. Away from the A12 towards Easthorpe and Copford Green there is a strong sense of rural tranquillity.

Visual appraisal

Development is proposed on the north-eastern part of the site with strategic open space and planting at points along the east boundary and along the southern boundary and no development in the south west.

The site is broadly triangular and is dominated by the noise and visual intrusion of lorries along the A12 on its long north west boundary. There are a few isolated houses and a petrol filling station along this boundary. Numbers 282 and 284 London Road have large gardens with mature hedgerows, 286 is more open to the site. Some houses in Marks Tey on the north side of the A12 on the Old London Road also have views into the site. Whilst the site is contained by hedgerows but there are clear views into the site from the A12 near Marks Tey.

Hall Chase leads into the site from the north, leading to Hall Farm Business Park and Marks Tey Hall. The property at the top of the Chase, and the business units, have clear views over the site. Marks Tey Hall is well screened by trees but has a view to the south over pasture land within the site. The Chapel and barn have limited views to parkland around the Hall. The north east corner of the site is bounded by houses and bungalows on London Road and Mill Road. Many of these have long gardens with significant vegetation which will screen views into the site.

There are no views from the east from Copford village which lies some 500m distant, as it is well screened by woodland and boundary hedges. The eastern boundary is more open in places further south and there are some views into limited parts of the site from Copford School and the adjacent houses and a couple of properties further south at Copford Green. However most properties along School Road are well screened by intervening vegetation.

Within the western half of the site Doggets Lane leads to three properties. Two of these, Hammer Farm and Doggets are set within well established plots surrounded by trees and hedgerows, whilst Wishingwell Farm is surrounded by grassland and open to the site. All three have views across the site, as does the isolated Little Bircholt Farm which has a property that looks north towards the development area.

Easthorpe Green Farm and Church View House just to the west of the residential area are well screened by vegetation.

There are no views to the proposed residential area from the Easthorpe Road to the south as it is separated visually with houses and gardens and small blocks of woodland and hedgerows. Properties in Easthorpe adjacent to the site have extensive mature gardens and paddocks which limit views towards the residential area. Development will be low density and is set back here with public open space and arable land between the new residential area and Easthorpe.



1 From within the site looking northeast towards the business park with Marks Tey Hall through the trees and glimpses of traffic on the A12.



2 Marks Tey Hall.



3 Looking north towards the Hall across land with potential to become the village green.



4 The chapel and barn at Marks Tey Hall.



5 View from footpath within the site looking south west across parkland towards the hall hidden in the trees.

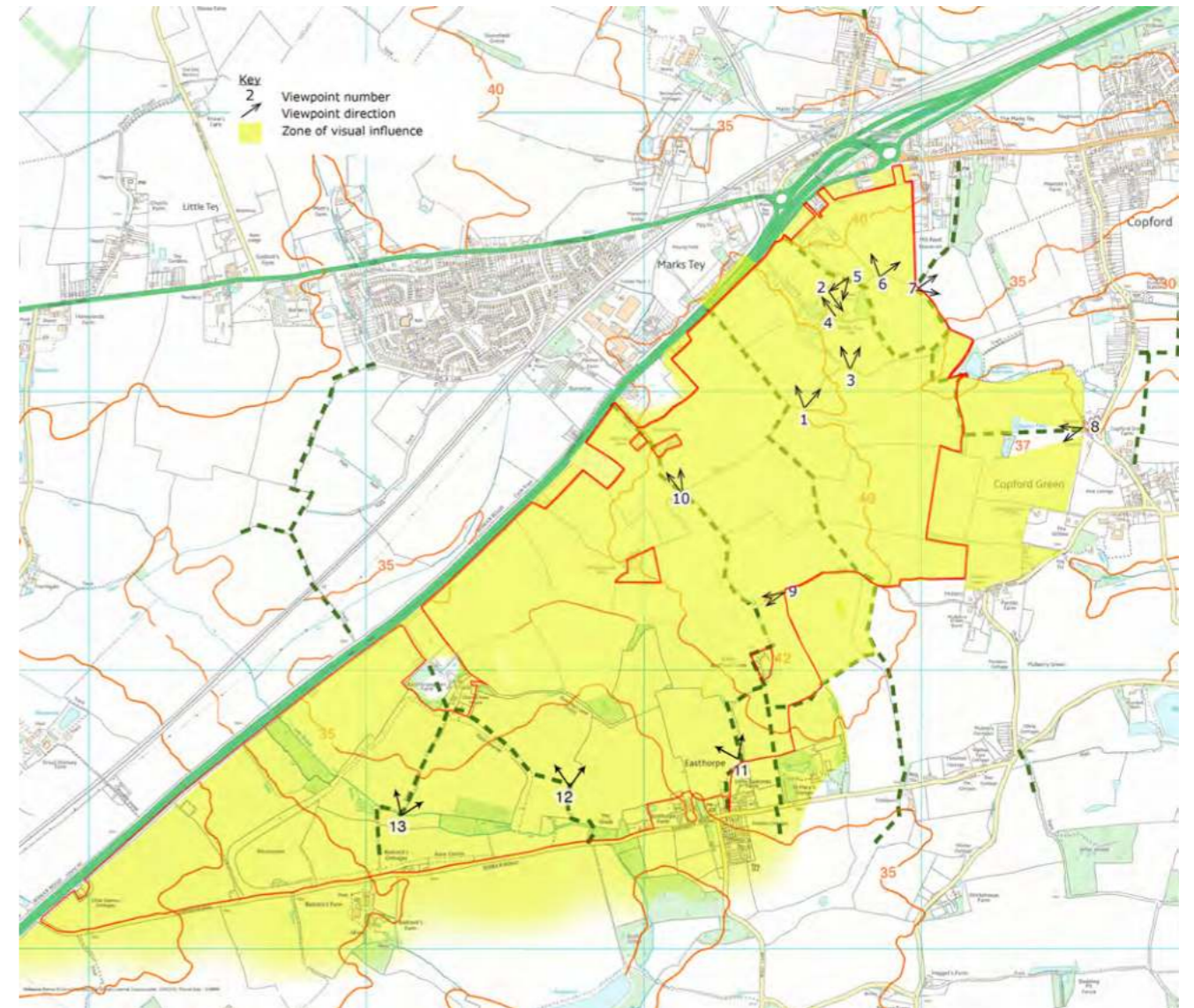


Figure 8: Zone of Visual Influence and Viewpoint Locations



6 The north east corner of the site looking north with Marks Tey garage and gardens on London Road and Mill Road backing onto the site.

Landscape and Visual Impact



7 Footpath within the site looking east towards Copford which is screened by intervening hedges and woodland.



8 View from the public footpath at Copford School looking west with the site beyond the hedgerow and woodland across the field.



9 Open section on the southern boundary looking west with the site right of the footpath and Little Bircholt Farm visible on the left.



10 View from Doggets Lane footpath within the site looking north to Doggets and Hammer Farm and towards the A12.



11 Looking north from public bridleway off Easthorpe Road looking north to woodland and the principle elevation of Little Bircholt Farm



12 Looking north from public footpath off Easthorpe Road with woodland to the right and Easthorpe Green Farm grounds on the left



13 Looking north from the footpath at the race course towards Easthorpe Green Farm set within wooded grounds

Ecology

Essex Ecology Services Ltd, has undertaken a Preliminary Ecological Appraisal of farmland surrounding Marks Tey Hall, near Colchester. A full copy of the ecological report accompanies this submission.

The farm was visited on 11th and 12th August 2014 by Adrian Knowles BSc FRES MCIEEM, to record the habitats and species present and to assess its potential to support legally protected species that might be present. Consideration was also given to other, key species that are of conservation concern.

The site is mainly under arable cultivation, with a small number of horse paddocks and areas of rough grassland. It is understood that the Marks Tey Hall building itself, along with former gardens and outbuildings, are the subject of a separate ecological appraisal and planning application, so these areas are not dealt with in detail in this present report. A network of old hedgerows is found throughout most of the farm, along with a number of field ponds. The study area also includes an area of hard-standing currently used for caravan storage and a number of residential and commercial properties that face onto London Road.

1.4 The vast majority of countryside hedgerows are considered to be Habitats of Principal Importance in England (formerly referred to as UK BAP habitats). As such, the farm hedgerows must be considered to be a key habitat on the farm. A more discerning measure, that of determining whether or not the hedge is "important" under the Hedgerow Regulations 1997, showed that 20 out of 68 hedges surveyed were "important" in terms of their structure and floral composition.

These important hedgerows should be retained within any future development and enhanced by the creation of additional linking hedgerows. One cluster of important hedges, conjectured to include the remnant boundary banks of a now lost ancient wood, could be augmented by appropriate planting to create a ring of woodland surrounding other amenity/wildlife habitats such as grassland.

Great Crested Newts have previously been observed in the main Hall (during a separate ecological study) and are therefore likely to be breeding in one or more of the ponds within the farm building complex. Any such breeding population is likely to be utilising terrestrial habitats up to 250 metres from these ponds and conservation of these habitats, or suitable alternatives, will be required. A full, standard survey of all ponds on or near the farm should be undertaken in the spring in order to better quantify the status of this species on the site.

Appropriate surveys of bat activity will be required to inform any future Environmental Statement. This should investigate potential roost sites as well as foraging habitat and commuting routes.

Similarly, a survey of reptiles and invertebrates should be undertaken across the farm.

Barn Owls are known to roost within some farm buildings and it should be determined whether or not they also breed here. Wintering and breeding surveys of more common birds should also be undertaken as part of any future environmental impact assessment work.

Whilst Badgers appear to visit the farm, there are currently no known setts within the land, although this may change in the years leading up to the implementation of any consented development application.

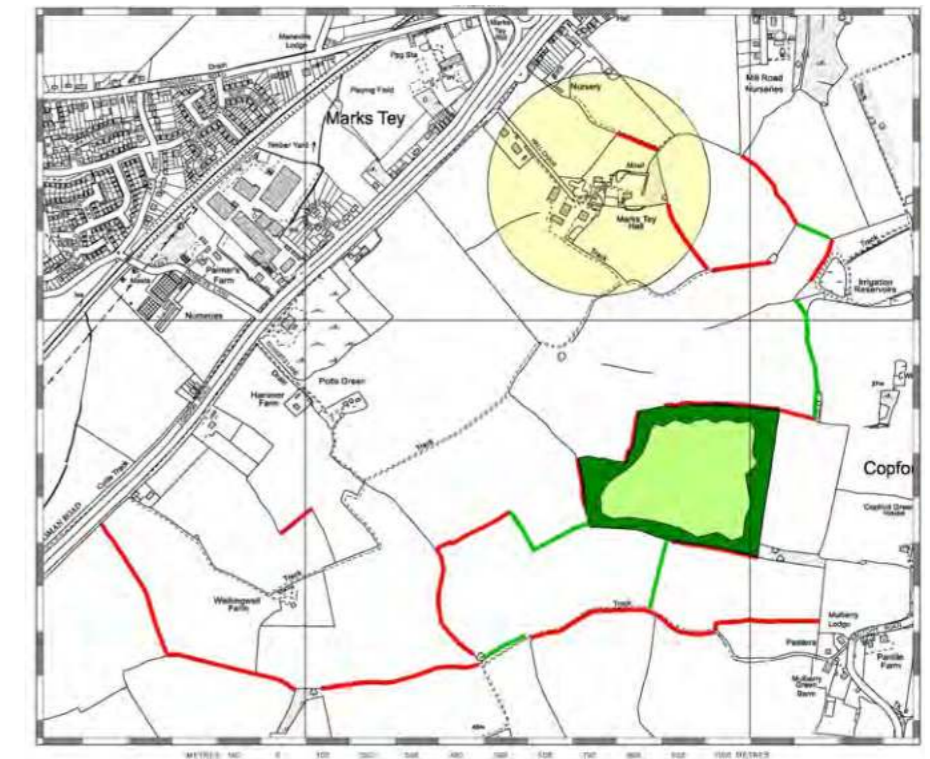
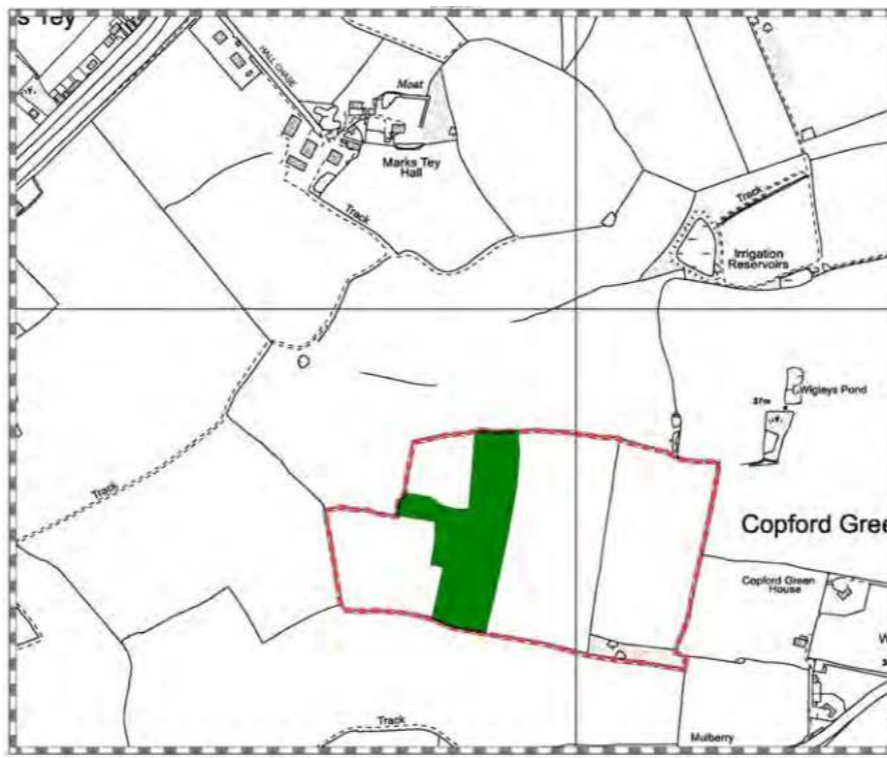
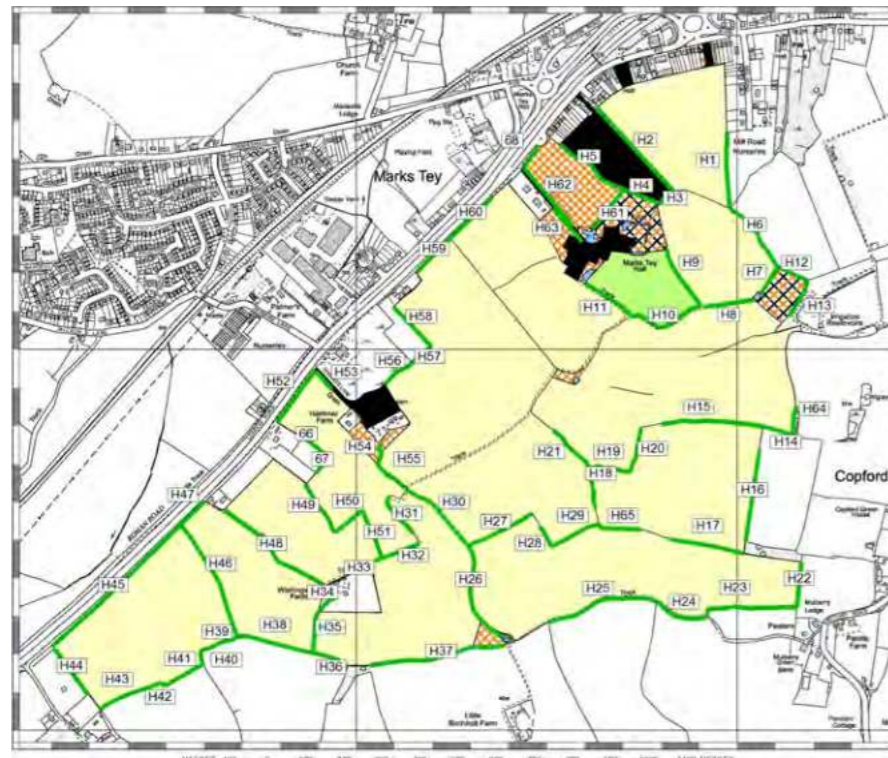
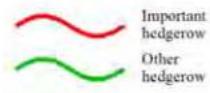
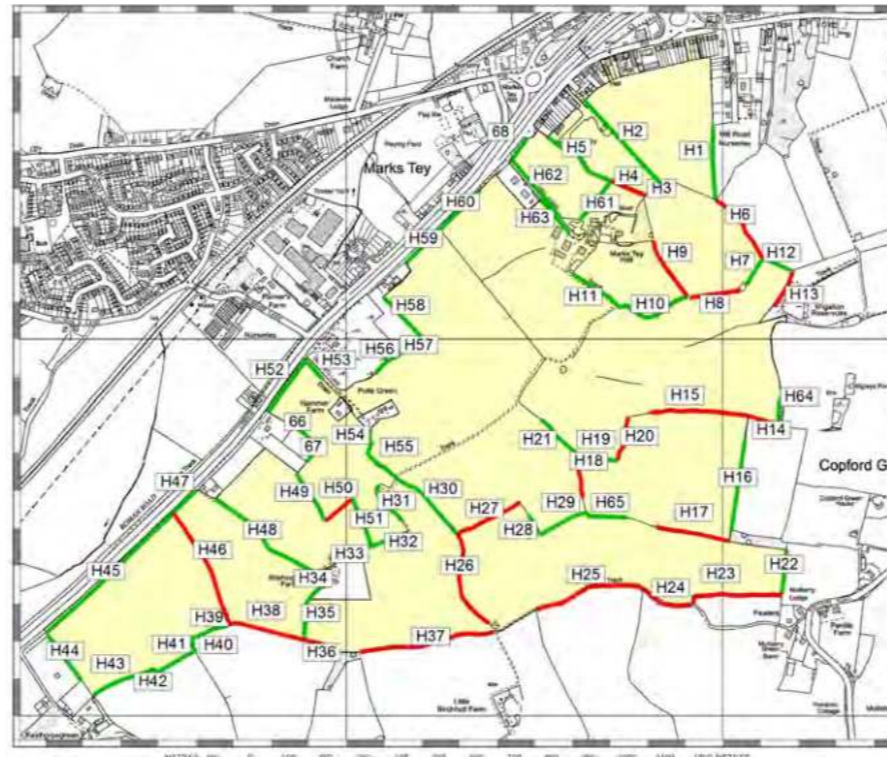
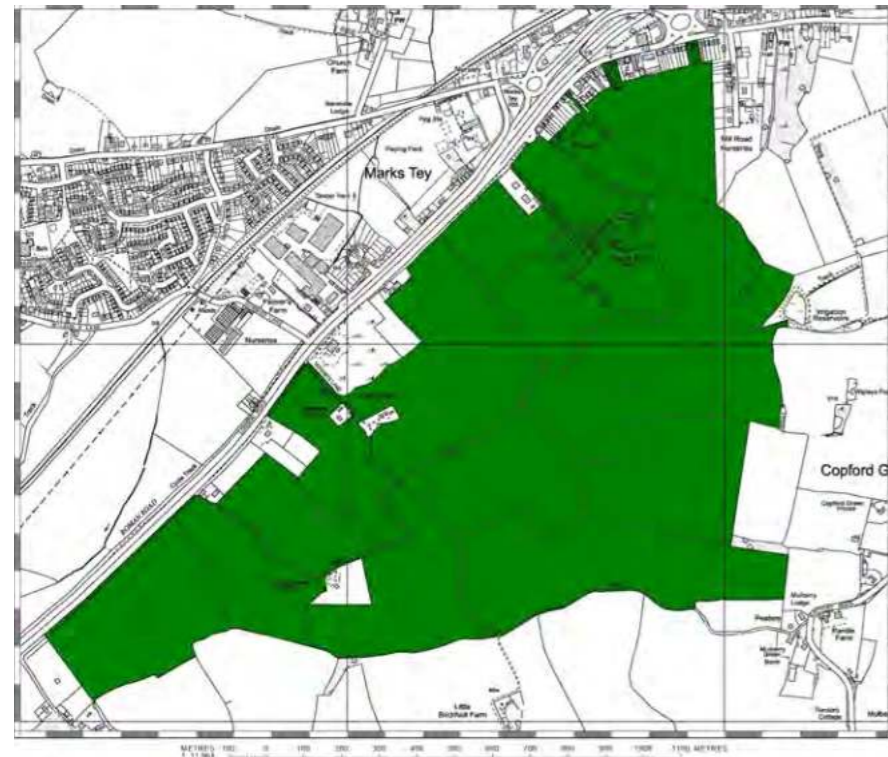


Figure 9: Ecological Features

Flood Risk and Drainage

Ardent Consulting Engineers have undertaken a Flood Risk and Drainage Appraisal for the proposed development land at Mark Tey in Colchester. A full copy of the Flood Risk and Drainage Appraisal accompanies this submission.

The redline boundary equates to approximately 325ha, of which the majority of the site is open Greenfield areas, with some minor buildings within the site boundary.

The development proposals seeks to provide a mixed-use development largely comprising a total of approximately 3,400 residential dwellings, together with two primary schools covering 4 ha, an employment area covering 4.8 ha and future local stores covering 1.2 ha. The development proposals will be delivered in a number of phases, whereby the first phase of the development (north-east of the site) seeks to provide the first 900 residential properties of the wider development site allocation.

The Environment Agency's online Flood Maps indicate that the majority of the site is located within Flood Zone 1 (low Probability of fluvial and tidal flooding). However, there are areas to the west of the site, which is located within Flood Zones 2 and 3 associated with the Domsey Brook.

Under the NPPF's 'flood risk vulnerability classification', the proposed residential development and the primary schools are classified as 'More Vulnerable', which are considered to be appropriate development within Flood Zone 1 (Low Probability), without the need for Sequential Tests.

Any development proposals within the existing flood plain associated with the Domsey Brook would require the proposed development to undergo a Sequential and Exceptions Test. However, the proposed illustrative master plan indicates that the areas within the Flood Plain are proposed to be open green field areas and would not require the Sequential and Exceptions Tests.

There are no issues or constraints with regards to groundwater flooding, overland flooding or flooding from artificial sources.

The main perceived source of flood risk to the site is from the increase in the hardstanding areas, this will result in increased runoff generated from the site. However, the proposed drainage strategy and the consideration of some SuDS schemes will provide sufficient surface water attenuation at source, therefore reducing the surface water discharging from the site.

The drainage strategy seeks to limit the surface water discharged from the site, to the 1 year Greenfield Runoff Rate for each catchment, whilst providing sufficient surface water attenuation to accommodate the 1 in 100 year plus a 30% allowance for climate change.

The implementation of SuDS systems, at source, in the form of permeable paving, swales and cellular storage, together with regional controls, in the form of a detention basin, will provide two stages of treatment for the surface water runoff from the development and therefore satisfies the requirements of the draft National Standards for Sustainable Drainage Systems, as part of the upcoming SAB (SuDS Approval Board).

Based on the above, the proposals are in line with the requirements of the NPPF and the proposed drainage strategy will accommodate the surface water runoff and will not cause flooding on or off the site.

Based on the above information, there are no constraints in terms of flood risk to the site. Therefore, the proposed site at Marks Tey is deemed suitable to be allocated within the Colchester Local Plan.

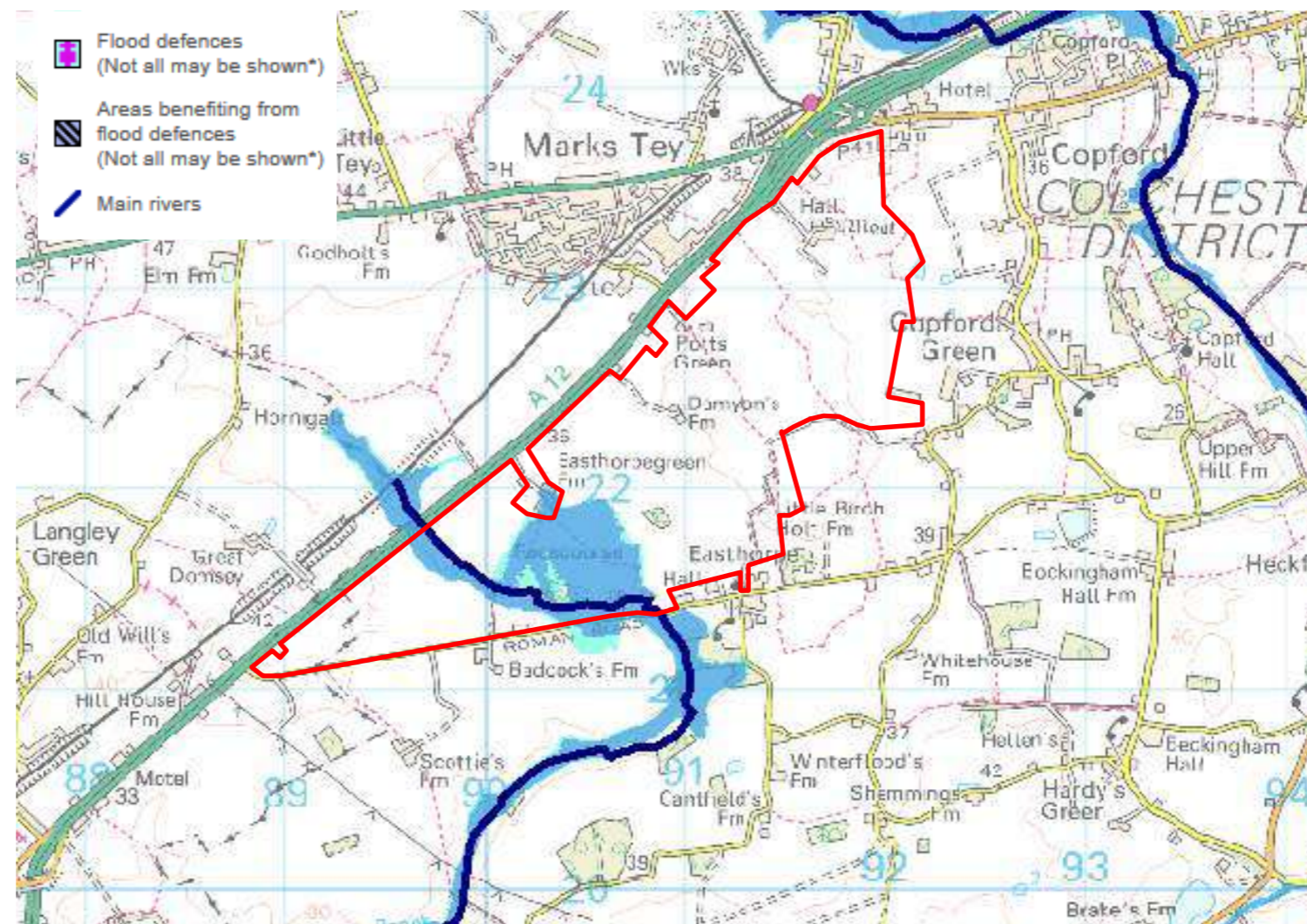


Figure 10 : Environment Agency's online flood zone maps

Utilities

Ardent Consulting Engineers have prepared a Utility Statement to support the proposed land allocation at Marks Tey for the emerging Colchester Local Plan, to provide a mix development of residential homes, primary schools and employment areas. A full copy of the Utility Statement accompanies this submission.

The Utility Statement demonstrates that the proposed mixed-use development of approx. 3400 residential units, two primary schools covering 4 ha, an employment area covering 4.8 ha and future local stores covering 1.2 ha at Marks Tey has the potential to be serviced by the incumbent suppliers of electricity, gas, telecommunications, potable water and sewerage connections.

Ardent Consulting Engineers has consulted with all of the relevant Statutory Undertakers that provide services in the area, which could potentially be affected by the development proposals.

All relevant Statutory Undertakers who operate plant in the region have been contacted and confirmed that no major protection and/or diversion works are required to accommodate the proposed residential scheme.

Localised protection/diversion works may be required to the existing telecommunications and electricity network and will be subject to agreement with the relevant Statutory Undertaker.

Capacity for providing the proposed development is awaited from National Grid, UKPN and GTC.

It is anticipated that the existing potable and foul water networks will need significant reinforcement to capacitate the proposed development.

The presence of an existing telecommunications network adjacent site suggests that the plant could be extended to serve the proposed residential scheme.

The Vision for the Future of Marks Tey

Following analysis of the evidence base, formed by the various environmental and technical studies summarized in this document, an illustrative master plan has been drawn to respond to the identified constraints and opportunities. The master plan is and has been used to assess potential capacity of development for the technical reports, particularly the Transport and Utility Assessments prepared by Ardent Consulting Engineers (ACE), but also the potential visual and landscape impact on the surrounding countryside. The master plan has been prepared to inform the 'call for sites' exercise. It will be the subject of further economic, environmental, social and associated technical appraisals to respond to the emerging Local Plan as it reaches its various stages.

From the evidence base and longstanding experience of undertaking major projects in Colchester, it is clear that once the current priority for regenerating the large tracts of previous developed land within the Borough and the allocated major urban extensions are completed any subsequent substantial growth to meet objectively assessed needs requires a more radical solution. This inevitably involves taking up development options in the next most sustainable locations. There can be no doubt that Marks Tey - which at present is characterized by its relatively linear, fragmented and sporadic settlement form but with its excellent current road, train and bus infrastructure that is capable of enhancement - is one of the most, if not the most – sustainable locations for major growth in the Borough.

Indeed a new settlement at Marks Tey (due to its location along a railway line) was considered as a “radical alternative to growth” in the Core Strategy Examination and is referred to in the Inspector's report. It was not supported at that time because it was seen to detract from the policy to encourage regeneration in Colchester and the desire to prioritise the re-use of PDL. The Inspector went on to add that it would be more appropriately considered in the next phase of plan-making (para 7.7)

It is now appropriate in the context of a step change in the demand for housing and the pressure for development of greenfield land to achieve this – as stated in the EA scoping report to the new plan and as summarized in the Planning Policy Context section.

Consequently there is now the opportunity to maximize the potential for development in Marks Tey and consolidate the settlement into a more logical and rational form. In particular there is the opportunity to phase development so that the first phase can be served off the existing road network without the need for major and disproportionate investment in infrastructure. As described in the TA, it is possible to serve Phase 1 by improvements to the Prince of Wales roundabout and provide a new link road to the south of London Road, to connect to a new roundabout further west at the start of the A12 on-slip, together with other improvements to the slip road further west.

The new link road would not only serve part of the new development but would also provide a more efficient diversion from the existing built-up and mixed use area between the Prince of Wales roundabout and the start of the on-slip. This would relieve and reduce conflicts between local traffic that visits and parks to use the existing shops and other facilities situated in this section of London Road. The new link road diversion would then create the opportunity to introduce traffic calming measures to reduce design speed to 20mph, through a mixture of hard and soft landscaping, with potential for designing a shared surface space to form an attractive new public realm and new identity to this established part of Marks Tey.

The improvements to the Prince of Wales roundabout would also provide the first stage of a new local distributor to serve Phase 1 of the proposals and ultimately Phase 2, where it would provide access to a new grade-separated junction with the A12 (Junction 25A) as described in the TA.

Junction 25A would also provide access to a potential new link road between the A12 and A120. This would also provide scope for further development, as indicated on the master plan as Phase 3 to the west of the existing main housing area off Wilsons Lane and Long Green. This area was formerly promoted by Taylor Wimpey and is outside the control of the land owner currently represented by this submission.

The illustrative master plan shows the potential for a mixed use sustainable urban extension, effectively forming a new settlement comprising the following:-

- | | |
|----------|--|
| Phase 1: | 900 homes
2 form entry (420 pupil) primary school
2.8 ha (9,500 m2) employment
Local/neighbourhood convenience store/facilities |
| Phase 2: | Approximately 2200-2500 homes
2 form entry primary school
2 ha (6,500 m2) employment
Local/neighbourhood convenience store/facilities |
| Phase 3: | Approximately 1150-1350 homes
2 form entry primary school
12.9 ha (43,000 m2) employment
Local/neighbourhood convenience store/facilities
(on land between A12 and A120) |

Therefore, the overall residential capacity indicated on the master plan is up to approximately 4,750 homes at an average net density of 35 dwellings per hectare. Of this total, up to approximately 3,400 homes could be accommodated on land owned by the parties represented in this submission.

The promoters/landowners represented in this submission control the majority or land forming Phases 1 and 2. This comprises a total area of some 325 hectares. David G Sherwood also owns an extensive area of land to the south of Easthorpe Road and with frontage to the A12. However, this is not included in the current proposals.

In addition to the above built development capacity the master plan shows an extensive network of green space and landscaping. The landscape strategy would preserve the amenity value of the existing public rights of way by retaining them within the development and giving them space and additional planting to provide a network of green corridors linking large open spaces and a linear country park to the south. Existing hedgerows would be retained and new public rights of way created to connect with the existing footpath network.

The setting of Marks Tey Hall, the listed barn, chapel and immediate gardens would be preserved and enhanced by effective management and landscaping, and by retaining the surrounding parkland. The large field to the south of the building is proposed as a new village green. Not only will the above landscape principles and effective management enhance the setting of the listed buildings, but also the surrounding development in Phase 1 would act as 'enabling' development to provide sufficient funding to restore and bring these important buildings back into viable use.

The landscape and open space strategy also includes retention, but with some re-alignment, of the Point to Point racecourse. The southern area of the site between the proposed development and Easthorpe Road has potential to provide a wide range of sports and leisure facilities together with retention of agriculture. New housing to the north of this open area and on the southern edge of the proposed development would be low density within a substantial landscaped setting in order to reduce visual impact.

Although the main purpose of this document is to respond to the call for sites exercise and provide information on the opportunities and constraints and potential capacity of the area, it is essential to have a vision of what kind of place and its quality that could be created by good planning and urban design.

The Government earlier this year published a prospectus for 'Locally-led Garden Cities'. This is in response to a widespread consensus amongst all three main political parties together with many other interested bodies, including also acknowledgement in the NPPF (para 52) that the supply of new homes can sometimes be best achieved through planning larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities. Indeed, CBC has expressly stated that this is an option for detailed consideration in the review of the Local Plan.

The expansion of Marks Tey in the manner indicated in this document provides an ideal opportunity to create a comprehensively planned expanded settlement based on Garden City principles. As stated in the prospectus:

“Development at a large scale creates the opportunity to secure real and important benefits: attributes that people most value such as quality design, gardens, accessible green space near homes, access to employment, and local amenities – can be designed in from the outset. In short, Garden Cities are about far more than houses alone: they are about creating sustainable economically viable places where people choose to live. These are the principles on which the Garden Cities movement was based, and they remain as relevant today as they were over a century ago.”

The prospectus also sets out a number of principles that are at the heart of the Garden City concept and for creating holistically planned settlements which enhance the natural environment, tackle climate change and provide high quality affordable housing and locally accessible jobs in beautiful, healthy and sociable communities. The Town and Country Planning Association (TCPA) has set out a number of principles to be followed in the planning of Garden Cities. There can be applied to the expansion of Marks Tey to meet the objectives and benefits of such sustainable communities. The form of development does not have to follow as a pastiche or to replica examples of existing garden city/towns/suburbs, but through good urban design and master planning and innovation - that nevertheless respects the Borough's context, characteristics, vernacular and heritage assets - a very high quality place can be created to have its own identity and sense of place.

Although the prospectus advocates that new Garden Cities must be ambitious in scale, and indicates an expectation for developments to be at or above the 15,000 homes level, there is no reason why the same concept principles cannot be applied to smaller major and strategic developments that reflect local context and opportunities. The scale of development indicated in this submission would be up to approximately 4,750 new homes, which together with the existing 1,088 homes in Marks Tey would equate to a total of 5,838 and a population of about 14,011 people. This is approximately the size of Saffron Walden, which is clearly a sustainable market town and viable community.

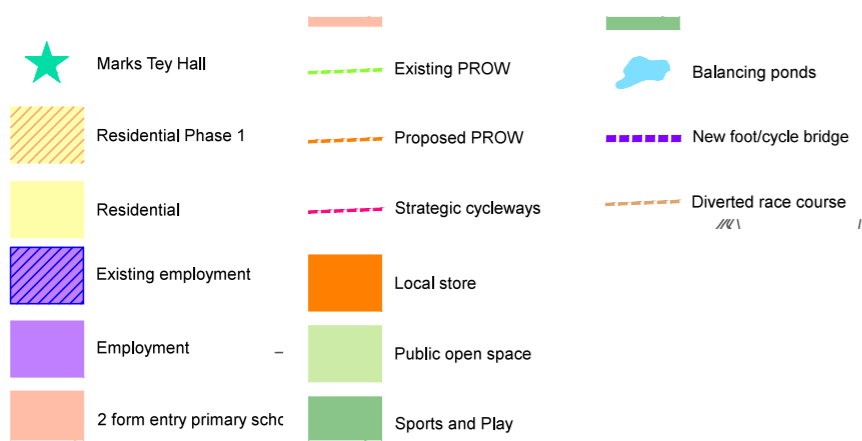
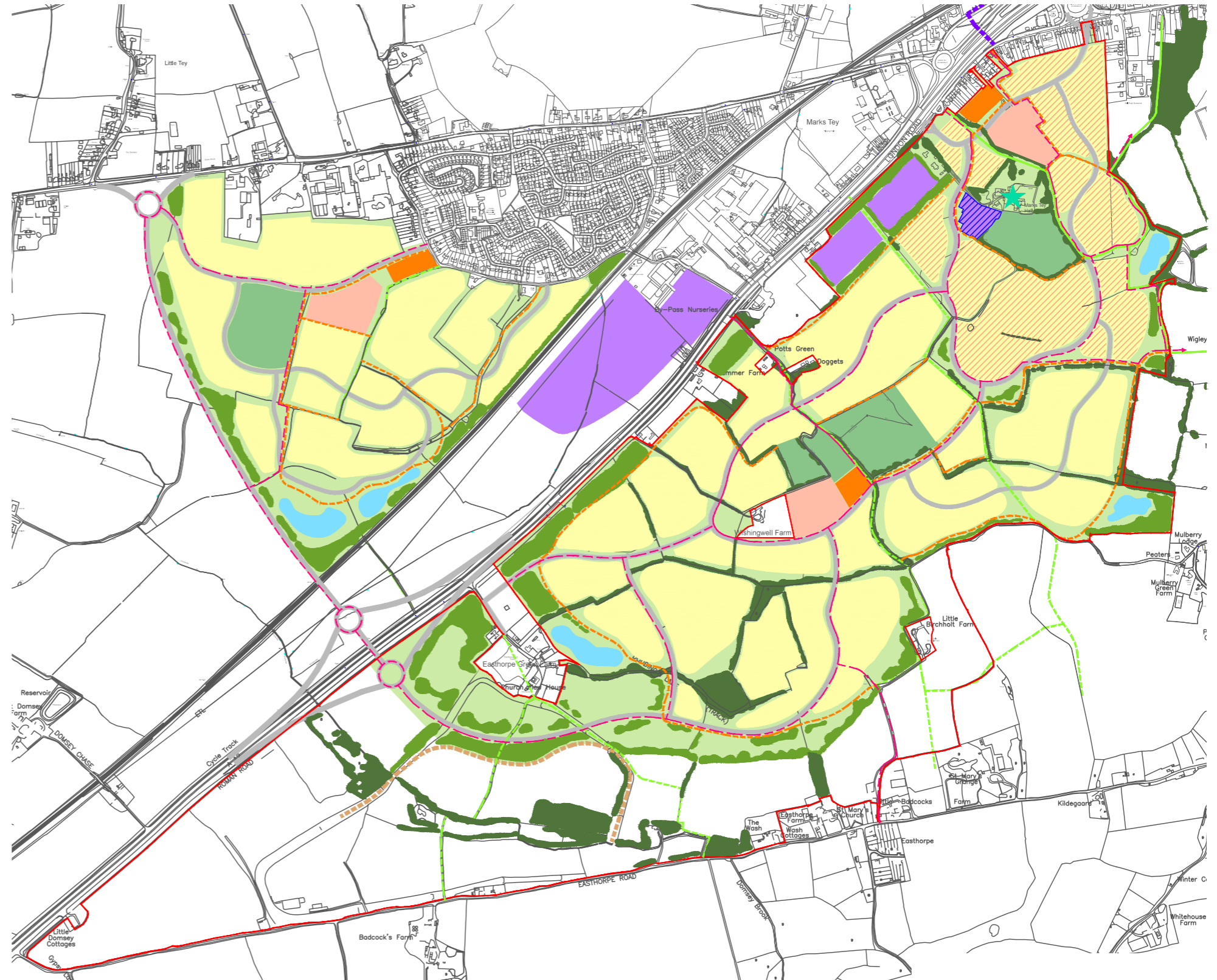


Figure 11: Proposals - Wider Scheme

Development Principles for Phase 1

Phase 1 – Overall

As referred to in the previous section, Phase 1 of the Vision for Marks Tey could be delivered in the short term to provide up to 900 homes of mixed tenure, a new 2 form entry primary school, a local/ neighbourhood convenience store/ additional shops, open space and community facilities.

Figure 11 on the previous page shows Phase 1 in the context of the overall illustrative master plan. Figure 12 shows a potential initial sub-phase of Phase 1. This would potentially provide a new link road to relieve London Road, a new primary school, local shops and community facilities with the early tranches of new housing, together with the restoration of Marks Tey Hall and associated listed buildings and setting. It would also establish a landscape and design framework to be extended into subsequent phases.

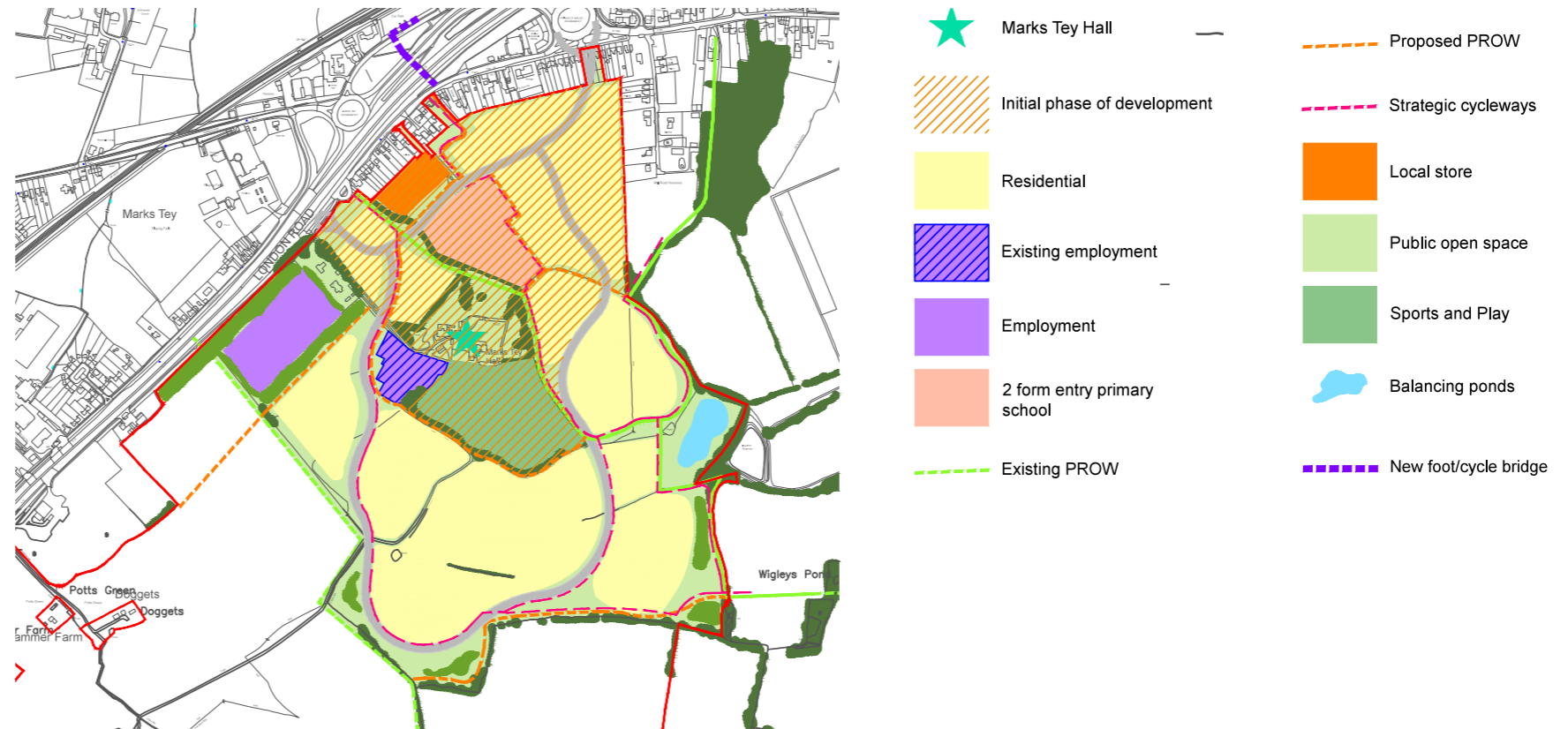


Figure 12: Proposals for Phase 1 - Illustrative master plan

Access and Movement

Proposed vehicle, footpath and cycle access arrangements to serve Phase 1

- reconfiguration of the Prince of Wales roundabout to provide a full fifth arm to serve the development, together with widening of the B1408 London Road east, A12 westbound off-slip and A120 approaches to provide flares with 3 lanes at the give way line; and
- reconfiguration of the turning facility on London Road at the start of the A12 westbound on-slip to provide a full 3-arm roundabout.
- ECC require two points of access to serve new development proposals in excess of 200 dwellings, with 6.75m wide carriageways with 3m wide foot/cycleways to serve developments in excess of 700 dwellings, or mixed-use schemes, and to accommodate bus routes. The internal highway network would comprise a spine road network of such routes to ensure maximum penetration into the development by bus routes so that no house were more than 400m (a 5-minute walk) of a bus stop in accordance with good practice.
- Improvements are also proposed to the Marks Tey roundabout.
- New pedestrian route around the Prince of Wales roundabout, new signalised at-grade crossing of the A12 eastern on-slip and Station Road.
- Provision of a foot/cycle bridge adjacent to the existing footbridge across the A12.
- Enhancements and extensions to existing bus services.

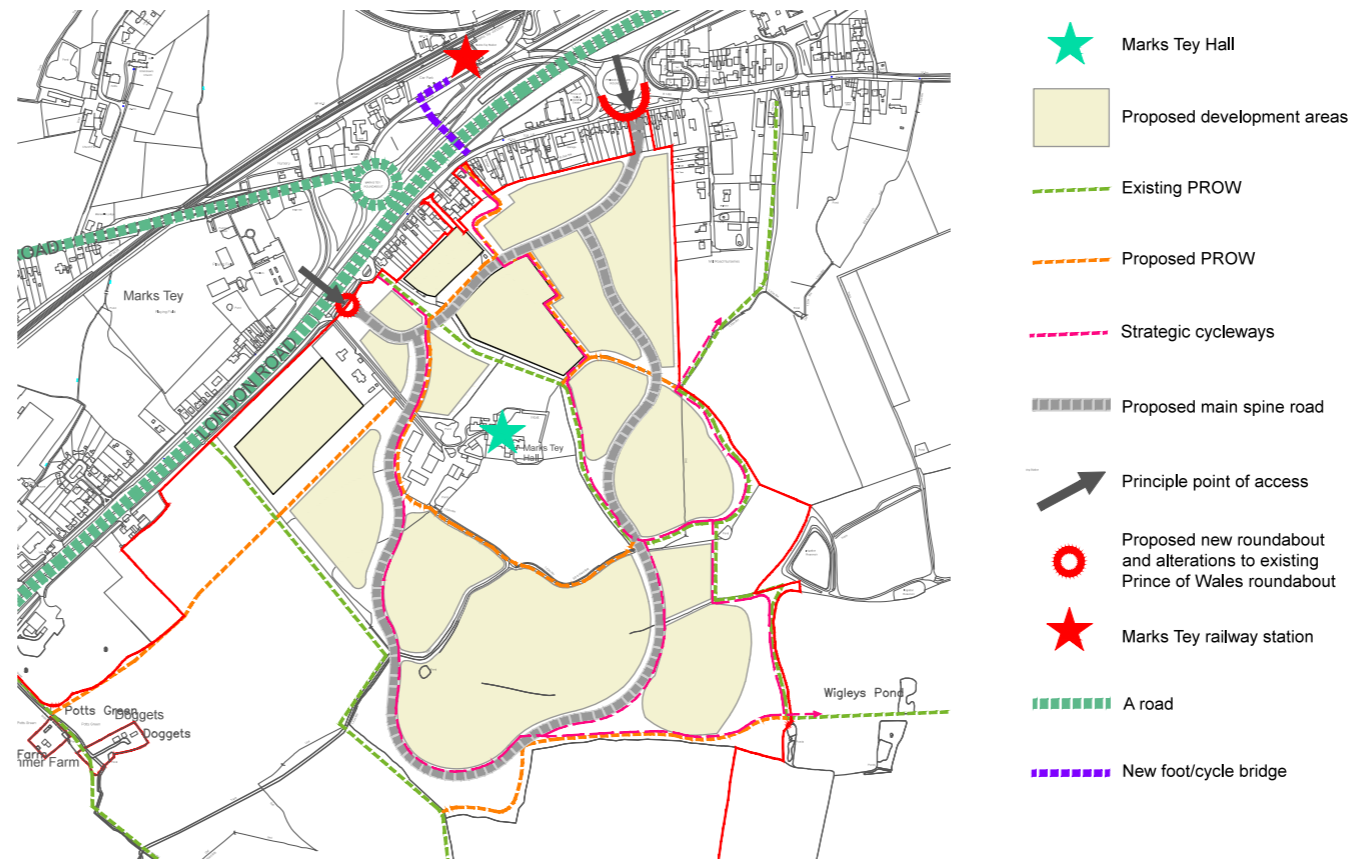


Figure 13: Proposals for Phase 1 - Access and Movement

Land use

Phase 1 has a residential capacity of around 900 homes at a density of 35 dph and is achievable in the short term.

The scheme also provides:

- a new link road to relieve London Road
- a two form entry primary school on a 2 ha site.
- 2.8 ha of land is provided for employment use, which includes 0.8 ha of existing employment land to the south of Marks Tey Hall.
- 3.6 ha of land for sports and play and community facilities
- 0.6 ha for a local store/shops.

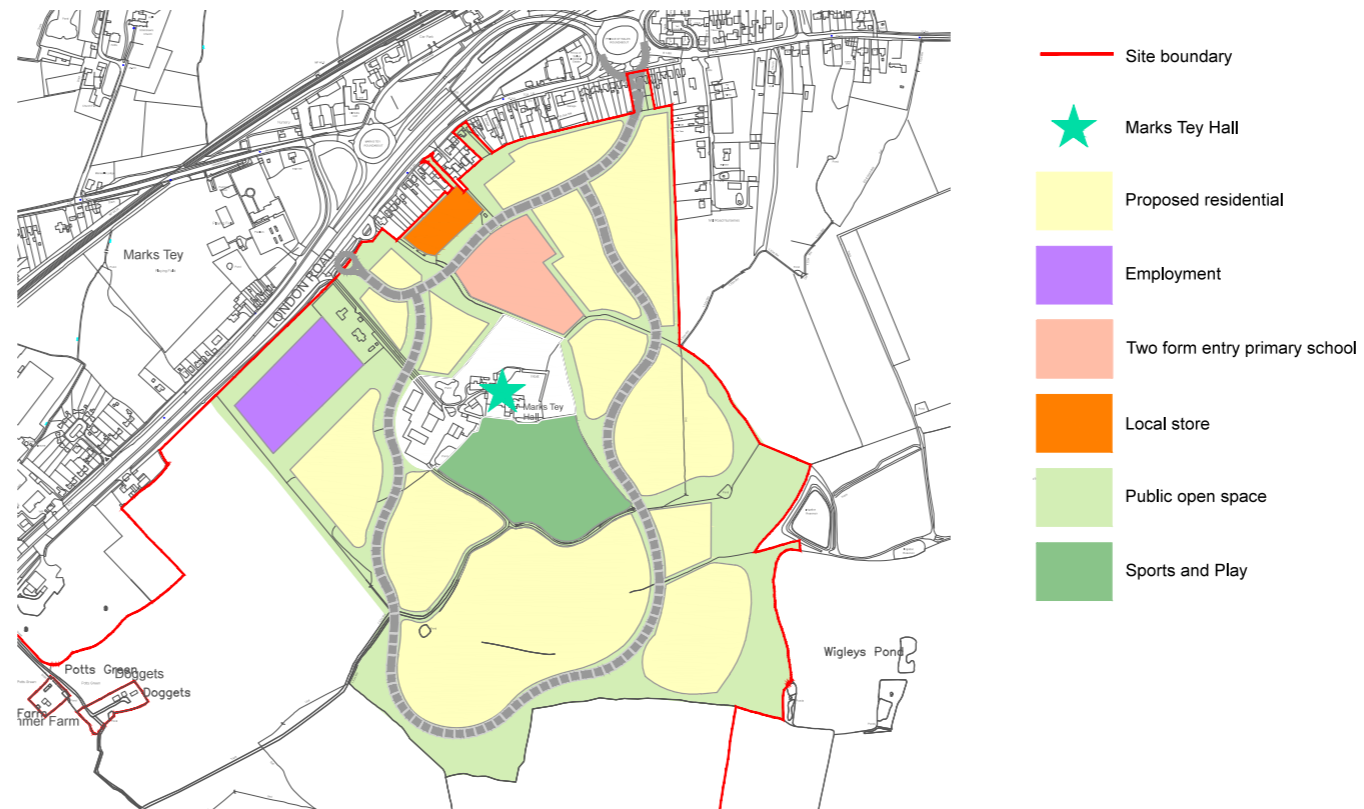


Figure 14: Proposals for Phase 1 - Land Use

Landscape

The landscape strategy preserves the amenity value of the existing public rights of way by retaining them within the development and giving them space and additional planting to provide a network of green corridors linking the larger public open spaces and the linear country park to the south.

Existing hedgerows will be retained and new public rights of way created to connect with the existing footpath network.

The setting of Marks Tey Hall with the associated listed barn, chapel and immediate gardens would be preserved and enhanced by retaining the surrounding parkland and providing new landscape and management and creating a village green on the large field to the south.

The initial phase of development would enable Marks Tey Hall, its out-buildings and grounds to be restored to viable use.

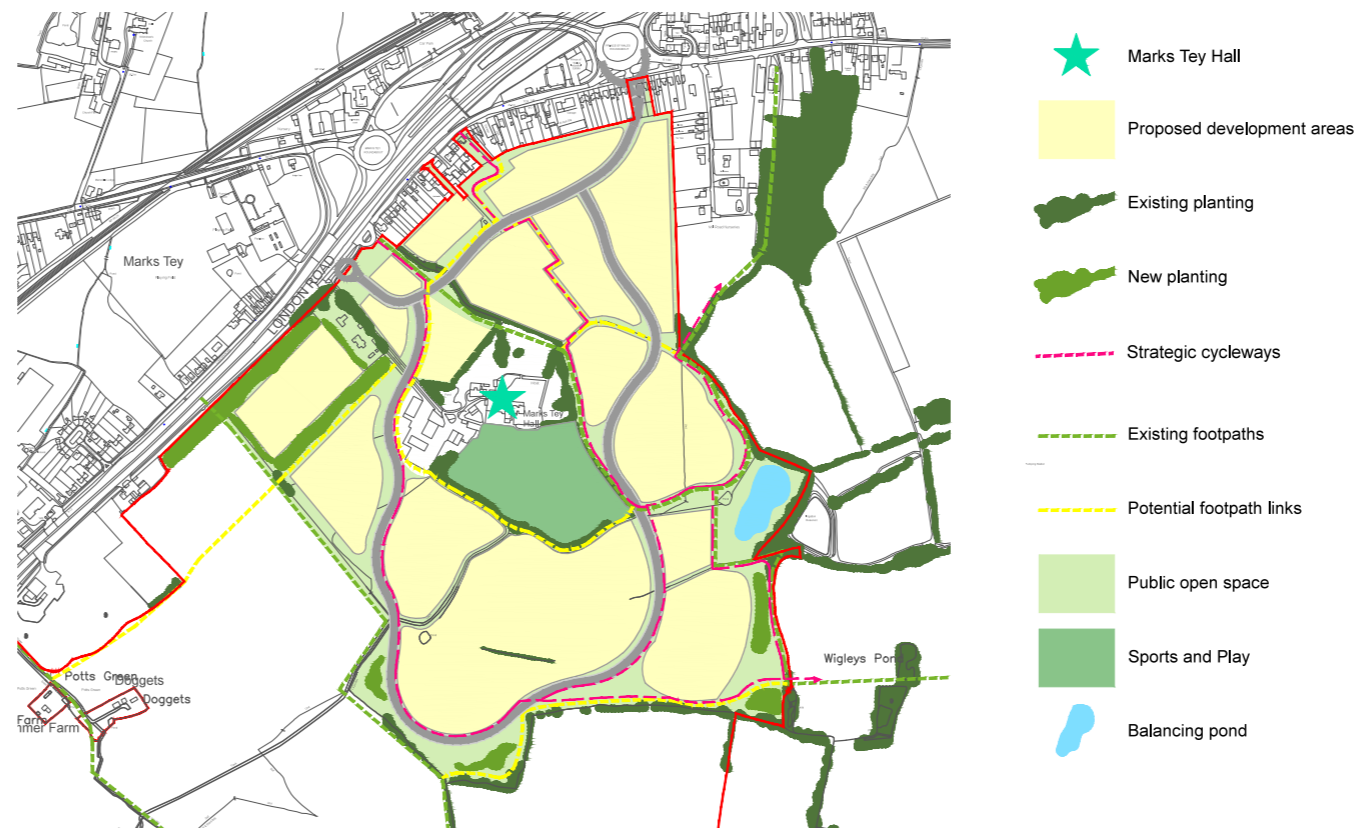


Figure 15: Proposals for Phase 1 - Landscape

Delivery

As explained in the section on the vision for the future of Marks Tey, the development illustrated in this document is shown in three phases. Phases 1 & 2 are owned by the landowners represented in this document. The majority of the land required to deliver Phase 1 is owned by RF West Ltd and Livelands. Phase 2 is owned by RF West Ltd and David G Sherwood. The above parties are willing to engage with Colchester BC, Essex County Council, the Highways Agency, Network Rail and the other major stakeholders and landowners north of the A12 to collaborate and work in partnership to deliver Phases 2 and 3.

With regard to Phase 1, it does not require major infrastructure to be delivered and only relatively small scale highway improvements. The technical work carried out to date has confirmed that there are no significant infrastructure constraints that could cause delay or an abnormal impact on viability. Therefore, Phase 1 is viable and deliverable in the short term. It could also assist in 'pump priming' the subsequent phases. It would also enable the appropriate restoration and enhancement of Marks Tey Hall and associated out-buildings and setting.

It will be essential in all phases to strike a balance between housing production and infrastructure delivery. This will require some certainty as to timescales and market conditions in order to devise an effective planning strategy for delivery. To secure maximum certainty that the proposals will be deliverable, the momentum created by the emerging Local Plan allocation should be maintained through early production of a master plan SPD and phased planning applications.

The prospectus 'Locally-led Garden Cities' sets out a series of opportunities for funding and collaborative working between the private and public sectors. The landowners involved in this submission would welcome working in partnership to delivery their vision.

The Merits of Marks Tey as a Major Location for Growth

1. A new/expanded settlement at Marks Tey – due to its location along a railway line – was considered as a “radical alternative to growth” in the Core Strategy Examination and was referred to in the Inspector’s Report. It was not supported at that time because it was seen to detract from the regeneration within Colchester town and the desire to prioritise the re-use of PDL. The Inspector added that it would be more appropriately considered in the next phase of plan-making (para 7.7). Under current Government guidance and the need to meet future full objectively assessed need for housing and employment in the 20 year plan period, CBC are now seeking to identify options for major growth, including a potential new Garden City.
2. After Colchester town centre, Marks Tey - as a multi-modal transport node/ hub including the main and branch railway lines, excellent bus services and the A12 trunk road and A120 intersection - is already a highly sustainable, but under-utilized location, with significant potential for further enhancements/improvements.
3. The existing settlement pattern at Marks Tey is fragmented and sporadic, lacking an effective central place and public realm. It has grown organically and now there is the opportunity to plan effectively and comprehensively to repair and enhance the settlement form, secure major new engineering and social infrastructure and create a sense of place. A holistically planned major expansion of sufficient size would have the benefit of economies of scale to support a wide range of the community needs and aspirations.
4. The area is relatively free of important environmental and policy constraints and has environmental and technical capacity to accept major growth in a logical and phased manner.
5. The overall development capacity would secure the provision of major infrastructure improvements, eg. a new grade-separated junction on the A12 and new link road to the A120 to relieve the existing Marks Tey highway network, additional rail and bus enhancements, a new relief road to the mixed use area of London Road and the scope to make the existing commercial area into a traffic-calmed and shared surface public realm with new hard and soft landscaping.
6. The scale of development proposed would provide new local schools and justify securing funds for a new secondary school. The ideal location for this would be north of the A120 in proximity to the railway station.
7. The vision would provide the opportunity to promote new employment opportunities and boost the local economy, both through provision of local jobs and through convenient links to other employment centres in the sub-region. With excellent train services to London, it is inevitable that a proportion of residents would wish to commute to London, to take up the very wide and specialist job market that cannot be offered locally, but who could not afford to, or wish to live in the Capital for family and leisure reasons.
8. The vision provides the scope to create a ground-breaking, flagship sustainable community following the key principles of the Garden City concept. The potential scale illustrated in this vision document would provide for approximately 4,750 homes and accommodate a population of 14,011 people, ie. similar in scale to many market towns including Saffron Walden.
9. Phase 1 of up to around 900 new homes could be delivered in the short term without the need for major strategic infrastructure. This first phase could establish the high quality standards of design and landscape framework to be followed in subsequent phases.
10. A holistic approach to planning an expanded community of sufficient scale would provide opportunities for best practice low carbon development, energy saving, water conservation, waste recycling and enhanced biodiversity.
11. Phase 1 would also enable the preservation, enhancement and restoration of the group of listed buildings at Marks Tey.
12. The landowners promoting these proposals are willing to engage with Colchester Borough Council, Essex County Council, Marks Tey Parish Council, the Highways Agency, Network Rail and other major stakeholders and other relevant landowners to collaborate and work in partnership in order to deliver the vision.



Settlement Boundary Review

Part of the evidence base for the new Local Plan, April 2017 Update

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1. Introduction

Colchester Borough Council is preparing a new Local Plan to meet the needs of current and future generations whilst also protecting and enhancing the environment and people's quality of life.

The Local Plan sets out a vision, strategy, objectives and policies for planning and delivery across the Borough. These are first set out at the strategic level in Part 1 of the plan, and then followed by more detailed information on Colchester in Part 2 of the plan. Taken together, these two parts of the plan combine to provide a spatial framework that brings together and co-ordinates a range of strategies prepared by the Council, its partners and other agencies and authorities. It includes policies for deciding development proposals. It takes account of projected changes in the economy, employment, housing need, transport demand, and seeks to maintain the quality of the natural and built environment as well as its historic environment. It provides the strategy and policies for shaping the Borough until 2033 and beyond.

The underlying principle of the National Planning Policy Framework (NPPF) and therefore the Local Plan is to support the principle of sustainable development. Sustainable development is at the heart of the Local Plan and it is important that the Borough's settlement boundaries and any new allocations for growth relate to sustainable locations. The Local Plan defines settlements which are "sustainable" and this is justified by this Settlement Boundary Review. By implication any other settlements (or parts of settlements currently defined by a settlement boundary) are unsustainable (or less sustainable).

This evidence base document begins by outlining the policy background and the methodology for this review. A review of each settlement is then presented; firstly for the sustainable settlements and then the other villages.

2. Policy Background

The need to review settlement boundaries is in the first instance part of the requirement to have a comprehensive evidence base for the Borough's Local Plan. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. It goes on to say that: "There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas."

The NPPF also looks in more detail at specific policy areas which are relevant to this Review. The following sections are considered relevant:

Delivering a wide choice of high quality homes

1. To boost significantly the supply of housing, local planning authorities should:
 - use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;
 - identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements (plus a buffer);
 - identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;
 - for market and affordable housing, illustrate the expected rate of housing delivery through a housing trajectory for the plan period and set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five-year supply of housing land to meet their housing target; and
 - set out their own approach to housing density to reflect local circumstances.

2. Housing applications should be considered in the context of the presumption in favour of sustainable development.
3. To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand;
4. In rural areas, local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. Local planning authorities should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs.
5. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances

Conserving and enhancing the natural environment

1. The planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; recognising the wider benefits of ecosystem services; minimising impacts on biodiversity; preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability;
2. Plans should allocate land with the least environmental or amenity value
3. Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.
4. Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.
5. Great weight should be given to conserving landscape and scenic beauty in Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty.
6. The presumption in favour of sustainable development (paragraph 14) does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered.

Local Plans

1. Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:
 - the homes and jobs needed in the area;
 - the provision of retail, leisure and other commercial development;

- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management,;
 - the provision of health, security, community and cultural infrastructure and other local facilities; and
 - climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.
2. Crucially, Local Plans should:
 - plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the Framework;
 - be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date;
 - indicate broad locations for strategic development on a key diagram and land-use designations on a proposals map;
 - allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate;
 - identify land where development would be inappropriate, for instance because of its environmental or historic significance; and
 - contain a clear strategy for enhancing the natural, built and historic environment.
 3. Local planning authorities should have a clear understanding of housing needs in their area. They should prepare a Strategic Housing Land Availability Assessment to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period.
 4. Local planning authorities should have a clear understanding of business needs within the economic markets operating in and across their area. Local planning authorities should use this evidence base to assess the needs for land or floorspace for economic development.
 5. Planning policies and decisions should be based on up-to-date information about the natural environment and other characteristics of the area. Local Plans may require a variety of other environmental assessments, including under the Habitats Regulations where there is a likely significant effect on a European wildlife site, Strategic Flood Risk Assessment and assessments of the physical constraints on land use. Shoreline Management Plans should inform the evidence base for planning in coastal areas.
 6. Local planning authorities should have up-to-date evidence about the historic environment in their area and use it to assess the significance of heritage assets and the contribution they make to their environment. Where appropriate, landscape character assessments should also be prepared.

3. Colchester's Settlements

Settlement boundaries are recognised and generally accepted as an essential tool for the management of development, principally to prevent the encroachment of development into the countryside. The settlement boundaries have been carried forward from previous Local Plans and in recent years very few changes have been made. This has reflected both national and local policy aimed at promoting brownfield development, allocating the most sustainable sites and protecting the countryside.

The Council carried out a settlement boundary review in 2009 as part of the evidence base for the Site Allocations. The Inspector commented that:

“The Council has carried out a ‘Settlement Boundary Review and Village Survey’ which I consider meets the need foreshadowed by the Explanation under Core Strategy policy ENV2.”

The settlement boundaries to be reviewed are those set in the 2010 Proposals Maps which accompanied the Councils Core Strategy and Site Allocations DPD. They were defined on the basis of the following principles:

- (i) To safeguard the form and character of the village;
- (ii) To define the main nucleus of the settlement;
- (iii) To exclude ribbons or loose scatters of housing which it would be undesirable to consolidate.

The next section outlines the methodology for this review.

4. Settlement Boundary Review

To identify the most sustainable settlements and inform the hierarchy and approach to the spatial strategy, particularly for planning growth beyond the urban edge of Colchester and the Strategic Sites, an assessment of the comparative sustainability of the Borough's settlements was carried out. This is a Council evidence base study; it is not a consultation document.

This report updates the Settlement Boundary Review following the draft Local Plan consultation. During this consultation period this review was published and Parish Councils were asked to review the factual information in relation to their areas. The nature of the information relating to the current service provision within the Borough's settlements is such that changes regularly occur. Although various sources have been drawn on to pull this evidence together it is recognised that local communities are best placed to confirm the most up to date position in respect of service provision at any point in time.

This update also reflects proposed changes to the site allocations. Changes have been made to reflect emerging evidence and representations received.

The starting point for the review of the settlement boundaries was those currently identified on the Proposals Map in the Council's Local Plan (2010). Any built development that has occurred and planning permissions for built development that have not expired since the original boundaries were drawn were taken into account.

From this starting point, the following methodology was followed:

- A desk top exercise using aerial photographs and the most up to date Ordnance Survey map to establish land use.
- The planning history of sites around the current boundaries to establish any areas that have been developed and planning permissions that have not expired since the original boundaries were drawn was researched.
- Site visits to verify the situation 'on the ground.'
- The village facilities survey was updated as far as practicable to identify which settlements are supported by community services and facilities, drawing on evidence sources including Rural Community Council for Essex.
- An assessment was undertaken of sites put forward under the Call for Sites (2014 & 2015).
- Sites that might be suitable for future development were identified.
- Any additional settlement boundaries that may be required were considered.

The following criteria were included in the assessment of each settlement (and part of settlement where separate settlement boundaries exist) to help assess the sustainability of each settlement and the capacity for growth:

- Access to sustainable transport (Railway station; bus stop (including crude consideration of quality of service));
- Environmental constraints;
- Proximity community facilities including;
 - Primary School;
 - Public open space;
 - Community / village Hall;
 - Doctors Surgery

- Proximity to Secondary School;
- % of people who travel less than 2km to work (RCCE Profile);
- Total Population;
- Total Households.

The review of each settlement also considers the Strategic Land Availability Sites (SLAA) sites. For the purposes of the SLAA and this assessment a broad indicative site capacity has been applied using a density of 30 dwellings per hectare for 85% of the site area. In reality there are many factors that would need to be taken into consideration at the site level that would influence site capacity and so the numbers included in the SLAA and this assessment may not represent what may be recommended for allocation in the Local Plan. The list of SLAA sites excludes those sites that scored a red RAG rating in the SLAA, which were excluded at the early stage of the process.

For the purpose of the settlement boundary review, the settlements which may be affected by Garden Settlements / strategic allocations are assessed in the context of providing their relevant role with delivering non-strategic growth relative to their place in the hierarchy where a Neighbourhood Plan is not making site allocations. Further consideration in relation to strategic growth will be addressed further through a master planning process for the new garden communities.

It should be noted that the reference numbers listed in the following site assessments relates to the SLAA reference. The SLAA Report, also available as part of the evidence base, lists and maps the sites, with the reference number, site location and the corresponding Call for Sites number where appropriate.

Appendix A lists the settlement boundary review principles. These principles were particularly helpful as part of site visits and help to ensure consistency across the Borough's settlements.

A number of sites were submitted after the close of the two call for sites consultations. Some of these late sites were assessed earlier in the process as part of other SLAA sites. A list of these sites and the SLAA reference number is included in Appendix B.

5. Sustainable Settlements

Abberton and Langenhoe

Settlement shape and form

Whilst Abberton and Langenhoe are defined by separate settlement development boundaries, they are considered together in this assessment due to their physical closeness and shared services and facilities. Originally developed around a crossroads (where Layer/Fingringhoe Roads cross with Mersea Road) and around Peldon Road, over time the community has expanded along the roads to the north, south and east with the majority of more recent housing development being to the south of the village. Abberton/Langenhoe is fairly well connected to the road network as it is situated on the main Mersea to Colchester road (B1025) and has a good bus service but poor access to rail services. There is a primary school, post office/shop and village hall. There is also a cricket club with club house. Abberton and Langenhoe are the only two settlements within the Abberton and Langenhoe Parish, which are located in the centre of the parish area.

Land to the south of Abberton/Langenhoe is within the Coastal Protection Belt and land begins to slope down to the south of the village.

High level constraints (at settlement level)

- Abberton and Langenhoe are considered to be sustainable in principle; but are located some distance away from a secondary school (4.5km), the nearest GP (3.9km) and Colchester town centre (approx 6km) and have limited services and facilities compared to some other sustainable settlements elsewhere in the borough.
- A portion of the village of Abberton and the whole of Langenhoe and land to the south lies within the Coastal Protection Belt. Land changes character to the south of Abberton where it begins to slope down towards the coast.
- There is evidence of sewerage/drainage/mains capacity issues which limits growth. Improvements to existing facilities will be required to support any proposed development.
- The local primary school (Langenhoe Community Primary) is forecast to have a deficit of -18 places at 2019/20 which suggests capacity will be an issue for any significant growth, but there appears to be space for physical expansion if required.
- Options for growth are limited in order to prevent further ribbon development away from existing village services and facilities, where character is more rural/or is open countryside. This applies to the north along Mersea Road, to the east (along Fingringhoe Road), to the west (along Layer Road and Glebe Lane) and to the south beyond existing extent of Langenhoe to discourage further development.
- Additionally, options for growth are limited in order to seek to discourage development that would not represent a logical or sensible extension to the existing built up area.
- Development which creates stronger links between the two defined areas of Abberton and Langenhoe would potentially lead to a significant level of growth

which is unlikely to be appropriate given the constraints which apply and the relative sustainability.

High level opportunities (at settlement level)

- Potential opportunity to consider linking the currently separately defined settlements of Abberton and Langenhoe together in one boundary, as the primary school and post office/shop are situated between the two settlements.
- Abberton is the main settlement in the Abberton and Langenhoe Parish area where most of the key community facilities mentioned above are located so is the main community focus within the parish. A small increase in growth may help to sustain these.
- Abberton and Langenhoe are located on a key transport route (B1025) between Colchester and Mersea with a good bus service.
- A number of sites have been promoted / identified around the village which suggests there is interest in development in this location and that there is land available for development.
- A new village shop is proposed for the former Langenhoe Lion PH which has planning permission for residential redevelopment.
- There are also allotments, a play area and village hall.
- There is an opportunity through new development to address parking issues at the village school.

Parish council/neighbourhood plan group view

Agreement in principle to all 4 green / amber SLAA sites that have been promoted but concern expressed about provision of additional mains services, increase in traffic flows/parking issues particularly linked to the primary school and the need for additional facilities – preference being for a village shop.

A village meeting was held on 22 August 2016 at the Abberton & Langenhoe village hall. There were over 100 residents in attendance including the parish councillors, Cllr Davidson, Cllr Bentley and Karen Syrett from Colchester Borough Council. The following points were raised by the residents with the overall decision being to object to proposed housing in Abberton and Langenhoe.

The general consensus of the meeting was that 30 houses were not needed in the village. The concerns of the residents were:

- Ecological issues - the effect on wildlife, especially newts, adders and nightingales.
- The infrastructure of the roads, ie not being wide enough to sustain access, for example Glebe Lane, as well as not being able to cope with the additional traffic.
- That the shop proposed for The Lion site had fallen through at present and no other facility of this kind in the village.
- The additional traffic in the village from the build of these houses along with the proposed 350 houses in Mersea causes severe concern on the number of cars and more importantly the speeding through the village which is already an ongoing issue and potential accidents.
- The school would have to offer more places which is currently over-subscribed.

- It was raised that the village is aging and no 'starter' houses are being built in the village.
- No facilities in village only the school.
- More noise, pollution and fumes.

Discussion on appropriate growth

- 401 households in the Abberton and Langenhoe parish area of which 309 dwellings are within the current settlement boundaries.
- Abberton and Langenhoe have a number of key community facilities (including its own primary school) but these are relatively limited compared to more sustainable settlements elsewhere in the borough.
- The above physical constraints linked to avoiding expansion into open countryside where landscape sensitivity becomes more of an issue and avoiding further ribbon development away from the village centre limits the opportunity for expansion around the village.
- The limited capacity of water infrastructure in the village and lack of capacity at the primary school (which is currently at capacity and projected to remain so up to 2019) also limits the opportunity for growth. Any growth proposed will be required to contribute to improvements to ensure any new homes are supported by the necessary social infrastructure.
- Approximately 10% growth over the plan period is considered to be incremental and appropriate to the environmental and physical capacity of the village and its size and sustainability but growth would need to be able to contribute to any additional social infrastructure required to support this level of growth (in particular any improvements to the local primary school or sewerage provision), subject to sites being available and suitable.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 – Expansion of the village southwards along Peldon Road

This area is currently in agricultural use and is comprised of small fields and paddocks. The area is heavily vegetated with thick field boundaries, hedgerows and mature trees which contribute to its rural character. Landscape sensitivity is more of an issue towards the south of the village as the landscape begins to slope down to the south, with the land forming part of the character and function of the surrounding Coastal Protection Belt. This area abuts existing development to the north and is situated south of the primary school but there would need to be improvements to Peldon Road and provision of a footpath to better link the area with existing development. Development would be close to the primary school and the village shop/post office but it would impact on landscape character and would need to be accompanied by appropriate screening and landscaping. Two SLAA sites have been promoted here (RSE10 and RSE01) but the development of both of these sites in full, would be over and above what is considered to be appropriate for Abberton and there is a concern that the development of all of RSE01 would extend the village too far south into open countryside that is considered to contribute to the surrounding coastal landscape. Development of only the north-western part of RSE01 (on the west side of Peldon Road) would be more appropriate. Potential for up to 50 dwellings on these sites

would be more appropriate but careful design, screening and landscaping would be required to minimise impacts on the surrounding rural landscape character, and the listed property (and its setting) to the north of RSE10. There is an opportunity to address parking and drop off problems associated with the village school.

Broad area 2 – Expansion southwards to the east of Mersea Road

On a map there appears to be an opportunity for development to fill the gap between the separate villages of Abberton and Langenhoe. However this area is currently occupied by woodland, allotments and part is a large private residential curtilage so suitability is questionable. No SLAA site has been promoted here so availability is not known and accordingly the area has not been taken forward.

Broad area 3 – Expansion westwards around Glebe Lane

Two SLAA sites have been promoted to the west of Abberton (RSE02 and RSE11) but taking into account the physical constraints outlined above linked to avoiding ribbon development, this effectively rules out RSE02. The area occupied by site RSE11 is surrounded by existing residential development on 2-3 sides and is on the settlement edge, but the site contains a mature roadside hedgerow which may be lost if developed. An alternative access is not considered suitable because of its width, private ownership and unmade nature. The suitability of Glebe Lane to accommodate further growth is questionable, although there is some recent small-scale housing development along the lane.

Summary of green/amber sites promoted/identified in Abberton/Langenhoe in the SLAA (4)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING	SOURCE
RSE01	Peldon Road, Abberton	118	Green	Call for sites
RSE02	Glebe Lane, Abberton	26	Amber	Call for sites
RSE10	Peldon Road, Abberton	6	Amber	Call for sites
RSE11	Ashpark House, Peldon Road, Abberton	21	Amber	Call for sites

SLAA sites to recommend as potential allocations

- RSE01 and RSE10 – development of sites off Peldon Road offer the potential for 50 dwellings which accords with what is considered to be appropriate for Abberton/Langenhoe. The sites are close to the primary school and offer the potential to deliver a car park to serve the school and improved pedestrian links. Careful design would be required to minimise landscape impacts and impact on the setting of a listed building. The portion of RSE01 that is being recommended as a housing allocation is defined to the east by Peldon Road, to the north by residential development and to the west by vegetation/field boundaries. Suitable screening/landscaping to the south is required to provide a robust settlement edge and minimise impacts on the wider landscape. RSE10 is defined by residential development to the north, school playing field to the

east, an existing property to the south and Peldon Road to the west. Visibility issues with the Peldon Road/Layer Road junction will need to be addressed if new development is to go ahead. Development will need to contribute to the upgrade of sewerage facilities, manage surface water flooding/foul water and education improvements (in particular improvements/expansion of Langenhoe Primary School) to accommodate the level of growth proposed. To address concerns over school car parking an area for car parking should be included in the development with play equipment.

SLAA sites to discount

RSE02 – Development of this site would result in further ribbon development westwards in an area that is more rural in character and currently occupied by mature trees. Glebe Lane narrows and becomes unsuitable further westwards out of the village and would need widening, upgrading and provision of footpaths. This would urbanise the character of the area.

RSE11– The site represents a gap on the edge of the settlement. Glebe Lane narrows and becomes unsuitable further westwards out of the village and would need widening, upgrading and provision of footpaths. This would urbanise the character of the area. There are also concerns about the junction of Glebe Road with Peldon Road. An alternative access appears to be private and unsuitable. Further evidence gathering has identified significant concerns over the achievement of access to the site and accordingly the site is not considered suitable for development.

Summary

Abberton is a sustainable settlement but the scope for expansion around its periphery is limited due to surrounding environmental constraints/issues with landscape sensitivity to the south, the need to discourage inappropriate forms of development and sprawl of the settlement into the surrounding open countryside as well as the lack of services and facilities compared to more sustainable settlements within the borough. Approximately 50 dwellings would represent a proportionate level of growth for this village within the Local Plan period.

It would not be appropriate to link Abberton with Langenhoe through development along Mersea Road as whilst the settlements are very close, they feel distinctly separate in character and there is little active frontage development along Mersea Road to the north of Langenhoe, which enhances the separation between the two settlements. It is further concluded that the area defined by the settlement boundary as Langenhoe in itself less sustainable and not an appropriate location for additional growth. The settlement boundary around this area of existing cluster of dwellings is therefore recommended to be removed.

Birch

As part of the process of considering representations to all of the Borough's 'Sustainable Settlements' and 'Other Villages' the Council has formed the view that the range of services/facilities in Birch is more comparable with the Borough's 'Other Villages' rather than the 'Sustainable Settlements'. Since considering the draft site the GP surgery has closed and Birch now only has a school and village hall. The bus service is also very poor, as highlighted in the representations. Consequently, Birch will be identified as an 'Other Village' in the spatial hierarchy and the allocation of land east of Birch Street will be removed from the Local Plan.

Settlement shape and form

Birch Green is the largest area of housing within the wider Birch parish area (with the smaller historic core of Birch to the north and a separate, isolated cluster of dwellings known as Hardy's Green to the north-west). Birch Green lies to the south of the parish area, close to the neighbouring small village of Layer Breton. Birch Green is broadly triangular in shape where development has filled the space between Birch Street, Mill Lane and Straight Way, with some development extending beyond Mill Lane and Birch Street to the north and Crayes Green to the south-east. Birch Green is rural in character, has limited connections to the strategic road network but has a few key services including its own primary school and village hall and until recently a GP surgery.

High level constraints (at settlement level)

- Birch has limited facilities as detailed above.
- The separate clusters of housing at Birch and Hardys Green are too remote from the settlement core of Birch Green and are not considered to be sustainable in themselves so no growth should be directed to these locations.
- There is evidence of sewerage/drainage/mains capacity issues which limits growth. Improvements to existing facilities will be required to support any proposed development.
- Options for growth are limited in order to prevent further ribbon development along the roads out of the settlement to prevent Birch Green merging with the historic core of Birch to the north and with Layer Breton to the south and to discourage further development being located away from existing village services and facilities and where character is more rural/or is open countryside.
- Options for growth are limited to the south as this is a Local Wildlife Site.
- Additionally, options for growth are limited in order to seek to discourage development that would not represent a logical or sensible extension to the existing built up area i.e. development behind established frontages where there is poor vehicular access, ribbon development and urban sprawl into open countryside where there are no obvious physical features to contain new development.

High level opportunities (at settlement level)

- Birch Green is the largest settlement in the Birch Parish area and is the main community focus within the parish and a small increase in growth may help sustain / enhance the existing services and facilities in the village.
- The local primary school (Birch Church of England Primary School) is forecast to have a surplus of 13 places at 2019/20, which suggests some growth could be accommodated without the need for expansion of the school.
- A number of areas of land have been promoted/identified around the village which suggests there is interest in development in this location and that there is land available for development.

Parish council/neighbourhood plan group view

Birch Parish Council submitted a representation to the Local Plan Preferred Options consultation stating: Concern that the village does not have enough services to provide for additional housing including a lack of shop and doctors surgery. Furthermore the school is at capacity. Another concern is the road which is dangerous at school pick-up and drop-off times.

Discussion on appropriate growth

- There are 325 households currently in the wider Birch parish area of which 226 dwellings are within the current settlement boundaries of the main residential core of Birch Green. The cluster of housing known as Hardys Green is not considered to be sustainable and so is not included within this figure.
- Birch has a number of key community facilities (including its own primary school – which is forecasted to have a surplus by 2019/20). It is however understood that this situation may have changed recently and there will be a need to update the evidence.
- The above physical and environmental constraints linked to the surrounding environmental constraints, avoiding the merging of Birch Green with Birch and Layer Breton, the relative sustainability of Birch Green limits the opportunity for expansion around the village and its suitability for large-scale growth.
- Taking into account the above constraints, no growth is considered to be appropriate within Birch other than small-scale infill development within the village and/or a rural exception site to meet identified local needs.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 – Expansion north of Mill Lane

This broad area is SLAA site RSW04. The development of this broad area would not represent an appropriate scale of growth due to its size. The land is currently heavily vegetated and rural in character.

Broad area 2 – Expansion north of Stamps Farm

This broad area is SLAA site RSW12. No obvious means of vehicular access into the site and the development of this broad area would not represent an appropriate scale of growth due to its size. The land is currently heavily vegetated and rural in character.

Broad area 3 – Expansion east of Birch Street

This broad area comprises SLAA site RSW06. The site is on the main road through the village and adjacent to the existing housing to the south and west. There are no current obvious features to contain development and avoid adverse impacts on the surrounding open countryside.

Summary of green/amber sites promoted/identified in Birch Green in the SLAA (3)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
RSW04	Mill Lane, Birch	22	Amber
RSW06	Birch Street, Birch	15	Amber
RSW12	Stamps Farm, Birch Green	30	Amber

SLAA sites to recommend as potential allocations

None as Birch is now classified as an 'Other Village'.

SLAA sites to discount

- RSW04 – Mill Lane is narrow and not suitable for additional growth and surrounding housing is rural in character. The land is currently heavily vegetated which contributes to the rural character of the village. The size of the site proposed would be too large and over and above what is considered appropriate for the village.
- RSW12 – No obvious suitable vehicular access (insufficient frontage and a number of public rights of way within/immediately adjacent the site) and development would extend the settlement further southwards into open countryside. The land is currently heavily vegetated which contributes to the rural character of the village. The size of the site would be too large and over and above what is considered appropriate for the village.
- RSW20 – The site scored a red RAG rating in the SLAA and was excluded at the early stage of the process because the developable part of the site is unlikely to be able to accommodate 5 dwellings which is below the site-size threshold for the SLAA and this assessment.
- RSW06 The Council acknowledges that land east of Birch Street has merit and is preferable to other sites considered as part of the SLAA, however as an 'Other Village' no land will be allocated and policy OV1 will apply. There is potential for the site to come forward through the development management process as a rural exception site under this policy.

Summary

As part of the process of considering representations to all of the Borough's 'Sustainable Settlements' and 'Other Villages' the Council has formed the view that the range of services/facilities in Birch is more comparable with the Borough's 'Other Villages' rather than the 'Sustainable Settlements'. Since considering Preferred Options the GP surgery has closed and Birch now only has a school and village hall. The bus service is also very poor, as highlighted in the representations. Consequently, Birch will be identified as an 'Other Village' in the spatial hierarchy and the allocation of land east of Birch Street will be removed from the Local Plan.

The smaller area of housing known as Hardys Green to the north-west that is currently within a settlement boundary is not considered to be sustainable and so it is recommended the settlement boundary is removed.

Boxted

Settlement shape and form

Development in Boxted is currently concentrated within 3 distinct settlement areas: Boxted Cross, Workhouse Hill and an area to the south of the parish to the west of Straight Road. These latter two settlement areas have been classed as unsustainable and therefore not considered suitable to be the focus for further growth. Boxted Cross is considered to be a sustainable location for growth as it is reasonably well served by a number of services and facilities. Development in Boxted Cross has grown in a linear manner around Straight Road/Carters Hill, Dedham Road/Cage Lane crossroads extending north eastwards as far as Cooks Lane. The southern boundary of Boxted Cross settlement boundary runs just south of East Side.

High level constraints (at settlement level)

- Boxted Cross is considered to be a sustainable settlement although transport links are limited (limited bus services; 6.5km from Colchester railway station and 3km from the Park and Ride). It also has limited services and facilities compared to more sustainable settlements elsewhere in the borough (no GP surgery and a limited community hub/shop).
- The nearest secondary school is The Gilberd which is approximately 6.5km from Boxted Cross.
- The Dedham Vale AONB abuts the north eastern edge of Boxted Cross settlement boundary in the vicinity of Cooks Lane.
- The settlement boundary is constrained to the east by the sports and recreation ground and arable land. Local Site Co136 Black Brook (an extensive mosaic of habitats forming an important wildlife corridor on the eastern edge of Boxted Cross) is also a constraint on development in this direction.
- Development is constrained to the northwest and west by arable land and land used as orchards/vineyard.
- It is desirable to prevent further ribbon development to the south along Boxted Straight Road to discourage further development away from existing village

services and facilities and prevent the coalescence of Boxted Cross with the smaller area of housing along Straight Road to the south.

High level opportunities (at settlement level)

- Boxted Cross has a primary school, a village hall, recreation/sports ground and sports hall and play area. There is also a British Legion club and a number of businesses along Boxted Straight Road.
- Boxted Cross is the largest settlement within the Boxted Parish area, where the primary school, village hall, bus stops and playing field are located and so is the main community focus within the parish and an obvious location for some growth.
- The primary school is forecast to have a surplus of 30 places at 2019/20.

Parish Council /Neighbourhood Plan group view

Boxted Parish Council have prepared a Neighbourhood Plan and have allocated one site for residential development (Hill Farm). The Local Plan accordingly reflects the Neighbourhood Plan. None of the other sites that were promoted through the Call for Sites process are supported for the following reasons:

- The Working Group was keen to retain a green buffer around Boxted, the surrounding villages and the surrounding urban areas. The loss of open space surrounding the village would result in coalescence between settlements and the loss of Boxted's rural character.
- The SLAA sites proposed are not considered sustainable from a social, economic or environmental sense as required by the NPPF as they are removed from shops, services and facilities, requiring trips in the private car to access such day to day needs. Bus services are limited and pavements are not available along Boxted Straight Road. There are no cycle ways. Therefore, the car would be heavily relied upon, contrary to broader sustainability principles.
- The proposed developments would be clearly visible, intrusive and harmful to the rural character of the area, on the edge of the AONB.

Boxted Parish Council submitted a representation of support to the Preferred Options and thanked the Council for their sympathetic consideration of all issues in Boxted.

Discussion on appropriate growth

- There are 555 households in the Boxted Parish area of which 219 dwellings are located within the current Boxted Cross settlement boundary.
- Boxted has a number of key community facilities (including its own primary school) but these are relatively limited compared to more sustainable settlements elsewhere in the borough.
- The above physical constraints linked to avoiding expansion into the AONB and adjoining sensitive environmental areas and avoiding further ribbon development away from the village centre limits the opportunity for expansion around the village.

- The forecasted surplus of primary school places at 2019/20 suggests a small amount of growth is likely to be capable of being accommodated without the need for expansion of the school.
- Around 15% growth over the plan period is considered to represent an appropriate level of growth in Boxted Cross relative to the environmental and physical capacity of the village and its size and sustainability and is a level of growth being promoted in the Boxted Neighbourhood Plan.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad Area 1 – Expansion northwards (Hill Farm to the north west of the Straight Road/Carters Hill junction)

This area of land is situated at the centre of the village to the north of Boxted Straight Road and west of Carters Hill. It is defined by Carters Hill to the east, Straight Road to the south, field boundaries to the west and a large residence and its curtilage to the north. The site was originally in agricultural use and much of it remains covered by hardstanding and the remains of the former agricultural buildings that were most recently used for employment purposes. Development would be located at the centre of the village opposite the local primary school and near to the village hall and playing field. This broad area contains SLAA site RNE57, which has been allocated for development by the local community through the adopted Boxted Neighbourhood Plan.

Broad Area 2 – Expansion southwards, to the west of Straight Road

From aerial photography land to the west of Straight Road appears to offer an opportunity for development that would fill a gap between existing residential dwellings. The site is fronted by mature trees which helps define an open rural character to this part of Straight Road. However, no site has been promoted here so availability is not known and growth in this location is not supported in the Neighbourhood Plan.

Broad Area 3 – Expansion southwards, to the south of Hobbs Drive

Land to the south of Hobbs Drive appears to offer an opportunity for development that would adjoin existing residential development and would be contained within the wider landscape to the south by low patchy hedgerows and occasional larger trees. However this area is currently in arable use and there is no obvious means of highway access. No site has been promoted here so availability is not known and growth in this location is not supported in the Neighbourhood Plan.

Summary of green/amber sites promoted/identified in Boxted in the SLAA (1)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
RNE57	Hill Farm, Boxted	51	Amber

SLAA sites to recommend as potential allocations

RNE57 – This site was previously allocated for employment uses in the Local Plan. However, the Neighbourhood Plan has now allocated it for residential development. A previous appeal for residential development on the site was dismissed in 2015 but it is now considered that modifications in the Boxted Neighbourhood Plan address the key issues raised in the inspectors report and the site is therefore considered suitable for allocation for housing. An application for 36 dwellings is currently under consideration, which would result in a density around 15 – 20 dwellings per hectare. Whilst this is low, it would be in keeping with the density of the surrounding housing developments and character of this area of Boxted. This is also consistent with research into the density of dwellings in Boxted Cross/Boxted undertaken as part of the Hill Farm appeal. This number of units is also considered to represent a proportionate level of growth for Boxted Cross as detailed above.

Summary

Boxted Cross is a sustainable settlement but the scope for expansion is limited due to surrounding environmental constraints, the need to discourage inappropriate forms of development and sprawl of the settlement into the surrounding open countryside as well as the lack of services and facilities compared to more sustainable settlements within the borough. Around 36 dwellings would represent an appropriate level of growth for this village within the Local Plan period. The smaller areas of housing that are currently within settlement boundaries located to the south west of Boxted Cross are not considered to be sustainable and so it is recommended the settlement boundaries are removed.

Chappel and Wakes Colne

Settlement shape and form

Chappel and Wakes Colne are two Parishes, separated by the A1124 (Colchester to Halstead road). For the purposes of considering growth they are considered together as development in either settlement will influence the sustainability and capacity of both settlements. This in no way undermines the separate identity of the two villages. Each comprise a core settlement, located in close proximity to each other situated north and south of the A road, as well as a number of more remote/dispersed small clusters of housing. The core focus of Chappel to the south is centred around the primary school and Wakes Colne to the north around the railway station. Both settlements are defined to the east by the railway line, which is the operational Sudbury to Marks Tey branch line. The railway station is also home to Chappel and Wakes Colne Railway Museum which hosts many events and houses a number of refurbished steam trains.

High level constraints (at settlement level)

- The primary school has capacity for a small increase, but may have difficulty in accommodating more significant expansion as the site is restricted and is located within a Conservation Area.

- The topography is such that both core areas of the settlements are located on a hill rising away from the A1124 which is situated in the valley alongside the River Colne. The railway line deals with the change in level by crossing the road and river by way of a viaduct which is a significant structure within the Conservation Area as well as being Listed.
- The northern half of Chappel is within the Conservation Area which includes the viaduct, the primary school and the church. This boundary just touches the southern tip of Wakes Colne.
- The area between the core settlements of Wakes Colne and Chappel is within Flood Risk Zone 3. This essentially follows the river valley and would act as a strong constraint for residential development which would prevent the opportunity to enhance connectivity between the two settlement areas, despite the sharing of key community facilities.
- Both settlement areas are physically constrained by the railway line to the east and by the A1124 to the south of Wakes Colne and north of Chappel.
- The land to the west of Wakes Colne is open farmland (approximately split 50% grade 2 and 50% grade 3) without obvious defensible limits (without including significant land area).
- Opportunities for Wakes Colne are limited to the north close to the railway line or to the west.
- The linear nature of some clusters of development outside of the core area of the settlements runs alongside the roads. Further expansion or intensification of this ribbon development will not represent cohesive development and could create actual or perceived remoteness from the key facilities serving the community.
- Groups of protected trees and numerous TPOs on individual trees are prevalent affecting the character of the settlement around the railway line and the river valley. The area includes some Local Wildlife Sites, particularly to the west and east of Chappel.
- Evidence from Anglian Water suggests that upgrades or treatments are likely to be needed to serve any proposed growth. There are also issues related to poor capacity to manage surface water and foul water. AW has identified a major constraint regarding managing surface water flooding in this vicinity.

High level opportunities (at settlement level)

- Chappel and Wakes Colne are sustainable settlements with reasonable accessibility, significantly enhanced by the railway station. Although only a branch line, it is just 5 minutes to Marks Tey from where there is a reasonable service offering opportunities for travel to Colchester and London.
- Both villages have good accessibility to other key services including a primary school, a village hall and a convenience shop. There is potential to consolidate development close to the key facilities and core areas of the settlements. This has its limitations due to flood risk and other constraints but some potential on a small scale worth further exploration.
- Both Chappel and Wakes Colne are the largest settlements within their respective parish areas where the majority of the key services are located. These settlements are therefore the community focus within each parish and an obvious location for some growth.

- A number of sites have been promoted which suggests there is developer interest and land available.
- Potential for development may bring about enhanced connectivity between the two settlements as the key services are currently shared between the two.
- Land to the south of Chappel is away from the Flood Risk Zone and the conservation area designation and so is relatively unconstrained.

Parish council/neighbourhood plan group view

Representatives of Chappel Parish Council have attended an informal meeting with CBC officers to consider the SLAA sites but have not expressed a confirmed view in respect of the assessed sites. An indicative view was provided at the meeting acknowledging support in principal for some growth. Wakes Colne Parish Council indicated support to the principle of small scale, infill type development rather than larger scale growth, in their response to the Issues and Options Consultation.

Chappel Parish Council submitted a representation of support to the Preferred Options for the proposed housing site but raised the following concerns:

- Swan Grove has for many years had an issue with parking.
- Due to the parking issues in Swan Grove the Parish Council is concerned about traffic flow if the development is only accessed in and out using Swan Grove.
- We would ask that you liaise with Chappel Primary School regarding their need for development/expansion with regards to the extra pressures of spaces.
- Cllrs discussed the need for smaller housing units.
- Please can we also ask that your document is amended in relation to water supply

Discussion on appropriate growth

Chappel and Wakes Colne are separate settlements despite sharing key facilities, which are split between them. 257 households in the Chappel and Wakes Colne parish areas, of which 120 dwellings are located within the current main settlement areas of both villages.

- Chappel and Wakes Colne combined have a number of key community facilities (including a primary school) but these are relatively limited compared to more sustainable settlements elsewhere in the borough but the presence of a railway station increases the sustainability of the settlement.
- However, the above environmental and physical constraints including flood risk and historic character suggest that only small scale development is appropriate which is also supported by the current infrastructure.
- Additionally, the forecast surplus of primary school places at 2019/20 is only likely to be able to support a very small amount of growth, before further expansion/improvements may be required.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad Area 1 – Land to the South of Chappel (east of Chappel Hill)

This area is constrained to the east by the railway line, and defined to the west by the road. To the south there is a clear definition provided by an existing hedgerow and existing property. It is well connected for key services including the primary school and PO / shop. The area to the south is free from environmental constraints which cover much of the area to the north, including flood risk and Conservation Area designation. Consideration would need to take account of a local wildlife site and nearby listed buildings. This potential area of search to the south includes 1 Amber SLAA site RNW66 which has the potential to accommodate up to 44 units, depending on how much land is released.

Broad area 2 – Land to the west of Chappel Hill

This area of search could extend south as far as the boundary of Hill Farm Bungalow. No part of this area of search is covered by any SLAA sites, so consideration would need to be given to availability since no information on this is currently available. As there are suitable alternatives this is not pursued further at this stage, particularly given the level of constraints associated with the conservation area, heritage and landscape characteristics.

Broad area 3 – Land between Chappel and Wakes Colne

An opportunity to create enhanced physical connectivity as although they are two separate Parishes the key services are split between the two. The A1124 and the fact that the whole area is within Flood Zone 3 suggests that no further consideration of this area is appropriate.

Broad area 4 - Land to the north and west of Wakes Colne

Due to the railway line to the east the potential for Wakes Colne to extend is limited to northwards or westwards. Land to the north and west of Wakes Colne comprises the SLAA sites RNW06 with RNW07 which were submitted for residential development on approximately 2 hectares of land west of Bures Road and approximately 1.3 hectares for recreational use north of Colchester Road. The area proposed under RNW06 for housing has the potential to accommodate 67 dwellings. It is a small part of a larger agriculture field extending north and west of Wakes Colne. The Highway Authority has indicated that suitable access to the site is likely to be possible; however, any development would need to ensure that safe pedestrian access is provided connecting footways along station road to the facilities in Chappel. It's elevated nature would expose any development to public views across the open fields from Lane Road to the west particularly given the lack of hedgerow structure between Lane Road and the site. In addition, the hedge to Bures Road, which extends for just over half of the northern half of the sites roadside boundary is protected under the Hedgerows Regulations 1997 (HR97) and is classified as 'Important' under the HR97 criteria. There should therefore be a presumption to retain this hedge fully intact and in its entirety. Any development would need to be set outside the root protection area of

both this hedge and associated hedgerow trees, a constraint which would assumedly reduce, in practical terms, the development potential of the site. The character of the site as it rises northwards suggests that development of this site would constitute an extension into and loss of rural landscape, and arguably help dilute the perceived rural separation between Chappel and Wakes Colne Green.

Other Areas

There are currently 5 small clusters of development defined by settlement boundaries around Chappel and Wakes Colne which are located remotely from the core of either settlement. These areas: Rose Green, Swan Street, Wakes Street, Inworth Lane and Middle Green are dispersed clusters remote from the settlement cores of either Chappel or Wakes Colne. Due to their remote location and physical detachment from the main settlement and key services they have limited sustainability and as such it is recommended that they are no longer defined by settlement boundaries.

Summary of sites promoted/identified in Chappel and Wakes Colne in the SLAA

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
RNW06	Bures Road, Wakes Colne	67	Amber
RNW66	Swan Grove, Chappel	44	Amber
RNW13	Middle Green	6	Amber
RNW 21	Bacon's Lane	39 (10 for highway reasons)	Amber
RNW30	Inworth Lane	24	Amber

A number of other sites were submitted around Chappel and Wakes Colne which were assessed in the SLAA and received a red rating so have not been considered further as part of the Settlement Boundary Review.

SLAA sites to recommend as potential allocations

RNW66 Swan Grove Chappel (1.74ha) 30 units – This self-contained site provides a logical extension to the settlement boundary. 30 units is considered an appropriate increase in new housing at this location given the rural character of the area. Development of the site will need to ensure that it is well landscaped to reflect the character of the surrounding area.

SLAA sites to discount

- RNW 06 - Bures Road, Wakes Colne (2.63ha) 67 units - The delivery of 67 new dwellings at this site is not considered to represent an appropriate level of growth in Wakes Colne. Even if the numbers of dwellings was reduced to only

deliver a road frontage development, the Highway Authority has raised concerns about the lack of footways on Station Road and a lack of developer control over land to deliver safe pedestrian access as part of any future development at this site. The site is quite prominent in the landscape from the south and development could adversely affect landscape character. Development of the site would extend the village's existing development edge along Bures Road into the open countryside. Furthermore, the site is distant from all services apart from transport links (rail and bus), which has an impact on its sustainability. RNW07 - Colchester Road, Wakes Colne recreational uses proposed are associated with the proposals presented by RNW06

- RNW13 This site is located well outside the 2 sustainable settlements areas of Chappel and Wakes Colne, therefore new development at this location is not considered sustainable as it would in effect deliver housing in open countryside and separate new residents from the key facilities in the core areas of Chappel and Wakes Colne.
- RNW 21 This site this site is located well outside the 2 sustainable settlements areas of Chappel and Wakes Colne, therefore new development at this location is not be considered sustainable as it would in effect deliver housing in open countryside and separate new residents from the key facilities in the core areas of Chappel and Wakes Colne.
- RNW30 This site this site is located well outside the 2 sustainable settlements areas of Chappel and Wakes Colne, therefore new development at this location is not be considered sustainable as it would in effect deliver housing in open countryside and separate new residents from the key facilities in the core areas of Chappel and Wakes Colne.

Summary

As sustainable settlements, supporting a primary school, post office, pub, shop, village hall and railway station, Chappel and Wakes Colne are considered appropriate for growth which will help sustain the key services. The extent of flood risk, the topography of the area and the physical limitations as a result of the railway line and the A1124 suggest that growth of approximately 30 houses would be appropriate in relation to social, physical and environmental capacity. The 5 clusters of dispersed development are not considered to be sustainable locations or suitable for additional growth and it is recommended that the settlement development boundaries around these areas are removed.

Copford and Copford Green

Settlement shape and form

Development is currently concentrated within 2 areas defined with settlement boundaries; Copford and Copford Green. Both are considered sustainable settlements. In the Copford settlement area, development has grown in a linear manner along London Road and extends southwards along School Road. Development also extends south-eastwards towards Stanway. In contrast Copford

Green has developed in a triangular built form where development has grown around the School Road, Rectory Road and Church Road junction. It is much more rural in character and has a high concentration of older buildings which fall within a Conservation Area.

High level constraints (at settlement level)

- The main health facilities are located at the Tollgate Medical Centre in Stanway which is located approximately 2.5km from Copford.
- Copford's primary school will have capacity issues (- 8 places by 2020). The closest secondary school is The Stanway School which is located approximately 3km from Copford. Stanway School will have capacity issues by 2020 however there are plans to expand the school.
- Copford does not have a village shop. The nearest shops are at Marks Tey, approximately 2km west of Copford, or Sainsburys which is located 2km to the east.
- Anglian Water has identified significant water supply and waste water infrastructure issues at Copford Sewage Treatment works. In the future waste and sewage treatment from Copford will be directed to Colchester Water Recycling Centre.
- A Conservation Area designation covers part of the north west of Copford Green.

High level opportunities (at settlement level)

- There is good access to Marks Tey railway station which is approximately 1km from the main Copford Settlement. Copford Green is slightly further away.
- Copford Green has a Primary School and public house, The Alma.
- There is a village hall which is located off School Road between Copford and Copford Green.

Parish Council /Neighbourhood Plan group view

In the early stages of work on the Settlement Boundary Review Copford Parish Council were preparing a Neighbourhood Plan, however, the current position is that work on this is no longer progressing. Allocations for Copford will now therefore be considered in the Local Plan.

Copford and Easthorpe Parish Council objected to the Preferred Options consultation in relation to the West Tey garden community and housing sites in Copford. Their points of concern in relation to the housing sites in Copford were:

- Number of houses / density;
- Capacity of infrastructure. Improvements should be in place before any houses built.
- Queensbury Ave - policy should seek protection of mature trees, shrubs and hedgerows. Concern about access and pedestrian safety.
- Hall Road – Concern about the safety of the pedestrian access and question sustainability. Concern about sprawl into countryside especially Pitts Wood. Policy to seek protection of heritage assets including archaeology. Policy

detailing very low density development in keeping with its surroundings also required.

Discussion on appropriate growth

There are currently 635 households within Copford/Copford Green Parish. 518 of these are located within the Copford/Copford Green settlement boundaries, with 456 in Copford and 62 in Copford Green.

As part of the settlement boundary review the potential to link Copford & Copford Green settlement boundaries was explored. Even though there is scattered development between the two settlement areas, along School Road, Copford Green has a very different, more rural character to Copford. It is therefore considered appropriate to retain Copford and Copford Green as two distinct development areas.

The growth planned at sites in Copford should contribute towards the replacement of the relocatable classrooms at Copford Primary School at a cost of approximately £440,000.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad Area 1 - This area covers northwest, north and north east Copford and land to the south of London Road. 7 sites being considered for allocation fall within this area. These are STN01, STN16, STN18, STN25, STN 26, STN27 and STN28. Development is constrained to the north of Copford by the A12 and the railway line and by the fact that the land south and east of the railway is quite well wooded and classed as being in flood zone 2. To the North West one field divides Copford and Marks Tey and the importance of retaining this green gap has been expressed by both parish councils in the recent past.

Broad Area 2 - This area includes the land to east of School Road, Copford. Two large sites, STN11 and STN 19 are being considered for allocation in Area 2 which could deliver 225 new homes. This is considered too high a level of growth for the village to sustain. Development to the east of Copford is limited by its open rural character, by Local Wildlife Site Co49 and by Copford Sewage Treatment Works.

Broad Area 3 - This covers the land between Copford and Copford Green. 2 sites, STN10 & STN17 were considered for allocation within this area. The land is adjacent to the Conservation Area which would need to be taken into account if any development was undertaken. It is not obvious how either site will access the public highway because of insufficient highway frontage.

Summary of Green/Amber SLAA sites (19)

STN01	London Road, Copford/Marks Tey	215	Amber
*STN10	Tyhurst, Copford Green	see STN17	Amber
STN11	School Road, Copford	70	Amber
STN16	The Willows, Foundry Lane, Copford	135	Amber
*STN17	Green Farmhouse, School Rd Copford Green	36	Amber

STN18	Hall Road, Copford	48	Amber
STN19	School Road, Copford	155	Amber
STN25	West Queensbury Avenue, Copford	35	Amber
STN26	East Queensbury Avenue, Copford	70	Amber
STN27	London Road (south), Copford	29	Red
STN28	Land off Allendale Drive	8	Green

*combined assessment for STN10 & STN17

SLAA sites to recommend as potential allocations

STN18- This land in Hall Lane is being promoted for approximately 50 houses. The site is located just off the main London Road which provides good access to shops, services and facilities in both Stanway and Marks Tey, including the train station. There are bus stops along London Road. Improvements to the primary school will be required which will require a contribution towards replacing relocatable classrooms. Anglian Water have confirmed there are no objections regarding water supply, drainage & flood risk. The Highway Authority were satisfied that there appeared to be sufficient road frontage to enable an access to be delivered to the required highway design standards. Initial concerns about the lack of footways in Hall Road have been addressed by the promoter who has confirmed to the satisfaction of the Highway Authority that they have control over sufficient land to deliver a safe pedestrian access.

STN 26 – this site to the East of Queensbury Avenue has the potential to deliver 70 dwellings. It shows suitability for development given its location adjacent to an existing development boundary and being surrounded by development on three sides. The site was identified through the Strategic Land Availability Assessment but its availability has been confirmed by the land owners. Any future development would need to consider the public right of way running adjacent to the site. The site is located just off the main London Road which provides good access to shops, services and facilities in both Stanway and Marks Tey, including the train station. There are bus stops along London Road. Improvements to the primary school will be required which will require a contribution towards replacing relocatable classrooms. Anglian Water have confirmed there are no objections regarding water supply, drainage & flood risk. Policy should include reference to access from London road if possible and encouragement will be given to a care home/retirement type village on the site.

SLAA sites to discount

STN01 – Car Boot Sale site - The Highway Authority has confirmed that there is sufficient frontage to enable an access to be delivered to the required standard at this location. However, developing this site would cause coalescence with the eastern edge of Marks Tey, so it should not be allocated for development. The site is also partly in Marks Tey and it would be premature to allocate it in advance of the Marks Tey Neighbourhood Plan and further detail about the Colchester/Braintree Border Garden Community.

STN 10 & STN17 – together these sites could potentially deliver an additional 35 dwellings which would equate to a 56% increase in the number of houses in Copford Green. The sites are located adjacent to the Copford Green settlement boundary,

Conservation Area and the primary school. 35 dwellings on the edge of Conservation Area are considered inappropriate in terms of density and out of keeping with the surrounding rural character. Furthermore, the Highway Authority has questioned whether there would be sufficient road frontage to enable an access to be delivered to the required highway design standards at this location. For these reason the sites should be discounted.

STN11 – East of School Road - this site could potentially deliver 70 dwellings. The site has some issues with suitability, sustainability and a lack of information regarding achievability and availability, therefore there are concerns regarding deliverability at this stage. It is located close to a sewage pumping station therefore not all of it would be suitable for allocation. Furthermore, whilst the Highway Authority has confirmed that there would be sufficient road frontage to enable an access to be delivered to the required highway design standards, a number of Public Rights of Way within and/or immediately adjacent to the site, would need to be permanently diverted and/or upgraded as part of any future development. The site is located close to STN19.

STN16 – south of the A12 - this site is predominantly wooded. The northern section also lies in flood zone 2. No access issues have been identified by the Highway Authority, but it is recommended that the site is discounted on flood grounds and also because the woodland forms a useful acoustic and visual barrier to the railway line and A12 which runs due north of the site.

STN 19 – East of School Road - this site could potentially deliver up to 155 dwellings. However it is located close to Copford sewage pumping station therefore not all of it would be suitable for allocation. Also, the Highway Authority has also questioned whether there is sufficient frontage to enable an access to be delivered that would meet the required highways standards. The site is located close to STN 16 and taken together the two sites could deliver 225 units which is considered excessive for Copford.

STN25 – West of Queensbury Avenue - this site has the potential to deliver 35 dwellings on the edge of the existing development boundary. There are issues in relation to landscape impact and agricultural land classification, Availability and achievability are also key issues in relation to the possibility of the site being developed. Most importantly, there is play equipment and goal posts on part of this site which provides an important informal play area in Copford.

STN27 – although the site has not been promoted through the Call for Sites process, the landowner is unknown and it is grade 2 agricultural land. The site forms part of the garden curtilage to properties on London Road. There is no obvious road frontage for access. The site has a Red RAG rating in the SLAA, so is not therefore considered appropriate for allocation.

Summary

Copford is a sustainable settlement with a limited range of facilities. There are good services and facilities nearby in Stanway and Marks Tey, including good access to Marks Tey railway station. There are currently 635 households within the parish and land is allocated for the delivery of 120 new dwellings, which is an increase of 18%.

This is considered an appropriate level of growth in relation to the constraints and opportunities and the relative sustainability of Copford.

Dedham

Following further consideration it will be recommended that the residential allocations in Dedham Heath are removed from the Local Plan on the basis that they are located within or adjacent to the Dedham Vale Area of Outstanding Natural Beauty and it is not considered to be justifiable given the availability of additional residential land in areas of lower landscape value elsewhere in the Borough. Furthermore the sites are some distance from the nearest services and facilities in Dedham village and development of the scale previously proposed is not able to adequately mitigate against this important sustainability indicator.

Representations have been received promoting land on the southern boundary of the existing settlement however development at this location is considered to have worse sustainability credentials than the previously promoted sites given that the settlement's core services and facilities are located in Dedham village, to the north of Dedham Heath.

For the purposes of consistency with the Local Plan spatial strategy it will also be recommended that Dedham Heath will be classed as an 'Other Village' in recognition of its unsuitability and lower sustainability for further residential allocations and ability to support sustainable growth.

Settlement shape and form

Most of the Dedham parish area falls within the Dedham Vale AONB. The largest settlement within the parish is the main historic village of Dedham to the north. A smaller area of predominantly housing called Dedham Heath lies to the south and two smaller clusters of properties lie to the west and east of Dedham Heath known as Lamb Corner and Bargate Lane respectively.

Dedham has a range of services and facilities, including its own primary school. Dedham Heath is located approx. 1km away and is on a bus route to Dedham.

Dedham village developed around the High Street and has spread southwards along Brook Street and Crown Street. Dedham Heath has developed around a crossroads at the junction of Long Road West, Long Road East, The Heath and Coggeshall Road and is located approx. 1km to the south of Dedham village.

High level constraints (at settlement level)

- All of Dedham village and the northern half of Dedham Heath are located within the Dedham Vale AONB it is important that any growth does not compromise the overall important function and purpose of the AONB designation.
- No sites have been promoted in or around Dedham village in the SLAA and there are no obvious opportunities for growth beyond existing boundaries but some sites have been promoted in and around Dedham Heath.

- Dedham Heath is a sustainable settlement but is located some distance away from a secondary school (5.1km) and Colchester town centre (approx. 8.8km). It has limited train links – Manningtree being the nearest station. It is therefore not suitable for large-scale growth.
- Evidence from Anglian Water suggests that upgrades or treatments are likely to be needed to serve any proposed growth.
- Dedham Heath is a fairly small settlement with limited services and facilities compared to larger, more sustainable settlements elsewhere in the borough and it looks to Dedham village (approx 1km away) for most facilities including a GP, Post Office, primary school and a number of shops and services.
- Further ribbon development should be prevented to the north (along The Heath – to prevent Dedham Heath merging with Dedham), to the west (along Long Road West – to discourage merging with Lamb Corner) to the east (along Long Road East – to discourage merging with Bargate Lane) and to the south to discourage further development which is located away from existing village services and facilities and where character is more rural
- Development that would not represent a logical extension to the existing built up area would not be supported

High level opportunities (at settlement level)

- Dedham Heath represents the only obvious location for some growth in Dedham (due to environmental constraints and lack of promoted land around the main part of Dedham and because the smaller settlements of Lamb Corner and Bargate Lane are not considered to be sustainable or suitable for additional growth).
- The primary school (Dedham Church of England Primary School) is located to the north in Dedham village, which is forecast to have a surplus of 21 places at 2019/20.
- The Parish Council has identified a need for a number of smaller dwellings/bungalows in the Parish.

Parish council/neighbourhood plan group view

The Parish Council do not support new allocations within the AONB. The Parish Council suggest between 5 and 15 new homes would be appropriate over the plan period (not on each site). There is a perceived need for housing comprising of starter homes for younger people and smaller homes for the elderly to downsize.

Dedham Parish Council responded to the Preferred Options consultation questioning the need for the development planned for the Borough and the impact this has on Dedham AONB and key services. The Parish Council recognise the need for housing stock, which should be limited to 1-3 bedroom homes. The current area planned for development has problems with surface water drainage and sewerage and the Parish Council will not support development here until existing problems are resolved. They do not support development within the AONB other than for downsizing within the main village envelope. Any other development should be spread more evenly across Dedham and they do not accept the proposed changes to the current village envelopes. There is a local need for additional car parking in Dedham village.

Discussion on appropriate growth

- There are 795 households currently in the wider Dedham parish area of which 169 dwellings are within the current settlement development boundary of Dedham Heath.
- Dedham Heath is close to Dedham and its community facilities (including its own primary school). Dedham Heath is served by a rural bus service connecting it to both Dedham and Colchester.
- Physical constraints and the lack of land promoted in or around Dedham village limits the opportunity for expansion around Dedham. Whereas, Dedham Heath is less constrained and some sites have been promoted.
- There are major concerns about existing drainage/sewage capacity in the village – any development will need to contribute to any upgrades/expansion required.
- The local primary school is forecasted to have a surplus by 2019 so is capable of accommodating some growth.
- A rural exception site has recently been delivered in Dedham to address local housing needs.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 – Expansion south-westwards to the west of Coggeshall Road

This broad area contains SLAA site RNE15. This size of site is not considered to represent an appropriate level of growth in this part of Dedham. It would also extend the settlement further southwards away from existing services and facilities. Land is currently heavily vegetated which contributes to the rural character of the area.

Broad area 2 – Expansion eastwards to the south of Long Road East

This broad area is SLAA site RNE13. Whilst this site would extend the settlement eastwards along Long Road East development would be contained by an existing dwelling and track to the east, which represents a logical barrier to contain eastwards expansion to avoid the merging of Dedham Heath with the neighbouring Bargate Lane area. This site would be a continuation of existing development to the west and so in this respect it represents a logical extension to the built up area. No obvious physical boundaries to define the site to the south so it would need suitable landscaping to provide an appropriate settlement edge.

Broad area 3 – Expansion northwards to the north of Long Road West and west of The Heath

This broad area is SLAA site RNE07. Whilst the site is within the AONB, it represents a sensible and logical extension to the built up area at the centre of Dedham Heath on the main bus route and is well contained by existing development to the west and roads to the south and east and its development would cause no more harm to the wider AONB designation than existing development to the west and north so should not automatically be discounted on the grounds of being within the AONB.

Development would need suitable landscaping to the west and north to minimise any wider impacts on the AONB.

Broad area 4 – Expansion to the north of Long Road East

This broad area is SLAA site RNE53. Whilst site is within the AONB, it represents a sensible and logical extension to the built up area at the centre of Dedham Heath, development would mirror the character and form of development opposite and would cause no more harm to the wider AONB designation than this development or development to the west. Development would need suitable landscaping to the north to minimise any wider impacts on the AONB.

Summary of Green/Amber SLAA sites promoted in Dedham Heath (5)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATIN G
RNE05	Sun Downe, The Heath, Dedham Heath	32	Amber
RNE07	Long Road West & The Heath, Dedham Heath	13	Amber
RNE13	Long Road East, Dedham Heath	10	Amber
RNE15	Coggeshall Road, Dedham Heath	74	Amber
RNE53	Long Road East (smaller site), Dedham Heath	12	Amber

No sites were promoted/identified in Dedham village itself, but are located close to the Dedham Heath area. 3 of the sites are also in the AONB.

A number of other sites were submitted which were assessed in the SLAA and received a red rating so have not been considered further as part of the Settlement Boundary Review.

SLAA sites to recommend as potential allocations

None

SLAA sites to discount

- RNE05 – Development would not represent a logical extension to the existing built up area as it would result in the protrusion of the settlement into surrounding open countryside and is likely to have an adverse impact on the AONB landscape due to its location. There does not appear to be sufficient road frontage to enable a suitable access to be achieved.
- RNE15 – would result in development further away from existing services and facilities in Dedham. It is also of a size which would not be proportional within Dedham Heath. There is no footpath to the bus stop.
- RNE07 – Land north of Long Road West and west of The Heath – comprises a site that is well enclosed by existing development and would mirror

development opposite. There appears to be sufficient road frontage to enable an access to be delivered to the required highway design standards but this would require the removal of a portion of protected hedgerow. The site is within the AONB, where it has been determined no development should take place because of the availability of other less important land.

- RNE13 – Land south of Long Road East – This represents a continuation of the existing settlement form. There appears to be sufficient road frontage to enable an access to be delivered to the required highway design standards but development would need to provide suitable footpaths into Dedham Heath. The site is adjacent to the AONB and development could have a negative impact on the AONB.
- RNE53 – Land north of Long Road East – This site is adjacent to existing development and would mirror development opposite. There appears to be sufficient road frontage to enable an access to be delivered to the required highway design standards but this would require the removal of a portion of protected hedgerow. Only a single access point would be supported to keep the loss of hedgerow to a minimum. Development would need to provide suitable footpaths into Dedham Heath. The site is within the AONB, where it has been determined no development should take place because of the availability of other less important land. There is a listed building adjacent the site.

The Council acknowledges that sites RNE07, RNE13, RNE53 have some merit and are preferable to other sites in Dedham Heath considered as part of the SLAA, however as an 'Other Village' which is within and adjacent the AONB, no land will be allocated and policy OV1 will apply. There is potential for these sites to come forward through the development management process as rural exception sites.

Summary

There are no obvious locations for growth around Dedham village centre, which is highly constrained due to it being well within the Dedham Vale AONB and because of its historic character. It is recommended that growth here should be limited to small-scale infill development within the existing settlement boundary.

For the purposes of consistency with the Local Plan spatial strategy Dedham Heath will be classed as an 'Other Village' in recognition of its unsuitability and lower sustainability for further residential allocations and ability to support sustainable growth.

It is proposed to remove the settlement boundaries from the two smaller clusters of properties either side of Dedham Heath known as Lamb Corner and Bargate Lane, to discourage development in these locations which are not considered to be sustainable or suitable for further development.

Eight Ash Green

Settlement shape and form

Development is currently concentrated in 3 areas defined with settlement boundaries. Only 2 are considered sustainable; Eight Ash Green/Fordham Heath and Eight Ash Green /Choats Corner. The Seven Star Green settlement boundary is not considered sustainable as it is located south of Halstead Road and is separated by this main road from the key facilities available in the village.

In the Eight Ash Green/Fordham Heath settlement area, development has grown in a linear manner around the Halstead Road/Spring Lane junction and northwards along Spring Lane. It extends south-eastwards to the roundabout adjacent to the Holiday Inn.

The Eight Ash Green/ Choats Corner settlement area has grown predominantly northwards around the Halstead Road, Wood Lane, Heath Road and Fiddlers Hill highways junctions in an almost rectangular growth pattern.

High level constraints (at settlement level)

- Eight Ash Green has limited access to Marks Tey or Colchester train stations which are approximately 5km and 6km away respectively.
- The main Eight Ash Green/Fordham Heath settlement boundary is constrained to the North West by Fordham Heath which is an important open space in the village and the arable land beyond that. The village allotments are also located on the heath along with the village cricket ground and pavilion. There is a pub and restaurant overlooking the green.
- Heath Road is a physical barrier to the expansion of Eight Ash Green/Fordham Heath and Eight Ash Green Choats Corner northwards as this would extend new development northwards into open countryside.
- Development is also constrained northwards beyond Fordham Heath which is a designated Local Wildlife Site Co60.
- Halstead Road is a barrier to extending growth southwards from Choats Corner as new development would be physically separated from existing and new facilities.
- Development to the northwest of Choats Corner is limited by Local Site (Fiddlers Wood). Developing Eight Ash Green/ Choats Corner to the north west would extend new development away from existing key facilities and into open countryside which would not be considered sustainable.
- Development to the south and south east of Eight Ash Green/Fordham Heath is constrained by residential & leisure developments i.e. Holiday Inn.
- The closest secondary school is at Stanway which is located approximately 2km from Eight Ash Green village. Stanway School will have a deficit by 2020. The closest health facilities and Strategic Economic Area are also located approximately 2km away at Tollgate Medical Centre.
- Eight Ash Green has a primary school, however it will only have a small amount of capacity (14 places) by 2020 and the site is surrounded by housing therefore it has limited capacity to expand.

High level opportunities (at settlement level)

- Eight Ash Green village is reasonably well served by facilities including a village hall, 3 shops (a farm shop, a shop within a garage and a mobile shop) and a pub. There is also a primary school located within the Choats Corner settlement boundary. There is also a takeaway, convenience store and beauty salon.
- Opportunity to improve links and to provide new community facilities that could be shared between the 2 existing sustainable settlement areas in Eight Ash Green.
- Opportunities to improve accessibility between Eight Ash Green and the school
- Opportunity to improve Spring Lane junction (issue identified in the Eight Ash Green Village Design Statement).

Parish Council views

Key Issues for the parish include protecting green breaks around the village to prevent coalescence with Stanway and protection of open space. The need for a play area was also highlighted. The Parish Council has also spoken about the dispersed pattern of development in the village and how the potential for new housing to help link the two parts better warrants further consideration if this becomes an objective of the Neighbourhood Plan.

Eight Ash Green Parish Council is currently developing a Neighbourhood Plan. They have indicated that they are generally supportive of the principle of some growth in the village and they intend to allocate sites in their Neighbourhood Plan.

As the Neighbourhood Plan will allocate sites, the more detailed consideration of the site allocation assessments will be undertaken by the Neighbourhood Plan Group as it progresses through the next stages of plan preparation. For the purposes of informing the emerging Local Plan a level of assessment has been carried out by the Borough Council with discussions with the Neighbourhood Plan Group to agree an appropriate level of growth. This is summarised below with a more detailed assessment of the relative merits and recommendations on sites to be addressed through the Neighbourhood Plan. Any site references made in the summary below relates to the Council's SLAA assessment.

Eight Ash Green Parish Council did not submit a representation to the Preferred Options consultation, but the Neighbourhood Plan group submitted representations of support.

Discussion on appropriate growth

There are currently 680 households in Eight Ash Green Parish. These dwellings are concentrated in 3 defined settlement boundaries around Fordham Heath, Choats Corner and Seven Star Green. Seven Star Green has been identified as a less sustainable settlement therefore no additional growth will be directed to this part of Eight Ash Green. The main residential development areas are located within the Eight Ash Green / Fordham Heath settlement boundary & Choats Corner settlement boundary. Within these 2 areas there are currently 569 dwellings with 285 located around Eight Ash Green /Fordham Heath and 284 within the Choats Corner settlement

boundary. Following discussion between the Council and the Neighbourhood Plan Group, taking into account the relevant planning constraints and opportunities in Eight Ash Green it has been agreed that an appropriate level of Growth for the settlement is around 150 additional dwellings during the plan period up to 2033.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad Area 1 – essentially includes the network of arable fields centrally located between Eight Ash Green/Fordham Heath and Eight Ash Green/Choats Hill settlement boundaries and bound to the north and south by Heath Road and Halstead Road respectively. This includes sites RNW02 and RNW46.

Broad Area 2 – includes land between Eight Ash Green and Stanway near the junction to the A12. The area includes sites STN14, STN38, STN20.

Broad Area 3 – this includes sites RNW 01, RNW 09, RNW70 and RNW19 located to the south of Halstead Road.

Broad Area 4 – this broad area is located to the north west of Choats Hill settlement boundary and includes site RNW67.

Green/Amber SLAA sites (8)

RNW01	Halstead Road, Eight Ash Green	174	Amber
RNW02	Halstead Road, Eight Ash Green	177	Amber
RNW09	Seven Star Green, Eight Ash Green	213	Amber
RNW19	Halstead Road (south) Eight Ash Green	20	Amber
RNW46	Heath Road (south), Eight Ash Green	394	Amber
RNW67	Fiddlers Hill Fordham Heath	204	Amber
RNW70	Seven Star Green, Eight Ash Green	152	Amber
STN14	Halstead Road (north), Eight Ash Green	134	Amber

RNW67 – this site abuts Choats Hill settlement boundary and is close to Holy Trinity Primary School. The Highway Authority has raised concerns about the lack of an obvious highway access to the part of the site, and it is apparent that any development would have to be accessed via Fiddlers Farm. There are no highway issues raised (including footways) in relation to accessing this larger part of the site from Halstead Road. Developing this site would extend development north westwards away from Eight Ash Green/Fordham Heath Area and other key facilities. This site has been promoted for approximately 200 dwellings, which is above the level supported via the Neighbourhood Plan of around 150. More detailed consideration of the options via the NHP could refine the site area if favoured for allocation and the policy considerations which may influence the number of dwellings which could be delivered.

RNW02- If the Neighbourhood Plan concludes that there is a desire to link the two parts of the settlement then this site has potential for further consideration for potential allocation – this site comprises 2 arable fields covering an area of 6.94ha. The fields are located between the 2 defined sustainable settlement areas in Eight Ash Green.

The site is bound to the east by residential development and a single dwelling abuts the western boundary of the fields.

The northern boundary is delineated by a strip of woodland while Halstead Road demarks the southern boundary. Development at this location would help link the two distinct parts of Eight Ash Green better and have the potential to create a more cohesive settlement. Off road linkages to the school could be provided. There is a strip of woodland to the north of this site which should be retained as greenspace in the village. If developed site RNW02 could deliver up to 177 dwellings.

RNW01 – this site is located outside the 2 sustainable settlements areas in Eight Ash Green to the south of Halstead Road. Whilst the Highway Authority has not identified any access issues, new development at this location may not be considered sustainable as it would in effect deliver housing in open countryside and separate new residents from the key facilities in Eight Ash Green by Halstead Road which is extremely busy. Any further development in this area would need to ensure adequate safe crossing which would need further consideration and agreement with the Highway Authority.

RNW 09 – this site is located to the south of Halstead Road some distance away from the 2 sustainable settlements areas in Eight Ash Green. Whilst the Highway Authority is happy that there is sufficient frontage to provide an access at the required standard, they have raised concerns about the owner's potential lack of control over sufficient land to provide safe pedestrian access off Turkey Cock Lane. New development at this location may not be considered sustainable as it would in effect start to spread development towards open countryside, with an urbanising effect and separate new residents from the key facilities in Eight Ash Green by Halstead Road which is extremely busy. Any further development in this area would need to ensure adequate safe crossing which would need further consideration and agreement with the Highway Authority.

RNW19 – this site is located outside the 2 sustainable settlements areas in Eight Ash Green to the south of Halstead Road. Whilst the Highway Authority has not identified any access issues, new development at this location may not be considered sustainable as it would in effect start to spread development towards open countryside, with an urbanising effect and separate new residents from the key facilities in Eight Ash Green by Halstead Road which is extremely busy. Any further development in this area would need to ensure adequate safe crossing which would need further consideration and agreement with the Highway Authority.

RNW 46 – this site could deliver an additional 394 units which would equate to a 69% increase in the number of dwellings in Eight Ash Green if supported in full. This is considered too large an increase for Eight Ash Green considering its relative sustainability, the available facilities and constraints in terms of their ability to expand and the level of housing supported by the Neighbourhood Plan Group. Although the Highway Authority has not raised any issues related to access via Heath Road, they have raised concerns about the lack of footways in Heath Road and the lack of the promoter's potential control over sufficient land to deliver a footway or footways. The Highway Authority is unable to support a residential development with no safe means of access for pedestrians and has suggested that the site could only come forward as

part of more comprehensive larger scale growth (or through a joint master plan) associated with other sites including RNW02 and RNW46.

RNW70 - this site is located outside the 2 sustainable settlements areas in Eight Ash Green to the south of Halstead Road. The Highway Authority has raised concerns about the lack of an obvious highway access off Halstead Road. New development at this location may not be considered sustainable as it would in effect start to spread development towards open countryside, with an urbanising effect and separate new residents from the key facilities in Eight Ash Green by Halstead Road which is extremely busy. Any further development in this area would need to ensure adequate safe crossing which would need further consideration and agreement with the Highway Authority.

STN14 – developing this site could lead to settlement coalescence with Stanway which the Parish Council has identified as a concern. The Highway Authority has also raised concerns regarding access which would require further consideration. In addition it is located away from most of the key facilities in the village and in particular is remote from the primary school and any development here would need to ensure it provides good and safe connectivity between the site and existing key facilities, in particular the primary school. There may also be noise issues from the A12 and railway line.

Summary

Site specific allocations will be made through the Neighbourhood Plan. As part of this process the Neighbourhood Plan group has recently undertaken community consultations on the list of sites under consideration. In response to this a preferred area of growth has been identified around Fiddlers Hill, close to the primary school. However, if the Neighbourhood Plan incorporates objectives which seek to enhance the physical links and cohesiveness between the 2 main built up areas of Eight Ash Green, then sites between these areas have clear benefits and provide the opportunity to help achieve this objective, as well as accessibility to existing and any new facilities.

Fordham

Settlement shape and form

Fordham is a linear settlement with a core concentration of development which has evolved over time, including a number of small estate type developments. A primary school is situated at the southern end of the village just beyond the settlement boundary. The village hall and a convenience shop / post office are located within the core of the concentrated area of development. Also within the village is a playing field and a community orchard maintained by the local community. A small cluster of dwellings to the north along Plummers Road is separated by the Grade II listed Moat Hall which is situated on a significant mature landscaped garden which adjoins an established community woodland managed by the Woodland Trust.

High level constraints (at settlement level)

- The liner form of the settlement has the potential to lead to continuous ribbon development which could have an impact on the character of the village.
- Further extension to the north or south in particular may lead to unacceptable ribbon development.
- The Primary school is located at the southern extremity of the village which as an important community facility has an impact on accessibility/sustainability in some parts of the settlement.
- Land to the south to the settlement towards the Primary School is constrained by a group of listed buildings including the church and a local wildlife site.
- The two areas of the settlement are separated by open countryside to the east including the community orchard and a significant listed property set in mature landscaped garden to the west.
- Land to the west around the Moat Hall and Plummers Road lead onto an extensive area of community woodland managed by the Woodland Trust.

High level opportunities (at settlement level)

- With the Primary school located on the southern periphery of the settlement and other services further north there is potential to enhance connectivity and physically enhance links between the separated areas of the village.
- The school itself is a little detached from the southern end of the settlement, there is therefore the opportunity to better connect the settlement with the Primary school.
- An attractive and effective pedestrian link between Plummers Road and the rest of Fordham has recently been established. This could be further enhanced and utilised through extending the area in the north to the east of Plummers Road.

Parish council/neighbourhood plan group view

Fordham Parish Council submitted a representation to the Preferred Options stating that 20 homes on this site is approximately the right number and represents a fair proportion of growth for this rural village. The Parish Council consider that given the existing problems with traffic and speeding through the Village careful thought should be given to road layouts, access and egress to any new development site and that developer contributions should be used for traffic calming measures and to make walking through the Village safer for pedestrians. There is also concern about there being sufficient school places for new families.

Discussion on appropriate growth

- The current population of Fordham is 528, with 220 households within the defined built up area and a total of 315 including the dispersed development within the wider Parish.
- The settlement as a whole is sustainable supporting many key community facilities including a school, shop, village hall, public house and playing field. Extensive areas of community woodland also provide informal open space in the centre of the village;

- The linear character of the village limits the opportunities for sustainable expansion, where ribbon development may locate houses remotely from the key services;
- The character and setting of the settlement and location of listed buildings and established community woodland restrict opportunities for development to the west of the village.
- The Primary school at Fordham is currently at capacity and is projected to remain so up to 2019.
- There are concerns regarding the capacity of water infrastructure. There are issues related to poor capacity to manage surface water and foul water. AW has identified a major constraint regarding managing surface water flooding in Fordham.
- The constraints linked to limiting further ribbon development, the capacity of social and physical infrastructure and the impact on the character of listed buildings and wooded areas within the centre of the village to the west and to the south together impact on the potential capacity for future growth.
- Approximately 20 dwellings (2-3 houses a year) is considered to be incremental and appropriate to the environmental and physical capacity of the village, subject to suitable sites being available in areas of highest constraint.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 – Land east of Church Road between the Primary School and Fossets Lane / Allotments. Additional land to the east of Church Road north and south of Fossets Lane would add a strong connection between the school and the village without the barrier of a busy road. No sites have been promoted or assessed in this area.

Broad area 2 – Land opposite Moat Hall – this area is in the centre between the two parts of the village. It is home to the community orchard and is otherwise open and contributes to the setting of Moat Hall on the opposite side of the village. A good pedestrian connection already runs alongside the agriculture land from Plummers Road through this area. Although development here would provide a physical link it would impact on the open character which is prominent in this part of the village. No sites have been promoted or assessed on this area.

Broad Area 4 Land to the east of Plummers Road. This area is grade 2 agricultural land which appears fairly enclosed by residential development to the south, north and west. Land has been submitted in part as SLAA site RNW03 as well as a larger area including RNW04. These are the only sites promoted and assessed in Fordham. A logical boundary to the east would be to follow the line of the existing development to the south and north.

Green/Amber SLAA sites

RNW 03 and 04 - Plummers Road submitted as one large site of 2.1 hectares which could accommodate 53 units. Could be developed in part for a smaller number of units.

SLAA sites to recommend as potential allocations

RNW03 and RNW04 - assessed together as combined sites total area 2.1ha max 53 dwellings. Although on grade 2 agriculture land, this is the only area where land is promoted and it is located away from the areas constrained by woodland and the potential impact on the setting of listed buildings. The site is defined to the south, north and west by residential development. A boundary to the west could be defined following the existing extent of development to the south and north. Only partial development of this area could therefore be supported for approximately 20 dwellings.

Summary

Opportunities to expand Fordham are limited. It is already a long linear settlement which would be undesirable to further extend by ribbon development. Expansion may be appropriate to the east or west but the undeveloped areas to the west are the most sensitive environmentally with potential harmful impacts on the character and setting of listed buildings and on established community woodland. Land to the north east around Plummers Road is away from these key constraints and is also the only area where sites have been submitted. Two sites have been submitted but only partial development in this area for up to 20 dwellings is recommended as being a suitable level of growth representing incremental growth to support the existing sustainable community and having regard to the key constraints which apply.

Great Horkesley

Settlement shape and form

Great Horkesley is essentially linear in shape and has developed over time along the old Roman road that radiates away from north Colchester (now the A134). More recently development has spread westwards along a number of roads off the main road. Land to the east of the main road has remained relatively free of development and is more open in character. Great Horkesley is fragmented with the main core of the settlement to the south and two smaller fragments to the north along the A134. The southern edge of the main part of the village is approximately 0.6km from the Colchester urban edge and is located north of the A12. There is a primary school and dental surgery within the main village and a petrol station, post office, village hall and a number of public houses along the A134.

High level constraints (at settlement level)

- Land to the south of Great Horkesley slopes down and is within the flood zone.
- It is desirable to prevent coalescence of Great Horkesley with the main Colchester urban area to the south to retain the individual identity of Great Horkesley.
- It is desirable to prevent further ribbon development to the west to discourage further development away from existing village services and facilities and where character is more rural/or is open countryside.
- Sewerage/drainage/mains issues – existing facilities at West Bergholt STW at capacity.

High level opportunities (at settlement level)

- Great Horkesley is a sustainable village (558 dwellings) located close to the main Colchester urban area on a key transport route with a good bus service which serves the railway station. It is just over 4km from the town centre and just under 4km from a secondary school. It has its own primary school, post office and a number of other facilities.
- Great Horkesley is the only settlement in the Great Horkesley Parish area and so is the main community focus within the parish
- A large number of sites have been promoted/identified around the village which suggests there is developer interest and land available for development.
- The primary school in the village (Bishop William Ward Primary School), is forecast to have a surplus of 18 places at 2019/20 and there appears to be physical space to accommodate any expansion required.
- Potential to enhance community facilities including improved scouting facilities and allotments.

Parish council/neighbourhood plan group view

Great Horkesley Parish Council does not appear to have made any specific comments regarding the sites promoted through the call for sites process but is keen for any new development to fund improvements/extension to the village hall and to provide land for new allotments and the relocation/refurbishment of the scout hut.

The Parish Council submitted a representation of support to the Preferred Options consultation in relation to the proposed housing sites in Great Horkesley. They also stated that they reserve the right to change the community benefits being sought.

Discussion on appropriate growth

- There are 930 households currently in the wider Great Horkesley Parish area of which 558 dwellings are within the current settlement development boundary of the main part of the village.
- Great Horkesley has a number of key community facilities (including its own primary school) and is close to the main Colchester urban area via a main road and bus route, which has a wide range of services and facilities.
- A large amount of land has been promoted around the village which demonstrates there is interest in development and land available.
- Taking into account the above constraints approximately 90 new dwellings, is considered to be incremental and appropriate given the environmental and physical capacity of the village and its size and relative sustainability. Growth would need to be able to contribute to any additional social infrastructure required to support this level of growth (in particular any improvements to the local primary school, scout hut or sewerage provision). This level may be supplemented by small-scale infill development within the village.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 – Expansion north of Coach Road

Two large sites have been promoted in this area. The land is currently in arable use and development would be particularly visible in the landscape. Site RNE46 is defined by existing housing to the east and south whereas RNE45 is more remote and extends into open countryside. Whilst one of the sites is close to the primary school, both sites are more remote from other services and facilities, including bus stops. Additional development in this area would result in more traffic passing the village school and using the walking route used by pupils. The size of these sites would not represent an appropriate level of development.

Broad area 2 – Expansion east of A134 (Nayland Road)

Land to the east of the A134 includes the grounds of Great Horkesley Manor (which currently operates as a care home) and arable land beyond. Growth in this area would introduce housing at the heart of the village, although it would breach the A134. Whilst the site is close to the primary school it would require pupils to cross a busy main road and so would require suitable crossing points. This broad area contains SLAA site RNE10 but the size of the whole site is too large and would not represent an appropriate level of development, if it was all developed. To avoid over-development and the continuous expansion of the village eastwards, development should be limited to extend no further east than the present Great Horkesley Manor (beyond which lies a belt of trees/woodland and a small brook) or the extent of existing development to the north along Ivy Lodge Road. This site would be defined by the A134 and housing development to the west, housing development to the south and north and a belt of trees to the east.

Broad area 3 – Expansion west/southwards – This broad area of land contains two large SLAA sites (RNW47 and RNE48). The size of both of these sites are not considered to represent an appropriate level of development. Vehicular access would also appear to be an issue as Brick Kiln Lane would not be a suitable access road for the scale of development that could be accommodated on these sites. This land is currently in arable use and there is woodland to the south and east.

Other Areas- Small scale expansion around School Lane may create the potential to facilitate improvements to the old village hall and the scout hut if comprehensive development were considered. A small site (RNE02) may enable this opportunity to be further explored.

Green/Amber SLAA sites promoted in Great Horkesley (12)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
RNE02	School Lane, Great Horkesley	13	Amber
RNE10	Horkesley Manor, Great Horkesley	537	Green
RNE33	Cedar Brook, Great Horkesley	46	Amber
RNE36	Ivy Lodge (site 1) Great Horkesley Nursery, London Road, Great	60	Amber
RNE38	Horkesley Park	22	Amber

RNE42	East Infill, Great Horkesley	129	Amber
RNE45	Old House Road, Great Horkesley	411	Amber
RNE46	Land north of Coach Road, Great Horkesley	195	Amber
RNE47	Land south of Coach Road, Great Horkesley	411	Amber
RNE48	Green Lane, Great Horkesley	170	Amber
RNE49	Ivy Lodge (Site 3), Great Horkesley	233	Amber

A further site RNE35 received a red SLAA rating.

SLAA sites to recommend as potential allocations

RNE02 – Land off School Lane to the north of the village offers the opportunity for comprehensive development which includes the redevelopment of a brownfield site and could improve access to the old village hall and the scout hut. The site includes a listed building and care will need to be taken to safeguard its setting. This site could provide approximately 13 new dwellings which together with the larger site close to Great Horkesley Manor is considered to represent an appropriate level of growth over the plan period. The existing scout hut is in poor condition and development proposals should look to replace and/or contribute to its relocation.

RNE10 – Great Horkesley Manor (western portion of the site) – Whilst development would breach the A134 (which is a busy main road) the western portion of the site represents a logical extension to the village as development would fill a large gap between existing dwellings at the heart of the village and would be contained within the wider landscape by a belt of trees and small brook to the east. The site would be directly served by existing bus routes, would have direct vehicular access onto the A134 and would be significantly closer - for some within walking/cycling distance - to the local services to be provided just south of the A12 as part of the Chesterwell development. There is potential for up to 80 dwellings on this part of the site which would accord with what is considered to be appropriate for Great Horkesley together with a small site of School Lane. Development would need to be capable of financially contributing to the expansion of the primary school and any provision required to address sewerage/drainage issues. Access points off Nayland Road would need to be kept to a minimum to avoid disrupting the flow of traffic along this busy main road but the principal of access off this road is supported and there appears to be sufficient road frontage to enable an access to be delivered to the required highway design standards. Suitable traffic management and crossing opportunities would be needed as development here would require pupils to cross the main road. Appropriate design and landscaping would be required to preserve the setting of the existing Manor building and the tree-lined approach road from the main road – whilst not listed, it is considered to be a visually prominent local building set within large, open grounds.

SLAA sites to discount

- RNE33 – part of the site is within a flood zone and development would extend the village too far south. Development might require the diversion of an existing public right of way.

- RNE42, RNE49 and RNE36 – these sites would extend the built up area northwards along the A134 away from the main part of the village, the primary school and the Colchester urban area. The Highway Authority has indicated concerns regarding access issues for RNE49.
- RNE38 – the site would ordinarily be excluded from consideration as it lies well outside the settlement boundary, but in this instance an appeal decision points to the acceptability in general terms of some form of development given the existence of disused buildings on the site and the potential for development to improve the overall appearance of the site. Any development would, however, be constrained by the site's location adjacent to the Dedham Vale AONB and listed buildings. No specific allocation will be made however reflecting the sites remote location away from the village. A current planning application has been approved subject to the satisfactory completion of a legal agreement.
- RNE45 & 46 – would not represent an appropriate level of growth, and would extend the settlement too far north and west into open countryside. There is no obvious vehicular access to RNE45. There are no footways in Old House Road or Coach Road and there are serious doubts about the suitability of the surrounding road network to cater for a development that could come forward on a site of this size. 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.
- RNE47 and RNE48 – these sites would not represent an appropriate level of growth (taken together or individually) and would extend the settlement too far west and south into open countryside with an impact on landscape character and reduce the separation between Great Horkelesley and the A12/Colchester. Access could be an issue as there does not appear to be any road frontage. Brick Kiln Lane would be unsuitable and there are no footways or sufficient likelihood of them being delivered. RNE48 would involve the loss of an area of mature trees.

Summary

Great Horkelesley is a sustainable settlement located close to the Colchester urban area. A large area of land has been promoted for development around the periphery of the village but a large proportion of this can be discounted in order to encourage an appropriate level of growth (taking into account recent development levels), to help discourage inappropriate forms of development, prevent expansion northwards away from the primary school and the sprawl of the village into the open countryside where it is more rural in character. Two sites appear to be suitable (in principle) and would be in accordance with what is considered appropriate for the village.

It is proposed to remove the settlement boundary from the small cluster of dwellings known as The Crescent, between the two areas of Great Horkelesley as it supports no

community facilities and is detached from the other parts of the village. Its Settlement Development Boundary is therefore recommended to be removed.

Great Tey

Settlement shape and form

The village is situated north of the Roman River and is surrounded by largely flat arable land. The parish of Great Tey is a small rural community that contains a few local amenities including a village pub, a school, and a Norman church. The community originally developed at the southern end, as evidenced by the Conservation Area, with a newer small estate to the north and ribbon development along the main road through the village between Little Tey and Chappel.

High level constraints (at settlement level)

- Although the village is amongst the smallest sustainable settlements and does not have some of the limited services and facilities, these are at a lower level compared to larger, more sustainable settlements in the borough. Large scale growth is accordingly not considered appropriate.
- Great Tey lies off the main road network, although is close to the A1124, A12 and A120. The village has an amber rating for train and bus access.
- There is a need to prevent further ribbon development to the north and south beyond the existing extent of Great Tey to discourage further development located away from existing village services and facilities and where character is more rural/or is open countryside
- The southern quarter of the village lies within a Conservation Area, which includes the church and the pub. The Conservation Area boundary extends into RNW63 (East Infill).
- Northern half of village lacks defensible boundaries with surrounding arable countryside, with one section including a school playing field.
- Scope for inclusion in West Tey Garden Community, depending on its boundaries

High level opportunities (at settlement level)

Great Tey has a sufficient population base to allow for small scale appropriate growth at a lower level to successfully support expansion of infrastructure and community facilities.

Parish council/neighbourhood plan group view

The Rural Community Council of Essex (RCCE) completed a Rural Housing Needs Survey in 2012 which indicated a need for 4 affordable units. The response to the Issues and Options consultation noted that they were conscious that there is a modest need for lower cost/smaller houses in the village and as such would consider reviewing the village envelope to accommodate this.

Great Tey Parish Council submitted a representation to the Preferred Options consultation objecting to the West Tey Garden Community. They submitted a representation in support of the proposed housing site (RNW05) subject to:

- Consideration should be given to investigate traffic calming measures for example priority traffic flow (as in Chappel).
- Ensure that there is a continuous footpath/footway on the west side of Brook Road.
- A mix of housing to include low cost and "affordable" housing; and suitable access with off road parking, so that there is no additional parking on the east side of Brook Road.
- The PC indicated that they would be interested in further discussions regarding future development on a small scale that would bring sustainability to existing village amenities.

Discussion on appropriate growth

- Great Tey has been classified as sustainable and a level of growth can be physically accommodated without compromising the existing settlement shape, form and character.
- Growth needs to be supported with adequate infrastructure.
- There are concerns about existing drainage/sewage capacity at Great Tey which is currently served by treatment works at Earls Colne, adequate provision / improvements would be essential for development to be delivered.
- The primary school has capacity but there are constraints on capacity at the secondary school at Stanway School.
- The 2012 Housing Needs Survey indicates that there is a local affordable housing need within the village.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 – Expansion to the southeast opposite development on Brook Road across from the pub and church. Development would, however need to protect the character of the Conservation Area which extends across both sides of the road. This area includes two sites RNW63, which was not submitted via the Call for Sites, and RNW05, which was submitted via the Call for Sites. These two sites were estimated in the SLAA table to have potential for approx. 106 dwellings (at a density of 30 dph). This number, however, is likely to prove an over-estimate given that in addition to the availability question on RNW63, there are a number of trees that have TPOs on them along the western boundary as well as significant mature tree cover on the southern half of the site that would be lost if development occurred. The southern part of the site also includes large established existing buildings. This part of the village is characterised by frontage only development. A lower figure would accordingly be expected given the expectation that buildings and trees would need to be retained.

Broad Area 2 – Expansion to the south. Development of RNW11 would be constrained by the potential amenity issues of development adjacent to the small sewage treatment works. It also represents ribbon development and extends the built form into open countryside further away from the village core.

Broad Area 3 – Small amount of land behind churchyard, back gardens, farm and allotments appears available but not a SLAA site – could accommodate possibly 10 houses but could be too constrained by existing uses.

Green/Amber SLAA sites (3)

RNW05	Brook Road	17 potential units	Amber
RNW63	East Infill	89 potential units	Amber
RNW75	Greenfield Drive	30/40 potential units	Green

A further site- RNW11 Brook Road (73 potential units) received a Red SLAA rating.

SLAA sites to recommend as potential allocations

RNW05 – This site lies directly opposite the existing settlement boundary, with no identified risk of flooding or impact on biological or heritage assets. There is a row of housing opposite the road and development of this site would not extend the settlement any further south. The site is available immediately.

RNW75 – Greenfield Drive, Great Tey – The allocation of this site provides the opportunity to expand the play fields by 1ha. This site is in a location relatively free of constraints and therefore more suited to a further allocation than other locations within the Borough. This site was submitted late therefore was not assessed as a Broad Area as part of the Settlement Boundary Review. However, based on settlement shape, level of growth and opportunities for expanding the playing fields it would make a sustainable addition to the village.

SLAA sites to discount

RNW11 and RNW43 – sites achieved a red rating in the SLAA.

RNW63 – The land has not been promoted by the land owner through the Call for Sites process and there are no details, therefore, of land ownership. For these reasons it is not clear if this land would be available or deliverable.

Summary

Great Tey has been classified as a sustainable settlement and is capable of accommodating some additional growth. The amount of growth depends on what can be accommodated within existing infrastructure constraints (drainage and sewage) or the level of upgrades/expansion that can be secured. The site at Greenfield Drive provides the opportunity to expand the playing fields.

It is proposed to remove the settlement boundary from the hamlet of Little Tey, to the south of Great Tey, as it supports no community facilities and is detached from Great Tey and Marks Tey. It is not suitable for further development.

Great Tey Parish Council have recently confirmed their intention to develop a Neighbourhood Plan. This is expected to add detail to any allocations made in the Local Plan.

Langham

Settlement shape and form

Langham includes two areas of settlement, Langham Moor and St. Margaret's Cross, linked by School Road. A former WWII airfield lies between the two areas. The village contains a mixture of historic properties and farmhouses with more recent development.

High level constraints (at settlement level)

- Consideration of strategic growth by way of a potential Garden Community is assessed through the Garden Community options work.
- Langham has limited access to public transport access.
- There are some existing capacity and access issues re secondary education and healthcare.
- Dedham Vale AONB adjoins the village to the north and east, although it is separated by the A12 to the east.
- The site is served by Langham Sewage Treatment Works which currently has capacity issues. Other key issues relate to poor capacity to manage surface water and foul water.

High level opportunities (at settlement level)

- For its size, Langham provides a reasonable number of facilities including a community centre and shop, and a primary school with capacity.
- Scope for proportionate growth to provide infill to bring together two separate parts of the village.
- There are local employment opportunities in the village.
- Proximity to the A12.

Parish Council/neighbourhood plan group view

Langham Parish Council carried out a survey in October 2015 asking for opinions on fourteen sites put forward by landowners. 174 responses were received, a 43% response rate. Based on the responses and their analysis of the sites, the Parish Council concluded that an appropriate proportion of growth in Langham would constitute 85 additional units up to 2033 which represents 19% growth. They considered areas within Call for Sites 049 (50% of area) and 050 should be selected to provide 20 units for a first phase of development. Backfill development was not supported, so sites were only supported if they had road frontage and good access.

The Parish Council submitted a representation to the Preferred Options stating that the growth proposed was grossly disproportionate compared with other villages. The following issues were raised:

- Unsustainable infrastructure; School Road overloaded.
- Inadequate waste water sewage facilities.
- Urban solution of backfill imposed on rural solution of infill development.

- Destruction of special rural historic character of Langham; creeping suburbanisation.
- Up to 50 dwellings constructed over the Plan period is proportionate, balanced and reasonable growth.
- Concern about proximity of 115 dwellings abutting a heavy engineering site, with problems of noise, safety, HGV movements and other pollutants.
- Historic character of Boxted Airfield affected.
- Inaccuracy of information in CBC documentation.

Discussion on appropriate growth

- There are 419 households in Langham.
- Langham is sustainable and some growth can be physically accommodated without compromising the existing settlement shape, form and character
- Growth needs to be supported by appropriate levels of infrastructure
- It is not considered appropriate for Langham to take a large level of growth such as that put forward under the Call for Sites for a new garden community.
- Any new development would need to address concerns about existing drainage/sewage capacity at Langham.

Potential areas of search/settlement expansion following high level constraints and opportunities (excluding strategic growth via Garden Communities)

Broad area 1 – Infill between A12 and Wick Road. This area has been given a Green rating and there could be potential for development of a portion of the site at the western end of site RNE04 to maximise distance from the A12. Development of the area, however, would entail a cul-de-sac layout that would not be as well-connected to the rest of the village as sites on School Road. This site is not supported by the Parish Council as they view it as being backland development.

Broad area 2 – Infill south of School Road between the community centre/field, the employment zone and existing settlement boundary. This area has been given a Green rating and development along School Road could represent a logical infill location. The Parish Council supports development of the top half of this site but would prefer frontage development. Development of this area would link the two separate settlement boundaries of Langham Moor and St. Margaret's Cross although would take away the view of the airfield and open space. Part of the area forms part of the large Garden Community site submission, but subsequent discussions have indicated a smaller parcel of land could be considered.

Broad area 3 – Langham Moor – This area lies at the periphery of the village and would represent a less logical form of growth than infill further within the village, along with loss of the historic field patterns and tree cover. The Parish Council has not supported development in this area.

Broad area 4 – Development to the north of School Road. Two sites have been put forward but neither benefit from obvious vehicular access. The area is not supported by the Parish Council as it would involve backland development.

Broad area 5 – Development along Wick Road adjacent to existing settlement. Development of RNE01 along Wick Road across from existing housing would involve a reasonable amount of small scale infill development.

Green/Amber SLAA sites

RNE01	Wick Road	47 potential units	Amber
RNE04	Motts Farm, Birchwood Road	190 potential units	Green
RNE06	Perry Grove, Grove Hill	13 potential units	Green
RNE08	Park Lane	971 potential units	Amber
RNE09	Land adj A12	220 potential units	Amber
RNE11	School Road	55 potential units	Green
RNE23	Park Lane	19 potential units	Amber
RNE25	Land off Chapel Road	47 potential units	Amber
RNE26	Land south of High Street	230 potential units	Red
RNE27	High Street	17 potential units	Amber
RNE44	Rig, School Road	26 potential units	Green

SLAA sites to recommend as potential allocations

RNE01 – The site, put forward in the Call for Sites, was supported for development of 10 units by the Parish Council. Development of a larger estate/green layout would allow development of up to 47 units, but given that the adjacent development comprises of frontage development only, a similar approach would be most appropriate to ensure it is in keeping. There is sufficient road frontage to enable the delivery of satisfactory access. The site abuts the former airfield, and development would need to have regard to both its landscape character and to access to footpaths through the area. This site is recommended as an allocation for frontage development only.

RNE11 – Development of this site would represent a logical extension to the village as it lies between existing housing and employment sites and is well located for the school and community centre/shop. There is potential for 55 units on the site at a medium density. The Parish Council supports lower density for the top half of the site alone, providing 10 units for an initial development phase fronting the road. It is considered, however, that there is potential for an estate or village green approach to layout at this site given that it is at the heart of the village adjacent to mixed uses and there is development in depth on the adjacent employment site. There is sufficient road frontage to enable the delivery of satisfactory access, although the mix of school, employment and housing uses in the area would require highways and traffic management improvements. The site abuts the former airfield, and development would need to have regard to both its landscape character and to access to footpaths through the area. Within these constraints it is considered that this site can accommodate approximately 40 dwellings.

RNE08 – This site was promoted as part of a larger scale development linked to a potential new Garden Community development. As the principle of Langham as a location for a new garden community is not a preferred option for strategic growth, a portion of the large site submitted for consideration as a Garden Community could be allocated for small scale development for Langham. This would involve development

of a limited amount of land fronting School Road. If similar in scale to RNE11, this could involve development of between 10-60 units, depending on density, layout and mix of development. As with the other site on School Road, it is considered that there is potential for an estate or village green approach to layout at this site given that it is at the heart of the village adjacent to mixed uses. There is sufficient road frontage to enable the delivery of satisfactory access, although the mix of school, employment and housing uses in the area would require highways and traffic management improvements. The site abuts the former airfield, and development would need to have regard to both its landscape character and to access to footpaths through the area. It is recommended that the site be allocated for up to 35 dwellings and the provision of an extension to the playing fields.

SLAA sites to discount

RNE04 – This site could deliver 192 dwellings, which is in excess of what is considered appropriate for Langham. The preferred sites, which are also recommended by the Parish Council, are better related to existing development. There may be noise issues from the A12.

RNE06 and 44 – These sites are located to the rear of existing development and do not seem to benefit from road frontage or suitable vehicular access.

RNE09 – This site could deliver 220 dwellings, which is in excess of what is considered appropriate for Langham. The preferred sites are better related to existing development. Furthermore, there may be issues with the site's impact on the Birch Wood local wildlife site and the Dedham Vale Area of Outstanding Natural Beauty. There may be noise issues from the A12.

RNE23 – This site is remote from the settlement boundary and has been promoted for employment use and therefore not considered suitable for housing allocation.

RNE25 – This site appears to have a high level of tree cover and retains landscape character of previous use and therefore is not considered suitable for allocation.

RNE26 – Site achieved a red rating in the SLAA and therefore not considered suitable for allocation. The red rating was given to reflect the site's location adjacent to a settlement with sustainability constraints; and the fact that provision of up to 230 dwellings on the site would not be proportionate to the scale of the existing settlement. On the part of the site not in agricultural use, there are both existing dwellings and curtilage or high levels of tree/vegetation cover so there would be concerns about landscape impact and loss of habitat. Evidence of historic agricultural use patterns. Finally the site has not been promoted therefore it cannot be considered available at this time.

RNE27 – The site appears to have a high level of tree cover and its loss would be detrimental to habitat protection, landscape character and residential amenity and therefore not considered suitable for allocation.

Summary

Langham is a sustainable settlement capable of accommodating some additional growth. The amount of growth is informed by the constraints and opportunities and on what can be accommodated within existing infrastructure constraints. There are particular concerns about sewage infrastructure. The sites recommended would deliver appropriate growth in Langham and are adjacent to the existing settlement boundary and well related to existing development. They also offer the opportunity to improve community facilities including a school car park, playing field extension and improved off road footpaths. The site on Wick Road for frontage development is supported by the Parish Council, as well as the principle of expansion along School Lane to the east of Powerplus, although in this instance a lower number to accommodate frontage development only was favoured by the Parish Council. The third site to the west of Powerplus along School Lane was not considered directly by the Parish Council as it was part of a much larger submission related to a potential new garden community. However it is considered to represent a logical extension to the settlement associated with the other sites proposed and together totals an increase of 85 dwellings which could be accommodated within Langham if phased over the plan period and adequately supported by infrastructure.

Layer de la Haye

Settlement shape and form

Development in Layer de la Haye is concentrated within 2 settlement areas; Layer village and Malting Green. The 2 areas are physically separated by a large grass sward also known as Malting Green, a large part of which is a designated Local Wildlife Site (Co 93). It is also an important open space that plays an important function in defining the rural character of the existing 2 settlement areas. To preserve this character the Council is of the opinion that the 2 settlement areas should remain physically separate.

Layer village is the larger of the 2 defined settlement areas. Development has grown from the Church Road, Birch Road, High Road and Abberton Road crossroads. From the crossroads, ribbon development has extended north eastwards along High Road (B1026) as far as the Donkey and Buskin public house. A second band of ribbon development extends eastwards from the crossroads to the western boundary of Malting Green open space. There has been extensive infill between High Road and Abberton Road.

The Malting Green settlement boundary extends in a linear fashion as ribbon development from the eastern edge of Malting Green open space to just before the Abberton/Bounsted Road junction.

Given its small size, lack of facilities and physical separation from Layer village, Malting Green is not considered to be a sustainable location for future growth. To reflect this it is proposed that the settlement boundary is removed from Malting Green.

High level constraints (at settlement level)

- Development in Layer village is constrained to the north and west by Chest Wood which is a designated Local Site (ref Co 85).
- Development is constrained to the south west by the water treatment works.
- The Roman River valley runs north east of Layer village. Land in this area falls within flood zone 2. Parts of the Roman River valley are steep and undulating.
- The Folley is a constraint to higher density development particularly on the eastern side of the road. The character of the land to the east of the Folley is more open and rural in nature. It is characterised by low density development typically large detached rural dwellings with spacious gardens, farms/arable fields and small blocks of deciduous woodland. This area would not be considered suitable for higher density development as it would not be in keeping with the existing rural character of this part of the parish.
- The land to the south east of Malting Green is very open and rural in character with views over Abberton Reservoir.
- Bus and train services are somewhat limited. The closest station is in Colchester, approximately 7km from Layer village.
- The closest Secondary School is Stanway School which is approximately 6.5km from Layer village.
- Malting Green is physically separated from the key facilities available in Layer village and there are no footpaths between the 2 locations.

High level opportunities (at settlement level)

- Layer is well located in relation to the town centre.
- Layer is served by a number of buses which run between Colchester Town and other villages
- Layer village has a primary school, a village shop/ post office, a GP surgery (Winstree Medical Centre), a water treatment plant and 2 pubs. The GP surgery is at capacity however and the school capacity report indicates that the school will have a small capacity of 3 places in 2020.

Parish Council /Neighbourhood Plan group view

Layer de la Haye Parish Council provided a detailed response on the various sites submitted through the Call for Sites processes. Their main concerns relate to lack of capacity at the primary school to accommodate new pupils, limited public transport services between Layer and Colchester, lack of capacity at the GP surgery, the need to deliver a mix of housing, the need to protect village character and concern over the densities proposed in the call for sites which they felt were too high. The Parish Council also raised concerns about the removal of the village envelope and were strongly opposed to this happening.

The Parish Council submitted representations to the Preferred Options consultation objecting to planned development, which they believe is unsustainable at present. Concerns were raised over infrastructure (schools, health facilities are at capacity), there is no GP and a poor bus service. The Parish Council consider that if

development is necessary, 42 dwellings as originally proposed is more appropriate. Their other detailed comments relate to the following;

- A preference for bungalows and small family homes (mix of 2 & 3 beds).
- Identified need for 8 small properties (up to 3 beds) for local people/families.
- Proposed access via Hawfinch Road is unsuitable. This is not the most sustainable route.
- Concerns raised about safety for school children crossing High Road.

Discussion on appropriate growth

There are 710 dwellings in Layer de la Haye Parish, with development concentrated in the two separate built up areas. Layer village, the larger of the 2 built up areas, has 494 dwellings while Malting Green only has approximately 50 dwellings. The 2 developed areas are physically separated by the large Malting Green Local Wildlife Site. The 2 areas should remain separated to help protect their individual character and to ensure the development is directed to the most sustainable settlements.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad Area 1 – this area covers land to the south west of the main Layer de la Haye settlement boundary around High Road /New Cut and Birch Road. It includes sites RSE 34 and RSE 35. Site RSE 35 comprises the village playing fields and has been excluded from consideration. Site RSE34 would extend built development into the open countryside.

Broad Area 2 – this broad area covers land located to the south of the main Layer de la Haye settlement boundary. This includes sites RSE 07 located off Malting Green Road and site RSE 12 which is located off Church Road. This land is at a higher level than the surrounding countryside which slopes down towards the reservoir. Development would be highly visible in the landscape.

Broad Area 3 – this broad area covers land in the centre of Layer de la Haye. Sites RSE13, RSE33 and RSE 40 are all located within this area of search between The Folley and the High Road. The three parcels of land have been submitted separately but taken together could deliver 163 new dwellings. The site closest to the existing concentration of development is considered the most appropriate because of its location in relation to village services and facilities and vehicular access options. The Folley is not considered suitable for a new vehicular access serving a major development. It does not have pedestrian footpaths and to introduce them would urbanise the existing rural character.

Broad Area 4 - this area covers the Maltings Green settlement area. It includes sites RSE09 and RSE30 which are located to the south of Malting Green Road/Abberton Road and RSE 19 which is located to the north of this road. This area is not considered to be a sustainable settlement in its own right and the settlement boundary designation is proposed for deletion. No growth is therefore allocated in this area which is remote from village services and facilities.

Green/Amber SLAA sites

RSE 07 Malting Green Road (south)	40 dwellings	Green
RSE 09 Maltings Green Road (south)	10 dwellings	Amber
RSE 12 Church Road	9 dwellings	Green
RSE 13 The Folley	50 dwellings	Green
RSE19 Maltings Green Road (north)	43 dwellings	Amber
RSE 33 The Folley	90 dwellings	Amber
RSE 34 Birch Road	60 dwellings	Amber
RSE 35 Recreation Ground	44 dwellings	Amber
RSE 40 The Folley	23 dwellings	Green

SLAA sites to recommend as potential allocations

RSE 13 The Folley – this site located to the west of the Folley has been put forward to deliver 41 dwellings. It is achievable, available, and is considered a suitable and sustainable location for development. The site is well located in relation to existing residential properties in Layer and is adjacent to the settlement boundary. The Council considers that this site could accommodate up to 50 dwellings. This would equate to a 10% increase in growth in Layer village which would be considered an appropriate amount of growth for Layer village to accommodate. Layer de la Haye Parish Council and local residents have raised a number of issues associated with developing this site including loss of amenity, impacts on village infrastructure (GP and schools), loss of open space and traffic impacts. Discussions have taken place to determine the most appropriate development for the site, including the need for an area of open space and local affordable housing.

SLAA sites to discount

RSE07 – This site has the potential to deliver approximately 40 dwellings. It is located to the south of Malting Green Road. Rye Lane which is privately owned runs immediately west of the site. The site has a history of failed planning applications and appeals mainly to do with its rural location. Any development at this location would be out of keeping with the existing pattern of development in this part of the village which comprises frontage properties along Abberton Road. The proposal would also extend development southwards from the village into open countryside. The site is in a high and prominent location overlooking the Abberton reservoir and would be visible across a wide landscape. Allocation of this site is not therefore recommended.

RSE09 and 30 – These sites are in the Malting Green area of Layer, where the Council is proposing removing the settlement boundary due to its relative sustainability and being detached from the core part of Layer. It is not therefore considered to be sustainable to direct new development to Malting Green. Even if the settlement boundary at Malting Green is retained these proposals would extend new development eastwards into open countryside which would be physically separated from key facilities available in Layer Village. The sites are also located on high ground and would be very visible in the landscape to south.

RSE 12 – this is a small site which has the potential to deliver 9 dwellings between existing residential properties and the Layer de la Haye sewage treatment works. The

site appears to comprise the curtilage of Cross House Cottage and a large part of the site is vegetated. Therefore the developable area available for development is likely to be quite small. The site is on the very edge of the village and both this site and the rural nature of the land on the opposite side of the road contribute to the open character of the area which it would not be desirable to lose. Layer de la Haye Parish Council does not support the allocation of this site.

RSE 19 – Layer de la Haye Parish Council and local residents support the principle of some small development on this site (5 units), particularly on the land where the farm buildings currently stand. This site is located to the north of Abberton Road, and abuts the current Malting Green settlement area. An application for residential development was rejected 2 years ago but prior approval has been granted for change of use of the agricultural buildings to 3 dwellings, under permitted development. The Council is proposing to remove the settlement boundary at Malting Green due to its relative sustainability and being detached from the core part of Layer. It is not therefore considered to be sustainable to direct new development to Malting Green.

RSE 33 - this site is located half way along and to the west of The Folley in Layer village. The site has been proposed for 90 dwellings which would equate to an 18 % increase in growth if developed on its own. The site is in arable use and has not been promoted by the owner or a developer. It is not as well related to existing residential development in Layer as other sites. Vehicular access would have to be taken from The Folley which is unsuitable for additional major development. There are no footpaths within the Folley and to create them would urbanise the lane which is rural in character. The site has therefore been discounted.

RSE 34 – This site is located to the north of Birch Road on the western edge of Layer Village. The site is currently open grassland interspersed with trees and shrubs. It is a former SHLAA site (S0189) and has not been promoted therefore it is not known if it is achievable or available. The parish council has not clarified if there is support for developing this site locally but have indicated that the site has a history of refused planning applications. The site would extend development into the countryside.

RSE 35 – this site is not considered as a suitable location for housing development. It is the recreation ground for Layer village. It should be retained as a recreation pitch which is a position supported by Layer de la Haye Parish Council.

RSE 40 – this site is a triangular piece of land located towards the north end of The Folley. It is located at the northern edge of the village well away from the key village facilities. Allocating this site on its own would not create a logical extension to the existing settlement boundary. If taken together with RSE 33, which then links with the Council's preferred site (RSE 13) it would result in an increase of 163 dwellings (which represents an increase of almost 25%). Layer Parish Council has already indicated that an increase of this scale would not be appropriate for the parish, a view shared by the Council. It is also unlikely that satisfactory access arrangements can be provided for a larger site. On its own, access would need to be taken from The Folley which is unsuitable for additional major development. There are no footpaths within the Folley and to create them would urbanise the lane which is rural in character. The site has therefore been discounted.

Summary

Layer de la Haye is a reasonable sized village located approximately 2.5km from the southern edge of Colchester. It is a sustainable location for limited growth. Growth on the periphery of Layer is restricted by environmental constraints to the north west and north east, the need to avoid creating coalescence between Layer village and Malting Green and the need to discourage sprawl into the wider countryside away from existing facilities. Given the above constraints, only one site RSE 13 is considered suitable for allocation in the emerging Local Plan. Additional growth could be supplemented by small-scale infill development within existing settlement boundaries or a rural exception site.

Marks Tey

Settlement shape and form

Marks Tey is the largest settlement located at the centre of the Marks Tey parish area, located at the busy junction of the A12 with the A120. It is essentially a fragmented, linear settlement that has been bisected by the railway, the A12 and A120. There are a number of community facilities including a railway station to the east and a larger area of modern housing and the primary school in the centre, the separate hamlet of Little Tey to the west and a retail and residential area to the east separated by the A12.

High level constraints (at settlement level)

- The settlement is divided by the busy A12/A120 and railway line – facilities and services are not easy to reach on foot from the main residential area to the west. Work undertaken by the consultants AECOM to consider potential garden community options for the surrounding area has highlighted the following transport constraints:
The road network is currently congested - something that is anticipated to worsen without major upgrades. The availability of road infrastructure to the east of the A12 is also limited. The A12 and GEML bisect the site along similar but separate axis. The GEML (Great Eastern main Line) is constrained in terms of current and future capacity, whilst the current location of the rail station is poorly positioned a) for the current local population and b) for development over a site which is predominantly on land to the south. Therefore, it can be considered that the major connectivity benefits of the current multi-modal transport infrastructure also act as a major constraint to current localised movements¹
- The A12/A120 inhibits resident's vehicle movements, is dangerous to pedestrians and cyclists, and adversely impacts the community through pollution, vibration, and noise.
- There are designated areas including SSSI / Local Wildlife Sites / Minerals and waste safeguarded zone to the north.

¹ AECOM, North Essex Garden Communities Concept Framework, Volume 2, Constraints and Opportunities, p. 36

- Potential surface water and foul water capacity issues will need to be addressed to ensure capacity of facilities at Copford Sewage Treatment Works to cope with growth and carry out any improvements as necessary.
- Desirable to preserve the separate identities of and prevent the coalescence of Marks Tey with neighbouring Copford.
- Desirable to prevent further ribbon development to the west along the A120 beyond the existing extent of the built up area to discourage further development away from existing village services and facilities and where character is more rural/or is open countryside.

High level opportunities (at settlement level)

- Marks Tey is a highly sustainable location as it has its own mainline railway station and good bus links, is located at a key junction of two busy strategic routes (A12 and A120) and has a number of shops, sources of employment and services and facilities with potential to be made more sustainable.
- Opportunity for major strategic growth / potential garden community (large areas of land have been promoted around Marks Tey) with potential to establish new schools and other services and facilities – this is a preferred option for growth in the new Local Plan. Opportunity to consider linking all the separate fragments of the settlement within one boundary.
- St. Andrew's Church of England Primary School is forecast to have a surplus of 23 places at 2019/20 and there appears to be space for small-scale expansion (but there does not appear to be physical space without extending current site boundaries for major expansion to cope with major growth – new education provision would be required for larger-scale strategic growth).
- The Marks Tey estate is the major settlement in Marks Tey Parish area and so is the main community centre within the parish and a likely location for some growth.

Parish council/neighbourhood plan group view

There is local concern about the lack of facilities and the truncation of the settlement by the A12, A120 and railway. Marks Tey is central to the broad area for growth identified for a new garden community to the west of Colchester. Marks Tey Parish Council wrote to CBC in May 2016 stating that they felt that some development in Marks Tey is necessary to make it sustainable and to create a heart. They noted that the growth that it has to encompass creates considerable worry but also enormous opportunity for the community of Colchester, and accordingly they plead for vision, leadership and excellence, (i.e. bold proposals that gain widespread and local community support) from the Borough in its chosen Development Option. The Parish Council are also preparing a Neighbourhood Plan. The relationship between the future Neighbourhood Plan, any Joint Local Plan for strategic growth and the new Colchester Local Plan is complicated by the uncertainty of a new garden community. More work is required to find innovative ways to integrate all of the respective plans in the future.

As part of the consultation on this review the Parish Council stressed its view that no substantive development can take place along the A120 without significant improvement/remedy of the highway infrastructure deficit that the village is currently subject to. This should be by temporary or permanent removal of heavy traffic and

HGVs for the village and opportunities should be sought for the early achievement of this with any residential growth allocated within or adjacent to Marks Tey in the proposed Local Plan.

Discussion on appropriate growth (outside of the context of strategic growth)

- There are 1,055 households currently in the wider Marks Tey Parish area of which 944 dwellings are within the current settlement development boundaries.
- Marks Tey has a number of key community facilities including its own primary school, railway station and significant community halls and playing fields, and is within easy reach of the main Colchester urban area by train and by bus/car (via the A120/A133), which has a wide range of services and facilities.
- Large areas of land have been promoted/identified by landowners/developers for growth around Marks Tey which demonstrates there is potential for development and land available.
- Marks Tey Primary School has a forecast surplus at 2019/20 and physical space for expansion (but larger-scale growth would require new education provision).
- There are concerns about existing drainage/sewage capacity and a need to ensure any necessary expansion or improvements are carried out to support the level of growth proposed.

Potential areas of search / settlement expansion following high level constraints and opportunities

Note: larger, more strategic options are not assessed in detail at this stage as these will be explored in more detail separately as potential strategic growth options.

Broad area 1 – Expansion west of Wilson’s Lane

This broad area is comprised of two small SLAA sites (WST02 and WST10). WST02 is currently undeveloped land lying between Wilson’s Lane and the car park of a commercial nursery. The site is defined by the A120 to the north, Wilson’s Lane and existing housing to the east, housing to the south and the nursery car park to the west. WST10 is currently a small arable field. This site is defined by housing to the north, Wilson’s Lane and housing to the east and field boundaries to the south and west. Both sites are located on the edge of the built up area close to the primary school.

Broad area 2 – Redevelopment of former Timber Yard and land to the east, between railway line and the A12. This broad area includes SLAA site WST03 (which is currently a vacant commercial site that has been promoted for redevelopment and vacant land to the east). The site is defined by the railway line to the north, Wilson’s Lane to the west, the A12 and a small area of existing housing to the south and a recreation ground/community centre to the east. Access to the site can be achieved via Old London Road but is restricted and difficult. There is also problematic non standard direct access from the A12 north bound. The site is currently safeguarded for employment use but the fact it is vacant and has been promoted for redevelopment suggests it is no longer commercially viable or suitable wholly as an employment site and there is the option to consider a mix of uses or loss of the whole site for residential use.

Broad area 3 – East of A12 behind current retail, business and residential area. This broad area SLAA site WST08 has access from London Road and is in close proximity to A12 Junction 25 and the railway station. It does not directly impose additional load on the overloaded A120 and could offer potential to relieve parking pressures and A12 southern access conflicts with the retail, business, and residential accommodation in adjacent London Road. It thus may have early development potential (at a small scale).

Green/Amber SLAA sites promoted in Marks Tey (11)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
WST01	London Road, Marks Tey	79	Amber
WST02	Wilsons Lane, Marks Tey	15	Amber
WST03	Old London Road, Marks Tey	225	Amber
WST04	Mill Road, Marks Tey	11	Amber
WST05	Gateway 120, Marks Tey	16,942*	Amber
WST08	Land adjacent to A12, Marks Tey	8,219*	Amber
WST10	Land south west of Wilsons Lane, Marks Tey	16	Amber
WST12	North West Infill, Marks Tey	4,279*	Amber
WST15	Church Farm, Church Lane, Marks Tey	35	Amber
WST17	Brickworks, Church Lane, Marks Tey	969	Amber
WST19	Motts Lane, Marks Tey	31	Amber

* large sites promoting the strategic expansion of Marks Tey

As Marks Tey is central to the broad area for growth identified for a new garden community to the west of Colchester and the Parish Council are also preparing a Neighbourhood Plan (NP), the relationship between the future NP, any Joint Local Plan for strategic growth and the new Colchester Local Plan is important. Site allocations and other area specific policies will be determined by more work on all of the respective plans in the future. Marks Tey is thus in something of a unique position and no allocations or indicative broad directions for growth are proposed in the draft Local Plan at this stage and the Settlement Boundaries are currently left as existing, other than an indicative area of search for a potential new garden community. The summary below however indicates the Council's initial high level assessment of potential opportunities for local growth which may potentially inform emerging plans including a Neighbourhood Plan, and / or the New Local Plan Submission Draft. Any site references made in the summary below relate to the Council's SLAA assessment;

- WST02 – Land between Wilson's Lane and nursery – This site has potential to be a logical extension to the built up area that fills a gap between the existing settlement edge and a commercial nursery. Development in this location would be close to the primary school and can be easily accessed off Wilson's Lane. The site has the potential for up to 15 dwellings.

- WST03 – Site is currently allocated for employment use but it is partially vacant and being promoted for redevelopment and land to the east remains undeveloped. As a current employment use it is likely that a mixed-use scheme could be considered. Such a mix could have the potential for up to 150 dwellings, which also enables retention of a portion of the site for employment use, given its prominent position on the strategic network which is likely to be commercially attractive.
- WST04 – Land off Mill Lane – Whilst not within a broad area of growth this is a small site that is previously developed that has the potential to provide up to 5 dwellings.
- WST10 – Land west of Wilson’s Lane – Site represents an opportunity to expand the existing built up area close to the primary school without resulting in the village protruding too far west into open countryside. The site has the potential to deliver up to 16 dwellings – which together with the sites above would be in accordance with what is considered appropriate for Marks Tey.
- WST01 – Land behind Old London Road –This site is previously developed land, however, its suitability for development needs further consideration in particular in respect of site access. It would introduce a large area of housing accessed by a narrow road behind an established frontage of dwellings. The suitability of this site for housing will need to be considered as part of a larger development.
- WST05 –This site is promoted on a strategic scale and as such relates to a potential opportunity for a new garden community.
- WST08 - This site is promoted on a strategic scale and as such relates to a potential opportunity for a new garden community but could have potential for partial early development to relieve local pressures.
- WST12 - This site is promoted on a strategic scale and as such relates to a potential opportunity for a new garden community.
- WST15 – Development of this site would breach the A120 which currently serves as a strong defensible boundary and has potential to impact the setting of the church. Consideration of the boundary treatment and the outcome of further work informing the potential definition for a new garden community will be relevant to determine the suitability of this site for development.
- WST17 – This site proposes a scale of development which may only be suited to the area if comprehensively planned as part of strategic growth at Marks Tey. Development would breach the A120 which currently serves as a strong defensible boundary and would result in development of a Site of Special Scientific Interest (SSSI) and Local Wildlife Site (LWS) which would need to be considered if any development is proposed on this site.

- WST19 – Development of this site would breach the A120 which currently serves as a strong defensible boundary. Consideration of the boundary treatment and the outcome of further work informing the potential definition for a new garden community will be relevant to determine the suitability of this site for development.

Summary

Marks Tey is a sustainable settlement with the potential of accommodating additional growth subject to the provision of appropriate infrastructure. It is located on the strategic road network, has a railway station, its own primary school and a number of other key community services and facilities and suitable sites around its periphery capable of accommodating development without compromising key defensible barriers (the A12 and A120) and surrounding environmental constraints. Work on the emerging Neighbourhood Plan will further explore the potential for smaller scale growth associated with the existing settlement and existing infrastructure capacity constraints, also responding to future evidence emerging from the garden communities work which will help inform these considerations.

There is also potential for this location to accommodate strategic growth due to its strategically important location on the mainline railway and at the junction of two strategic routes (A12 and A120). Major growth, however, will need to be accompanied by major infrastructure provision. This will be determined through the Local Plan process.

Rowhedge

Settlement shape and form

Rowhedge lies within the parish of East Donyland which covers the south east of the Borough. The settlement was historically centred around the shipbuilding and fishing industries of the River Colne but now it is predominately a dormitory village with little local employment. The village lies on the opposite bank of the river to Wivenhoe but despite its close proximity to the town, access is only available by road through Colchester. The village has good public transport and road links to nearby Colchester and contains its own primary school, post office and recreational facilities.

High level constraints (at settlement level)

- Rowhedge is situated in close geographical proximity to Colchester being less than 800m away from each other at their closest point. To maintain Rowhedge as a distinct settlement it is therefore important this separation is preserved.
- The settlement is bordered by the River Colne to the east. In addition to the physical boundary the river presents there are also other associated constraints such as the Coastal Protection Belt (which due to topography covers a significant amount of inland areas including all the land south of Rowhedge). The European level designations further down the Colne estuary may cause an issue when cumulative impact is taken into account which is subject to testing via the Habitats Regulations Assessment.

- St Lawrence Primary School is operating at capacity and forecast to be over capacity by 2020.
- Flood zone to the north east of the settlement, particularly around Hythe Marshes, prevents further development in that direction.
- Recent permission for 256 dwellings at Rowhedge Wharf will result in additional pressure on local infrastructure and should be taken account of when considering future growth options.

High level opportunities (at settlement level)

- Rowhedge is a relatively sustainable settlement with good road links and frequent bus services to Colchester. It benefits from having a primary school, GP surgery and recreational facilities including open space provision.
- There is an opportunity (subject to feasibility and funding) for a footbridge to be constructed which would connect Rowhedge with Wivenhoe. This would be advantageous for both settlements but especially so for Rowhedge because it would make Wivenhoe train station a sustainable travel option for many residents. Wivenhoe would benefit from such an arrangement through increased footfall making public facing businesses more viable.

Parish council/neighbourhood plan group view

Rowhedge PC has not indicated that they plan to produce a neighbourhood plan. Concerns have been expressed by the parish council and local residents about development at Battleswick Farm. An officer attended a parish council meeting in 2015 and concerns over coalescence with Colchester and impact of new development on the highway network were raised. A proposal for a footbridge connecting Rowhedge with Wivenhoe was also raised.

East Donyland Parish Council submitted a representation to the Preferred Options objecting to the proposed housing site at Battleswick Farm.

Discussion on appropriate growth

- Rowhedge currently has 828 households, and an additional 256 dwellings have been permitted at Rowhedge Wharf meaning that the total dwelling stock will amount to 1,084.
- The Call for Sites submissions could accommodate approximately 400 dwellings if allocated in their entirety but this is not a desirable or sustainable option; it would represent almost a 50% increase on existing dwelling stock.
- The primary school is at capacity and before further growth can be permitted this situation needs to be reviewed with the school/ECC as there is no room for expansion on the existing site.
- Development is constrained to the south and east by the river, the coastal protection belt and a local wildlife site.
- Given that the local primary school is currently operating at capacity it is likely that any future development will be required to make contributions towards infrastructure improvements.

- There is a strong desire to prevent the coalescence of Rowhedge and Colchester

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 - Expansion to the north and west, towards Donyland Farm/Birch Grove. This area contains all the Call for Sites submissions. Part of the area lies within the Coastal Protection Belt. Other land around Rowhedge is more heavily constrained by the river, flood zone 3 areas and a local wildlife site. The most fundamental issue with growth in this direction is the risk of coalescence with Colchester at Old Heath. Therefore any development should be restricted to infill, and not take the edge of development any further north. Some of the land is also important for its landscape value which should be protected.

Broad area 2 – Land to the south/east including the former port. This comprises Site RSE36 which has now been omitted following the granting of planning permission at the site.

Green/Amber SLAA sites (3)

RSE03	Battleswick Farm, Rowhedge	375	Amber
RSE08	Rowhedge Business Park	100	Amber
	Battleswick Farm/Hillview Close,	400	Amber
RSE17	Rowhedge		

RSE03 and RSE17 are separate submissions but largely cover the same area of land, therefore they have been assessed under RSE03 only.

An additional site, RSE36, recently received planning permission for 170 dwellings and because it is inside the settlement boundary, it has been omitted from the Settlement Boundary Review.

SLAA sites to recommend as potential allocations

RSE08 - The Council was previously concerned about growth westwards into the current Rowhedge Business Park, because of the loss of an employment site. Development of the site would avoid the coalescence issue and result in the redevelopment of brownfield land as opposed to greenfield. New evidence has been presented in relation to the site which demonstrates the inherent unsuitability of the site for any enhanced role for employment. In addition, the site promoter has sought to address improvements to health care provision identified as a key infrastructure problem in Rowhedge which is able to be improved by the provision of land for a new GP surgery. This has been met with support by the North East Essex Clinical Care Commissioning Group. The site could accommodate approximately 100 dwellings in its entirety applying the standard density formula. However given that a significant part of the site consists of woodland a figure of 40 dwellings is likely to be more appropriate.

SLAA sites to discount

RSE03/RSE17 – These sites have been assessed as one and are promoted for a significantly higher number of dwellings than is considered appropriate for Rowhedge to accommodate, particularly when taking into account the committed development at Rowhedge Wharf. In 2016 a smaller part of the site was included in the Preferred Options, and a planning application was submitted for the whole site. Representations made in response to both raised a range of issues, which included concerns which relate specifically to the site location and potential coalescence with Old Heath, flood risk, landscape impact and potential impact on nearby residents. In the meantime Historic England have indicated that they intend to list Battleswick Farm itself, which would represent another constraint to development.

Summary

Rowhedge is a sustainable settlement with good transport links to Colchester. It has basic services and facilities to serve its population. The site at Rowhedge Business Park will help to improve healthcare facilities through the provision of land for a new GP surgery, which is supported by the North East Essex Clinical Care Commissioning Group. Any future growth would have to contribute to infrastructure improvements to mitigate the impact of new households on the village. Education capacity needs to be addressed and the redevelopment of the site will be phased to ensure that the impact on primary school places is properly mitigated before any additional residential development is built.

Tiptree

Settlement shape and form

Tiptree has a roughly triangular built form where development has grown up around key highway intersections; Kelvedon Road & Maldon Road to the west/north west, around Station Road and Church Road in the middle of the village, Factory Hill and Chapel Road to the south, Grove Road to the east and Colchester Road to the north/north east. Recently there has been new growth around Grange Road in the west of the village. A small separate area of development also exists around Tiptree Heath.

High level constraints (at settlement level)

- Expansion to the north east of Tiptree is constrained by Thurstable School and Warriors Rest (a sports facility).
- Development to the south east is constrained by Tiptree Jam Factory land and Birch Wood Local Wildlife Site. Development in this direction would reduce the green gap between Tiptree and Tolleshunt Knights and is also constrained by Layer Brook which is Flood Zone 2.
- The closest railway station is in Kelvedon approximately 5km from Tiptree.
- Tiptree health facility is at capacity and an allocation for new premises will need to be considered to accommodate proposed growth. This will need to be reflected in the emerging Neighbourhood Plan.

- Water supply and treatment and waste water management infrastructure is likely to be needed to serve additional development in Tiptree. Further discussion will be needed with Anglian Water as the Neighbourhood Plan develops proposed allocations.
- Although reasonably well served by public transport there is a need to improve bus routes within Tiptree.
- Future development will need to take account of road infrastructure in Kelvedon and Feering.

High level opportunities (at settlement level)

- Although there are some bus services to Maldon, Colchester and Essex University there is an opportunity to enhance them.
- The Neighbourhood Plan Group are keen to explore developing a community transport initiative to improve sustainable transport links between Tiptree, Kelvedon train station, schools and surrounding villages.
- Tiptree has 4 primary schools – Tiptree Heath, St Lukes, Mildene & Baynards.
- Tiptree has a secondary school (Thurstable) which has capacity.
- Hastoe's Housing Association is interested in providing affordable housing on a site in Tiptree – they have expressed an interest in site TIP15 which is located behind the Water Works.
- A Housing Needs Survey is being commissioned through the Tiptree Neighbourhood Plan process. The Rural Community Council of Essex is also involved in this process.
- Tiptree has a good range of facilities – the major local employer is the Jam Factory, there are 2 supermarkets, a number of independent retailers and businesses.

Parish Council /Neighbourhood Plan group view

Tiptree Parish Council (PC) and the Tiptree Neighbourhood Plan (NP) working group have expressed their preference for directing new development to the north west and west of Tiptree to prevent increasing traffic congestion in the centre of Tiptree.

They are also keen to allocate new employment land in North west Tiptree opposite Tower Business Park which is a Local Economic Area.

The Tiptree Neighbourhood Plan is expected to allocate sites – Colchester Borough Council, Tiptree Parish Council and the Neighbourhood Plan group will agree the extent of any revisions to the settlement boundary and housing numbers.

Discussion on appropriate growth

There are 3545 dwellings within Tiptree's current settlement boundary. The Tiptree Neighbourhood Plan group have indicated that they will plan for approximately 600 new houses as stated in their Mission Statement which has been agreed by the Parish Council and Borough Council. 600 new houses equates to a 16% increase in new dwellings.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad Area 1 - located to the north west/west Tiptree. This includes site TIP33 which has been promoted by Tiptree PC and sites, TIP08, TIP15 and TIP16, which have been promoted individually by the site owners. Hastoe's Housing Provider are interested in delivering an affordable housing scheme in Tiptree and they have expressed an interest in site TIP15. Sites TIP04 and TIP17 are also located within this area to the north of Tiptree village.

Broad Area 2 - located to the west/south west of Tiptree. This area includes sites TIP01, TIP03, TIP09, TIP12 and TIP27.

Broad Area 3 - includes sites TIP02, TIP10, TIP25 and TIP38 which are located on the southern boundary of Tiptree's settlement boundary. Site TIP25 was approved for enabling residential development as part of the expansion plans for Tiptree Jam factory but it has not been promoted through the Call for Sites.

Green/Amber SLAA sites (19)

TIP01	Peakes Maldon Road	200	Green
TIP02	Rowans Newbridge Road	5	Amber
TIP03	Pennsylvania Lane	284	Green
TIP04	Oak Road	65	Amber
TIP08	Kelvedon Road	39	Amber
TIP09	Maldon Road	200	Green
TIP10	Bull Lane	100	Amber
TIP12	Ship Field	80	Amber
TIP15	Water Works Grange Road	64	Amber
TIP16	Towerend Kelvedon Road	50	Amber
TIP17	Oak Road	60	Amber
TIP21	Pennsylvania Lane	17	Amber
TIP25	North Factory Hill	118	Amber
TIP27	North Maldon Road	12	Green
TIP33	North west Tiptree	516	Amber
TIP34	Pennsylvania Lane	31	Amber
TIP38	Newbridge Road	70	Amber

Sites at Station Road and Maypole Road (TIP28 and TIP 29 respectively) were both assessed in the SLAA as Red due to constraints linked to their availability.

The emerging Tiptree Neighbourhood Plan will make site allocations and as such will carry out detailed site assessments to inform this. For the purposes of the new Colchester Local Plan an indicative level and broad direction for growth are identified which have been agreed with the Neighbourhood Plan Group and the Parish Council. The assessment summary below is the Council's initial assessment through the SLAA which may inform future work of the Neighbourhood Plan Group and also help determine an appropriate level and direction for growth. The decision to allocate these

or other sites within the agreed broad direction will be one for the Neighbourhood Plan, rather than the Local Plan.

TIP01 Peakes Maldon Road could potentially deliver 200 dwellings and there is developer interest in the site. Access potentially off Maldon Road but needs further assessment by the Highway Authority. If site TIP09 is allocated and developed it may be possible to share access from this development into site TIP01.

TIP03 Pennsylvania Lane – has the potential to deliver 284 dwellings. This site is ecologically very rich and satisfies the criteria to be designated as a Local Wildlife Site. Parts of the site support extensive colonies of orchids with 6 different species recorded recently. This could constrain development altogether on this site or prevent development on certain parts of it. Further consideration and assessment is needed of the ecological value of this plot. There are potential access issues too as access has been proposed via Pennsylvania Lane. This is a narrow restricted byway and access to site TIP03 would not be straightforward.

TIP08 Kelvedon Road, TIP15 Water Works, Grange Road, TIP16 Tower End, Kelvedon Road - Individually, these sites may represent a piecemeal approach if they were to be developed separately. The sites fall within a larger site, TIP33, being promoted for development by Tiptree Parish Council. Further consideration for these to be delivered comprehensively should be explored.

TIP09 Maldon Road has the potential to deliver 200 dwellings. This is the only site with direct access to it from Maldon Road.

TIP12 Ship Lane – site could potentially deliver 80 dwellings. Tiptree Parish Council has concerns about this site being developed on highway safety grounds. The Neighbourhood Plan WG are of the opinion that this site offers potential but only if the highway problems on West End Road are resolved (if part of it could be used to provide a new road off West End/Maldon Road). Further discussion with the Highway Authority is required to consider the suitability of this site for development

TIP27 North of Maldon Road - this is a former SLAA site and is promoted by Tiptree Parish Council and supported by the Tiptree Neighbourhood Plan Working Group. The site is located adjacent to the existing development boundary in Tiptree. In principle, if developed on its own it could form a logical extension to the Tiptree settlement boundary but it could also form a logical extension to the settlement boundary in conjunction with sites TIP01, TIP09 and TIP03. It is a sustainable location given its reasonable proximity to key services. There are however some issues to be addressed; connectivity between the site and village centre and key facilities could be improved.

TIP 2 & TIP29 are already within the settlement boundary therefore they could come forward for development anyway, without any need for specific allocations (18 dwellings).

This whole area has been proposed by Tiptree PC as site TIP33. These sites could potentially deliver all the housing needed (there is capacity for approximately 764 dwellings) reasonably close to Tiptree village centre while retaining the triangular built

form of Tiptree. While this is over 600, if favoured by the Neighbourhood Plan Group following further assessment, it builds in some flexibility if part of site TIP03 is excluded due to its potentially important ecological value. Further ecological assessment will be needed to assess this value more thoroughly. It also has the potential to release a reasonable amount of S106 /CIL to pay for infrastructure upgrades being sought in the Neighbourhood Plan.

If site TIP12 is allocated, it makes sense to retain the settlement boundary around Tiptree Heath. However, the suggested broad area of growth does not naturally include the area around Tiptree Heath and as such it is recommended in the Preferred Options Local Plan that the settlement boundary around Tiptree Heath be removed given its relative sustainability and the fact that it is separate from the core area of Tiptree.

TIP02 Rowans Newbridge Road & TIP38 - this site could deliver 75 houses. It is located to the south of Tiptree, outside of the area favoured for new growth by the parish council /neighbourhood plan group.

TIP04- Oak Road – Any proposed allocation of this site would need to ensure access can be provided adequately as it is considered that this access to this site could be difficult. It is however outside of the area of Tiptree favoured by the parish council/neighbourhood plan group.

TIP10 – this site has potential to deliver 100 houses and it could potentially form an extension to the settlement boundary, although it would extend built development into the countryside. Access to the site could be an issue which would need to be further considered if this site were to be considered for allocation. It is located to the south of Tiptree, outside of the area favoured for new growth by the parish council/neighbourhood plan group.

TIP17- Any proposed allocation of this site would need to ensure access can be provided adequately as it is considered that this access to this site could be difficult. It is however outside of the area of Tiptree the area favoured by the parish council/neighbourhood plan group.

TIP21- Any development proposed on this site must ensure adequate provision and capacity exists to accommodate growth as there are limited utilities on the site and access could also be difficult as it would have to be accessed off Pennsylvania Lane which is a restricted byway.

TIP 34 –Any development proposed on this site must ensure adequate provision and capacity exist to accommodate growth as there are limited utilities on the site and access could also be difficult as it would have to be accessed off Pennsylvania Lane which is a restricted byway.

Land opposite Tower Business Park - Tiptree PC & NP group are keen to allocate new employment land in north west Tiptree opposite Tower Business Park. The NP group will be consulting businesses as part of their NP to find out about their future business needs and scope to relocate. An aspiration of moving businesses out of the village centre to reduce HGV traffic levels, has been identified as an issue and the

proposal will also provide development opportunities in the village centre. This will be further explored through the Neighbourhood Plan.

TIP 25 North Factory Hill is already allocated in the Tiptree Jam Factory Plan and the current planning status of this site suggests there is an existing commitment to delivering development so would not be the subject of further consideration at this stage.

TIP08, TIP15, TIP16, - these sites together could be considered further for their suitability for allocation and should be explored comprehensively. Collectively they have the potential to deliver 150 units. Hastoe Housing Association has expressed interest in delivering affordable housing on site TIP15.

Summary

The Tiptree Neighbourhood Plan group have indicated they are willing to accept in the region of 600 new houses, which equates to a 16% increase in new dwellings.

Delivery of this level of development would also release a reasonable amount of S106 /CIL to pay for infrastructure upgrades being sought in the Neighbourhood Plan, bringing benefits to the existing community and providing the opportunity to deliver key objectives identified in the emerging Neighbourhood Plan.

West Bergholt

Settlement Shape and Form

West Bergholt is a medium scale nucleated village situated approximately 1km to the north-west of Colchester. The village is centred around a triangle of roads: the B1508 Colchester Road, Chapel Road and Lexden Road. West Bergholt is separated from Colchester by an area of open countryside and the valleys of St Botolph's Brook and the River Colne. The A12 bisects the open countryside between West Bergholt and Colchester.

The majority of the more recent new development has occurred on the northern side of Colchester Road, notably on the site of the old brewery. The old brewery buildings have been converted to flats and houses with additional housing built to the rear.

High Level Constraints (at settlement level)

- Maintain current settlement pattern around the three main roads with facilities located centrally where possible.
- Seek to prevent development further along Colchester Road towards Colchester. There is currently little inter-visibility between Colchester and West Bergholt, there is an almost continuous belt of arable fields from the A12 to the south-western edge of West Bergholt and the southern areas of the village are softened by mature hedgerows along field boundaries. However, the location of both settlements is such that there is a relatively high potential for visual coalescence of settlements. Any new built development on this land may

undermine the sense of settlement separation and a high potential of visual coalescence.

- Seek to prevent ribbon development north of the village on Colchester Road/Nayland Road to discourage further development away from the existing village services and facilities, and where the character is changes and becomes rural/open countryside. There is a distinct entrance to the village from Nayland Road/Colchester Road junction into West Bergholt.
- Most facilities are located within the village core, and any large scale development on the edge of the village could be more than 400m to the main facilities and school.
- There are surface water and foul water capacity issues identified and Anglian Water have indicated that there are major constraints in the area.
- Heathlands Primary School has recently been expanded but there is a forecast deficit of 12 spaces in the school by 2018/19 (this includes adjustment for new housing). There may however be physical space for further expansion.
- Located some distance from closest secondary schools (the closest are St Helena & the Stanway School), all of which forecast a deficit of places by 2018/19.
- Majority of village on Grade 2 agricultural land.

High Level Opportunities (at settlement level)

- A sustainable settlement located on a key transport route (B1508) to Colchester with good public transport links.
- West Bergholt has a sufficient population base to allow for appropriate growth at a lower level to successfully support expansion of infrastructure and community facilities.
- Good local facilities including Co-op food-store, post office, doctors' surgery, pharmacy.
- Good provision of open space, allotments and village hall located centrally in the village. However, there may be a need for more sports facilities.
- Opportunity to provide more sports facilities with development.
- The village is fairly well located for the main railway line and has good public transport links to Colchester station.

Parish Council/Neighbourhood Plan Group view

A Neighbourhood Plan is being prepared for West Bergholt with the intention to allocate sites for development.

West Bergholt Parish Council submitted a representation to the Preferred Options stating that they generally support the Draft Local Plan. However, they disagree with some of the proposals eg. the number of dwellings proposed and the areas/class of the business parks. They also require the Draft Local Plan to empower the Parish Council to set criteria for Areas of both Special Character and to resist inappropriate development. Finally, the Parish Council wish to object to the developments proposed for Braiswick on the other side of the A12, in order to ensure there is no coalescence of West Bergholt with adjacent parishes and localities.

Potential areas of search/settlement expansion following high level constraints and opportunities

Broad Area 1 – Expansion to the north east of B1508 Colchester Road (within limits of existing built development boundaries opposite playing fields/Treble Tile pub). This broad area contains 1 green SLAA site: WBG09 which was submitted as part of the Call for Sites. It also contains 1 amber SLAA site: WBG14 which was not submitted as part of the Call for Sites and is a large area of land which was estimated in the SLAA table to have potential for up to 900 dwellings. However, only part of the site is considered to be suitable to maintain a more appropriate settlement shape. This has potential for up to approximately 65 dwellings. WBG09 has potential for up to approximately 65 dwellings.

Development in this area, within the limits of the existing built development to the north-west and south-east, would fill in gaps along Colchester Road. Development would be closest to the existing facilities and services in the village although there would need to be provision made for safe crossing of Colchester Road. Development in this location could also provide additional sports pitches (understood to be an identified need by the Parish Council) in the same area as the existing Cricket Club Ground, with the potential to share some facilities.

Broad Area 2 – Expansion to the south/south-east of West Bergholt

Development in this area could be considered to fill in gaps along the existing settlement boundary. For example, small areas of land with access off existing roads to the south of the village could be considered. However, due to identified constraints, larger scale expansion beyond the existing settlement boundary and built-up limits towards Colchester is not considered suitable.

- The broad area contains 1 green SLAA site to the south of West Bergholt: WBG01 which is a small site located to the south of West Bergholt and accessed off Valley Crescent. Development of WBG01 has potential for approximately 12 dwellings.
- It also contains 2 amber sites: WBG04 is located to the south-east of the village between existing development on the old Brewery site; and WBG05 which is located to the immediate south-east of West Bergholt and accessed off Colchester Road.
- There are also 2 other amber SLAA sites to the south-east of West Bergholt: WBG02; and WBG03. These are outside of this broad area of search as development of these sites could contribute to visual coalescence.
- WBG04 has a potential for up to approximately 30 dwellings. The site is promoted by the same owner as WBG03 and developer believes there is potential for combining the sites to address the development needs of the area. However, WBG03 falls into an area not considered as part of this broad location of search due to visual coalescence with Colchester and it is not clear if the developer would consider development of one site alone. In addition, highway issues have been raised with regard to the suitability of pedestrian access to the site via Armoury Road, intensification of traffic on Armoury Road, and the ability of the current highway network around the site to cater for the additional traffic.

- The development of WBG05 would need to take into account the Listed Buildings adjacent to the site. Access to the site between existing development would need to be assessed, particularly as it is adjacent to Listed Buildings, and it is questioned whether there is sufficient road frontage to enable an access to be delivered to the required highway standards.

Broad Area 3 – Expansion to the west of West Bergholt

This area has been considered, similar to the areas above, as any potential development would be located around one of the three main roads in West Bergholt. Development to this side of West Bergholt would be within 400m of the main facilities in the village. However, it is not clear if access to the land is possible without taking access off Cooks Hall Road or Hall Road, which are both rural roads located at the southern and northern ends of the broad area of search.

- No green/amber SLAA sites in this area.
- Due to access constraints no additional sites have been considered.

Discussion on appropriate growth

- West Bergholt has been classified as a sustainable settlement and an appropriate level of growth can be physically accommodated without compromising the existing settlement shape, form and character but suitability depends on capability of this level of growth being supported with adequate infrastructure.
- The current population of West Bergholt is 2,885 with 1,202 dwellings within the defined built up area of the village, and a total of 1,365 dwellings within the wider Parish area.
- Development of Broad Area 1 alone (up to approximately 130 dwellings if part of WBG14 came forward) would equate to up to an 11% increase in growth in the defined built up area of West Bergholt.
- Development of Broad Areas 1 and 2 (up to 220 dwellings) would involve a higher level of growth than that anticipated to be provided for through the emerging Neighbourhood Plan.
- If SLAA site WBG14 was not available (this site was not submitted through the Call for Sites) the development of Broad Areas 1 (WBG09) and sites WBG01 & WBG04 in Broad Area 2 (up to 155 dwellings in total) would equate to up to a 13% increase in growth in the defined built up area of West Bergholt. WBG03 could also be considered as part of a more comprehensive area of growth if this broad area is preferred in the Neighbourhood Plan
- Based on discussions with the Neighbourhood Plan Group, and the constraints and opportunities within the village it is felt that between a 10% and 13% level of growth could be accommodated within the village if the infrastructure (see below) is sufficient.
- There are concerns about existing surface water and foul water capacity and adequate enhancements would be necessary to enable development to be supported. West Bergholt is served by West Bergholt Sewage Treatment Works. The primary school also has capacity constraints which would need to be addressed by any proposed development.

- A Housing Needs Survey was undertaken in West Bergholt in 2015. The recommendations from the survey were as follows:
 - 5 x 1 Bedroom units at affordable rent
 - 3 x 2 Bedroom units at affordable rent
 - 1 x 3 bedroom units at affordable rent
 - 1 x 1 bedroom unit for shared ownership
 - 2 x 2 bedroom units for shared ownership
- Eighteen respondents indicated a need for open market housing in the parish, of these fifteen respondents indicated a need for smaller accommodation suitable for older people, mainly bungalows. This contributed to a significant number of overall responses.

Green/Amber SLAA Sites (9)

WBG01	Valley Crescent	12-14 potential dwellings	Green
WBG02	Colchester Road	80-90 potential dwellings	Amber
WBG03	Colchester Road	60 potential dwellings	Amber
WBG04	Armoury Road	30 potential dwellings	Amber
WBG05	Colchester Road	Estimate 48 potential dwellings	Amber
WBG07	Colchester Road	Estimate 77 potential dwellings	Amber
WBG09	Colchester Road	65 potential dwellings	Green
WBG10	High Trees Farm	Estimate 168 potential dwellings	Amber
WBG14	North East Infill	Up to 900 dwellings on entire site; estimate 65 potential dwellings on front part of site	Amber

SLAA sites - potential allocations to inform the Neighbourhood Plan

The emerging West Bergholt Neighbourhood Plan will make site allocations and as such will carry out detailed site assessments to inform this. For the purposes of the Local Plan an indicative level and broad direction for growth are identified which have been considered informally with the Neighbourhood Plan Group. The assessment summary below is the Council's high level assessment through the SLAA which may inform future work of the Neighbourhood Plan Group and also has helped determine an appropriate level and direction for growth. The decision to allocate these or other sites within the agreed broad direction will be one for the Neighbourhood Plan, rather than the Local Plan.

10-13% growth is considered appropriate and so not all of the SLAA sites should be allocated. The sites in Broad Area 1, which are closest to existing facilities (WBG09; and part of WBG14) fall within the broad direction of growth proposed in the Local Plan. WBG09 and part of WBG14 are adjacent to the existing settlement boundary, and can be accessed via the public highway. WBG1 and WBG04 would both effectively fill in a gap close to the settlement boundary. Any potential highway issues would need to be investigated and should be further explored by the Neighbourhood Plan Group as detailed consideration for site allocations is made.

WBG02 - The site is located on the southern edge of the West Bergholt and it only touches the settlement boundary at its northern tip and amending the settlement boundary to include this site would only make sense if site WBG05 was also included.

WBG03 – Consideration for development could also consider more comprehensive development together with WBG04.

WBG05 – Any development proposed on this site will need to have regard to Listed Buildings and potential access issues.

WBG07 - the site is not situated adjacent to the settlement boundary and would extend the boundary in a fashion which realistically would be likely to need to incorporate a larger area of land within the boundary. If any development were to be proposed in this area it will also be necessary to ensure that adequate protection from surface water flooding is in place as this site is at high risk from this type of flooding.

WBG10 – the site only just touches the settlement boundary. Amending the settlement boundary to include this site alone would require extending it in a fashion which realistically would be likely to need to incorporate a larger area of land within the boundary. The site is currently situated in open countryside and is currently farmed.

Summary

West Bergholt has been classified as a sustainable settlement and is capable of accommodating some additional growth without compromising the existing settlement shape. The broad area on the north eastern edge of the existing settlement encompasses land that would form logical amendments to the settlement boundary and has the potential to deliver an appropriate level of growth (approximately 120 dwellings); the sites for which will be determined by the Neighbourhood Plan within the broad area defined in the Local Plan.

West Mersea

Settlement shape and form

West Mersea is the larger of two settlements on Mersea Island, the other being the much smaller village/hamlet of East Mersea. West Mersea was originally formed around the harbour and nearby oyster pits to the south east of the island and has since expanded to the north and west. The shape of the settlement is concentrated within a well-defined and defensible northern boundary. The settlement boundary to the east is less well-defined and existing development is very loose knit.

High level constraints (at settlement level)

- Natural coastal boundary to the south and west of the town and sloping topography to the north west of the island deem expansion in those directions impossible or unlikely.
- Land to the north of the existing built up area is in a prominent location in the landscape and further development that extends beyond the existing development line would tend not to be appropriate.
- The estuarine and coastal areas of the island are covered by European wildlife designations, Special Protection Area and Special Area of Conservation

designations. These designations may be a constraining factor to settlement expansion especially when cumulative impact is taken account of.

- Additionally all of the undeveloped areas of the island are covered by the local Coastal Protection Belt designation. This also has the potential effect of constraining development if it impacts on the landscape character of the area.
- West Mersea is located a significant distance from the nearest train station (12km) and although bus services to Colchester are good, travel by car is necessary for most journeys.
- East Mersea is not considered suitable for future development other than infill and rural exception housing (should a need be demonstrated). Public transport is severely restricted, the area lacks foot and cycleways and there are few services and facilities. No sites are considered suitable for new residential development.

High level opportunities (at settlement level)

- There are opportunities to facilitate some logical expansion of the West Mersea settlement without compromising the existing character of the area. Expansion in appropriate locations is also likely to result in a more defensible boundary being formed.
- West Mersea is currently designated as a district settlement and as such has a high level of existing services to support its population and the surrounding rural areas south of the borough.
- The Mersea Island School has current capacity and is also capable of some expansion (as stated by the school in the Issues and Options consultation).

Parish council/neighbourhood plan group view

West Mersea Town Council (WMTC) submitted a representation to the Preferred Options consultation objecting to the two Mersea housing sites. The Town Council stated that West Mersea is a proud and unique community within the Colchester Borough, and whilst WMTC appreciates that Colchester has an obligation to build additional dwellings to house a growing national population the TC would contend that the areas shown for development in the Local Plan may be suitable for additional dwellings but only if all the issues raised are addressed in full. The Town Council urged CBC to consult further with WMTC and to take into full consideration the heart felt views of the local community. They indicated they would be pleased to work with CBC to find solutions that protect the unique environment in Mersea and that go in some way to providing more housing and local amenities to meet the growing and changing needs of the population.

Discussion on appropriate growth

- West Mersea currently has approximately 3,200 dwellings within its settlement. An additional 350 dwellings would therefore represent an approximate 11% increase in the existing housing stock. However, owing to the capacity of infrastructure a lower figure of 200 would be more appropriate.
- West Mersea is one of three district centres in the Borough and is a preferred location for some housing growth based on its existing infrastructure provision.

- The area for new development is limited by the environmental constraints outlined above.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad Area 1 - Expansion to the east of the settlement. This area includes three sites, MER18, MER20 and MER24. Although this area is covered by the Coastal Protection Belt (as all undeveloped areas of Mersea Island are) the current settlement shape does allow for some infill opportunities. Such infill would include MER18 and MER20 and to a lesser extent MER24. MER18 is the largest of the sites and also represents the best infill location because development could incorporate access from Cross Lane and Seaview Avenue as well as East Road. Furthermore Cross Lane represents a defensible boundary for the eastern edge of West Mersea. MER18 is capable of accommodating 100 new dwellings which could be phased over a longer period. MER20 has not been promoted and currently forms part of a private residential garden, furthermore it has little relation to MER18 being separated by hedgerow and it offers no highway access to the south of the site. MER20 is therefore not a logical or deliverable extension to the settlement boundary. MER24 is located further along East Road to MER18, also falling within the Coastal Protection Belt. Although MER24 could form an extension to the settlement boundary the capacity that could be achieved at MER18 would mean that extending farther east on to MER24 is not necessary and can therefore be discounted.

Broad Area 2 - Expansion to the north east of the settlement. This area contains MER02. The site is also covered by the Coastal Protection Belt but is free from other constraints. MER02 as submitted is a large site which if allocated in its entirety would extend West Mersea's northern boundary much further northwards than the rest of the existing settlement. For this reason only half of the site should be allocated to bring it level with residential areas to the west. The southern half of the site would accommodate 100 new dwellings.

Green/Amber SLAA sites (4)

• MER02	Dawes Lane, West Mersea	250	Amber
• MER18	Brierley Paddocks, East Rd, West Mersea	231	Amber
• MER20	Land north of Estuary Rd, West Mersea	20	Amber
• MER24	East Rd, West Mersea	48	Amber

All other sites/broad locations were not considered suitable or scored a red RAG rating and have not been assessed.

SLAA sites to recommend as potential allocations

MER02 (in part) – 100 dwellings could be accommodated in the southern part of the site nearest East Road which is considered suitable for development with the remainder of the site delivering open space and associated benefits to the community.

Safe access will need to be agreed with the Highways Authority. There will also be a need to undertake a pre-determination archaeological evaluation with an agreed mitigation strategy as necessary. The design, layout and landscaping of any proposed development will need to minimise the impact on the surrounding landscape, protecting the character of the area and the Coastal Protection Belt.

MER18 – has the potential to deliver 100 dwellings across the entire site. Because of the scale of the site it may be more suitable for only part of the site to be brought forward for development during the plan period. Safe access will need to be agreed with the Highways Authority. In addition it will be necessary to ensure that safe pedestrian access is provided and opportunities to enhance connectivity between the site and West Mersea centre are secured. Development on this site will also be required to deliver necessary improvements to community infrastructure.

Allocation of the two sites will be dependent on there being adequate infrastructure which includes primary school capacity. Contributions to improve capacity may be required. It will be necessary to ensure that the cumulative impacts of proposed development on the European designated wildlife sites is adequately considered and mitigation agreed and managed if required.

SLAA sites to discount

- MER20 – the site has not been promoted for development and would not provide a logical extension due to a lack of highways access at this end of the site and further development beyond the two preferred sites identified is not necessary.
- MER24 – the site does not represent the most logical extension of the town and there are issues regarding highways access. Given the capacity that could be achieved at MER02 and MER18, it is not necessary to allocate additional land at this site.

Summary

West Mersea is heavily constrained by its coastal boundaries and the associated wildlife and landscape designations that come with an estuarine location. Future expansion is only really possible to the east of the town where previous development has left some opportunities to expand the settlement boundary. Overall the town is well served by infrastructure and there is an active community in the town providing many services to residents. The capacity at the local primary school and the option to expand is an advantage. Distance to secondary schools and train stations are the most significant issues affecting growth in the settlement but the frequent bus routes which service the town mitigate these issues to some degree.

West Mersea Town Council have decided to prepare a Neighbourhood Plan and the area has been designated. The two suitable sites referred to above will be allocated in the Local Plan because of the advanced stage it has reached, but details regarding the allocations will be made in the Neighbourhood Plan.

Wivenhoe

Settlement shape and form

Originally Wivenhoe was made up of two separate settlements: Wivenhoe Cross which was centred around the crossroads of Colchester Road, Rectory Road and The Avenue; and Wivenhoe to the south which was centred around the quay. Wivenhoe until recently still comprised two separate wards which reflected this historic settlement pattern. Development has since seen these two settlements coalesce into one settlement. Recent significant 'estate' development has included Dene Park to the east which was built in the 1970s; Broomgrove to the west, in the 1970/80s; Ferry Marsh in the 2000s and most recently Cook's Shipyard to the south. The town benefits from good infrastructure provision including a mainline train station, GP surgery, two primary schools, numerous shops and restaurants and abundant open space provision.

High level constraints (at settlement level)

- The town lacks a secondary school with most children attending Colne Academy in Brightlingsea or Colchester Academy in Greenstead.
- The settlement is bordered by the River Colne to the west and south. In addition to the physical boundary the river presents there are also other associated constraints such as EA Flood Zone 3 areas, SSSI, SPA and the Coastal Protection Belt (which due to topography covers a significant amount of inland areas). The European level designations may cause an issue when cumulative impact is taken into account. To the east of the settlement is a Minerals and Waste Safeguarding Zone.
- Broomgrove and Millfields schools are operating at capacity but currently accept some pupils from outside of Wivenhoe, therefore there is capacity for some additional residential development.
- The emerging Neighbourhood Plan, which is at an advanced stage, seeks to prevent further development towards other settlement locations including the University of Essex, the main Colchester conurbation and Alresford. To this end the land in between Wivenhoe and Colchester has been designated as a 'coalescence break' between the current settlement and the grounds of the University of Essex at Wivenhoe Park.
- There are numerous listed buildings, locally listed buildings and a conservation area in Wivenhoe.

High level opportunities (at settlement level)

- Opportunity to facilitate some logical infill locations on the edge of the town without compromising the existing character of the settlement.
- Wivenhoe is currently designated as a district settlement and as such has a good level of existing services and facilities to support its population
- It is a sustainable settlement with good public transport links (mainline train station and frequent bus services).
- The presence of a mainline train station, frequent bus services and a newly constructed cycle path to the university (the town's biggest employer) as well as a well used footpath to Colchester along the River Colne, increases the

sustainable nature of the settlement and makes it suitable for proportional growth.

Parish council/neighbourhood plan group view

Wivenhoe is currently preparing a Neighbourhood Plan and are seeking to allocate sites for development. All of the four sites detailed below were also received by the neighbourhood plan group and have been subject to their own site assessment process and public consultation. The neighbourhood plan is at an advanced stage and includes the allocation of the sites below for housing subject to detailed site considerations including housing numbers and planning gain. The Neighbourhood Plan is at a more advanced stage of preparation than the Local Plan so the Settlement Boundary Review has limited scope to consider alternative locations for growth and reflects the intentions of the Neighbourhood Plan.

Wivenhoe Town Council submitted representations to the Preferred Options expressing concern over the Tendring/Colchester Borders Garden Community, and development in Weeley, Frating and Middlewick Ranges.

Discussion on appropriate growth

- Wivenhoe currently has approximately 3,200 dwellings. An increase of 250 dwellings in the Wivenhoe settlement would therefore represent an 8% increase to the existing stock.
- Although this is probably less than what would be considered 'proportionate' elsewhere, Wivenhoe has a number of constraints both geographically and also in terms of primary school provision (250 dwellings represents the maximum number of new dwellings before new form provision would be required in Wivenhoe).
- Part of Wivenhoe is also expected to form part of a new garden community to the east of Colchester and therefore allowance has been made for this in agreeing a lower number/percentage of units in Wivenhoe itself (when compared to other towns and villages.)
- As with most areas in the Borough, there are concerns about the impact of new housing on the existing highway network however this has been allayed to some extent through requirements in the Neighbourhood Plan to accommodate more car-intensive family housing on the edge of town and less car-intensive development (care homes and bungalows) closer to the centre. The Garden Community also offers the opportunity to deliver a new link road between the A133 and the A120.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 - Expansion eastwards towards Wivenhoe Quarry. This broad area contains one of the submitted Call for Sites: WIV01 near Croquet Gardens (off Rectory Road). The site represents a good opportunity for some housing growth by building upon the existing highway created as part of the Croquet Gardens development. The site differs from land to the north of the site because it has lower wildlife value and the land is more suitable for development (more stable/settled) compared to the former

gravel extraction site to the north of WIV01. There is capacity for approximately 25 dwellings and a care home as proposed in the emerging Neighbourhood Plan.

Broad area 2 - Expansion to the north west between Broomgrove School and the fire station. This area contains site WIV02 with proposed access from Colchester Road. Following the review of the Coastal Protection Belt this area is no longer within this landscape protection designation. It is therefore considered a good opportunity area to provide housing growth on a logical area of infill with little landscape character value. The site could accommodate approximately 80 dwellings and a care home as proposed in the emerging Neighbourhood Plan.

Broad area 3 - Expansion to the north and north east along Elmstead Road. This area includes two SLAA sites, WIV03 (north of Elmstead Road) and WIV04 (Broadfields, south of Elmstead Road). WIV03 would not normally be considered a logical direction of expansion however residential development has already taken place north of Elmstead Road and as a result WIV03 represents an extension of this settlement pattern. Furthermore the site offers the added benefit of being able to accommodate a new cemetery which would act as a defensible boundary to further development north of Elmstead Road. The site has the capacity for approximately 25 dwellings as proposed in the emerging Neighbourhood Plan. WIV04 is a logical area of infill only because of the benefits that could be secured through linking Wivenhoe with sporting facilities at Broad Lane Sports Ground. It would result in expanding the settlement boundary northwards and away from existing services and facilities in the centre, so the benefits that can be secured through some new housing need to outweigh the concerns about development in this location. The site could accommodate approximately 120 dwellings, additional sport pitches and improved access, as proposed in the emerging Neighbourhood Plan.

Green/Amber SLAA sites (4)

WIV01	Croquet Gardens, Wivenhoe	25	Green
WIV02	Colchester Road, Wivenhoe	80	Green
WIV03	Elmstead Road, Wivenhoe	25	Green
WIV04	Broadfields, Wivenhoe	120	Green

SLAA sites to recommend as potential allocations

- WIV01 – approximately 25 dwellings. Greenfield location. Impact upon wildlife designations/Waste and Minerals Safeguarding Zone which are in close proximity to site. Cumulative impact on European designations.
- WIV02 – approximately 80 dwellings. Greenfield location. Landscape impact on Coastal Protection Belt. Highways issues regarding access on to Colchester Road. High agricultural land value. Cumulative impact on European designations.
- WIV03 – approximately 25 dwellings. Greenfield location. Risk of surface water flooding. The need to provide a defensible boundary to prevent development spreading too far away from the settlement centre. Cumulative impact on European designations.

- WIV04 – approximately 120 dwellings. Greenfield location. There is a need to provide a defensible boundary to prevent development spreading too far away from the settlement centre. Power lines running over site. Cumulative impact on European designations.

Summary

Wivenhoe is considered a sustainable and well-serviced settlement. Accordingly it can accommodate growth specific to its constraints. Fundamentally, there is a Neighbourhood Plan being prepared for the area which is at a more advanced stage than the Local Plan. As a result there have already been extensive discussions between the neighbourhood plan group and land owners, as well as public consultation and engagement. For this reason the Settlement Boundary Review has limited scope to consider alternative growth locations without being in contravention of the emerging Neighbourhood Plan, therefore the Local Plan reflects the emerging Neighbourhood Plan Proposals.

6. Other Villages and Countryside

Aldham

Settlement shape and form

A nucleated settlement that has developed around the junction of Brook Road/New Road and Green Lane/Tey Road with more modern development to the north-east and south-east. Aldham is the main settlement within the Aldham parish area, with a small cluster of properties known as Ford Street to the north. Aldham is rural in character and is accessed by narrow country lanes but is close to the A12/A120 and A1124.

High level constraints (at settlement level)

- Currently includes a Settlement Development Boundary but has limited sustainability and is relatively small (only 120 dwellings) with limited services and facilities, rural in character, has poor bus links and is located some distance away from secondary school (5km) and Colchester town centre (approx 7.8km) although Aldham is only 1.8km away from Marks Tey, which has a mainline railway station but access to this by road, bus, bike or on foot is poor.
- There are no obvious opportunities for settlement expansion around the periphery as any growth would be likely to constitute ribbon development.
- No sites have been promoted/identified for development in Aldham with a green/amber RAG rating in the SLAA.
- Lack of services and facilities; including no primary school – the nearest one is approx 2km away in Eight Ash Green and access to this is poor.
- Settlement is rural in character and as such is more appropriate designated as an 'other village' within the settlement hierarchy.

High level opportunities (at settlement level)

- Aldham is the largest settlement in the Aldham Parish area.

Parish council/neighbourhood plan group view

A need for 1 additional affordable home in the village to meet local need has been identified.

Discussion on appropriate growth

For the reasons detailed above Aldham should only be considered for limited small-scale growth. A rural exception site might be the most appropriate form of development which could help deliver the affordable housing need identified by the parish council.

Potential areas of search / settlement expansion following high level constraints and opportunities

For the reasons given above there are no obvious opportunities for settlement expansion.

Summary of sites promoted/identified in Aldham in the SLAA (1)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
RNW56	Checkleys Farm, Tey Road, Aldham	14	Red

RNW56 – The site scored a red RAG rating in the SLAA and was excluded at the early stage of the process because it is physically separate from an established settlement boundary and is therefore considered to be unsuitable/unsustainable for development.

Summary

Aldham is not considered to be a sustainable settlement due to the lack of suitable opportunities for growth around the periphery and lack of services and facilities compared to larger, more sustainable settlements elsewhere in the Borough, in particular due to the lack of a primary school. It is therefore defined as an ‘other village’ in the hierarchy.

EasthorpeSettlement shape and form

Easthorpe is a small settlement, which has developed along an old Roman road. It is close to Copford and Marks Tey.

High level constraints (at settlement level)

- Currently includes a Settlement Development Boundary but has limited sustainability and is very small (only approximately 35 dwellings within the current settlement boundary).
- There are very limited services and facilities, poor bus links and the village is located some distance away from primary and secondary schools and Colchester town centre.
- There are no obvious opportunities for settlement expansion around the periphery as any growth would represent ribbon development and not be appropriate.
- Settlement is rural in character.

High level opportunities (at settlement level)

- SLAA site achieved an amber score.

Parish council/neighbourhood plan group view

None available at the time of writing

Discussion on appropriate growth

For the reasons detailed above Easthorpe should only be considered for limited small-scale growth. A rural exception site might be the most appropriate form of development.

Potential areas of search / settlement expansion following high level constraints and opportunities

For the reasons given above there are no obvious opportunities for settlement expansion.

Summary of sites promoted/identified in Easthorpe in the SLAA (1)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
WST14	Easthorpe Road, Easthorpe	81	Amber

WST14 - The site is made up of three different parcels of land in Easthorpe. The most significant issues with the site's suitability are its greenfield nature and the potential for the site to impact upon the landscape value of the area, particularly the north eastern parcel of the site. In terms of sustainability the site suffers from being a significant distance from key services and facilities including primary school and health centre. There is also a lack of capacity at the nearest secondary school and health centre. 81 dwellings would be out of character with the existing settlement. As Easthorpe is defined as an 'Other' village due to relative sustainability, it is not recommended that any allocation for growth be made in the preferred options Local Plan.

Summary

Easthorpe is not considered to be a sustainable settlement due to the lack of suitable opportunities for growth around the periphery and lack of services and facilities compared to larger, more sustainable settlements elsewhere in the borough (in particular due to the lack of a primary school). It is therefore defined as an 'Other Village' in the settlement hierarchy.

East Mersea

Settlement shape and form

East Mersea is a small settlement, close to the larger settlement of West Mersea. It is predominantly linear, with most dwellings located along East Road. There are 125 dwellings within the parish, including 10 caravans/temporary accommodation.

High level constraints (at settlement level)

- Currently incorporates a Settlement Development Boundary but the sustainability of East Mersea is questionable as it is relatively small with limited

services and facilities, it has very poor bus links and is located some distance away from a secondary school (6.4km), a GP surgery (4.9km) and Colchester town centre.

- There are no obvious opportunities for settlement expansion around the periphery as any growth would alter the settlement shape or represent ribbon development.
- There is no primary school.
- Settlement is rural in character.
- The settlement is within the coastal protection belt.

High level opportunities (at settlement level)

- SLAA housing sites achieved an amber score.

Parish council/neighbourhood plan group view

A meeting with the Parish Council and a representative from the Council has occurred at which a number of issues were discussed including settlement boundaries and issues linked to caravan sites.

Discussion on appropriate growth

For the reasons detailed above East Mersea should only be considered for limited small-scale growth. A rural exception site might be the most appropriate form of development. Due to its relative sustainability East Mersea is identified as an 'Other Village' which supports the conclusion that it is not an appropriate location for growth over and above any small scale infill / exceptions opportunities.

Potential areas of search / settlement expansion following high level constraints and opportunities

For the reasons given above there are no obvious opportunities for settlement expansion.

Summary of sites promoted/identified in East Mersea in the SLAA (3)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
MER01	North Barn, East Road, East Mersea	14	Amber
MER05	East Road, East Mersea	102	Amber
MER25	Coopers Beach Holiday Park	-	Amber

MER01 - The site is located a significant distance from services and facilities including secondary schools, train stations and employment zones. Public transport is poor.

MER05 - While this site touches the settlement boundary on one part the site can be considered to be remote from the village. The site is many times the size of the existing

village and so development of this site could be deemed inappropriate. The site is a significant distance from secondary schools, train stations and employment zones.

MER25 – The area proposed as an extension to Coopers Beach holiday park lies within an area of high flood risk. Whilst the owners of the holiday park constructed a clay sea wall following a major sea wall breach in January 2014 the Environment Agency is seeking additional hard revetments to the sea wall face to strengthen it.

Summary

East Mersea is not considered to be a sustainable settlement due to the lack of suitable opportunities for growth around the periphery and lack of services and facilities compared to larger, more sustainable settlements elsewhere in the borough. No amendments to the village boundary are proposed and no site allocations are recommended. It is therefore defined as an 'Other Village' in the hierarchy.

Fingringhoe

Settlement shape and form

Fingringhoe is the only settlement within the wider Fingringhoe parish. It is essentially a linear settlement comprised of two main residential areas that have developed either side of the historic core of Fingringhoe, which contains a primary school, church and public house. An area of ribbon development along Abberton Road lies to the west and a more nucleated cluster known as High Park Corner lies to the east. Each part of the village is located approx. 0.5km away from the historic core in the centre.

High level constraints (at settlement level)

- All of High Park Corner area of village and land to the south of Abberton Road is within the Coastal Protection Belt.
- Land to the north of Fingringhoe is within a flood zone.
- Land to the east of High Park Corner is a Local Wildlife Site (LWS) and much of this land is woodland.
- Conservation Area and Local Wildlife Site around the central historic core of the village.
- Sewerage/drainage/mains issues – existing facilities at Fingringhoe Sewage Treatment Works at capacity.
- Fairly small village (221 dwellings) with limited services and facilities compared to larger, more sustainable settlements in the borough – although it does have its own primary school and post office and is close to services and facilities in Rowhedge (approx. 1km away). Located some distance away from secondary school (5.1km) and Colchester town centre (approx. 5.7km)
- Seek to prevent the coalescence of both halves of the village with the historic core in the centre to preserve its rural and historic character and gaps of open countryside.
- Seek to prevent further ribbon development along the peripheries of the settlement beyond easily defensible points – to discourage further development

away from existing village services and facilities and where character is more rural/or is open countryside and to protect the surrounding coastal landscape.

- Seek to discourage development that would not represent a logical or sensible extension to the existing built up area

High level opportunities (at settlement level)

- Fingringhoe is the only settlement in the Fingringhoe Parish area and so is the main community focus within the parish and if considered appropriate in principle would be the location for growth.
- Fingringhoe has a number of key services and facilities (Primary School and post office) and is close (approx. 1km) to facilities in Rowhedge.
- Primary school (Fingringhoe Church of England Primary School) is located in the historic core of the village between the two residential halves of the village, which is forecast to have a surplus of 5 places at 2019/20.
- Land has been promoted for housing development which suggests there is developer interest.

Parish council/neighbourhood plan group view

Parish Council do not support any of the sites due to lack of services and facilities in the village.

Discussion on appropriate growth

- 320 households currently in the wider Fingringhoe Parish area of which 221 dwellings are within the current settlement development boundaries.
- Fingringhoe has limited key community facilities and is close to services and is situated reasonably close to facilities nearby in Rowhedge.
- The above physical constraints linked to the linear shape of the village, avoiding surrounding environmental constraints, avoiding the joining up of both parts of the village and avoiding further ribbon development away from the village centre, limits the opportunity for expansion around the village.
- The primary school is forecast to have a small surplus by 2019 so only small-scale growth is likely to be capable of being accommodated without expansion of the school.
- There are also concerns regarding the capacity of water infrastructure in the village (AW has identified a constraint regarding the capacity of existing facilities) and any development will be required to contribute to improvements.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 – Expansion south of Abberton Road

This broad area of land lies in an obvious gap in the road frontage between existing residential properties on the south side of Abberton Road and development could potentially be contained within existing field boundaries. However, no land within this area has been promoted for housing so availability is unknown.

Broad area 2 – Expansion east of Abberton Road (The Lindens)

This broad area of land is comprised of an existing residential property and an area of arable land to the rear. The site is well defined by existing housing development to the south and west and a field boundary to the east. To the east is open countryside and the land is within the Coastal Protection Belt which would need to be considered if any development were to be proposed.

Green/Amber SLAA sites promoted in Fingringhoe (4)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
RSE15	Clay Barn, Abberton Road, Fingringhoe	24	Amber
RSE25	The Lindens, Chapel Road, Fingringhoe	19	Amber
RSE20	Land off Ballast Quay Road, Fingringhoe	1,867*	Amber
RSE42	Picketts Fm (A), Church Ln, Fingringhoe	81	Amber

* A mix of residential, employment, sport and leisure uses have been promoted – large number relates to overall site size

All the sites were given an amber rating due to the lack of services and facilities in Fingringhoe and the relative sustainability of the settlement compared to larger, more sustainable settlements in the borough.

- RSE15 – Development of the site would extend the village too far west away from existing services and facilities in the village centre (in particular the primary school) and reduce the gap between the village and the neighbouring village of Abberton. The size of the site would be too large and over and above what is considered proportionate for the village. Access is likely to be difficult to achieve.
- RSE20 – The site is too large for a countryside location and is affected by environmental constraints. Major road upgrades would be required to serve a development of the size suggested by the site area.
- RSE25 – The site would be accessed via existing residential property (to be demolished to enable access into the site). This site is unlikely to meet highways standards due to potentially not having sufficient control over land to achieve an acceptable visibility splay. Land ownership is unknown.
- RSE42 – Whilst the site is close to the primary school, part of the site is within the flood zone and development would reduce the gap between the historic core of the village and the High Park Corner area to the east. The size of the

site would be too large and over and above what is considered appropriate for the village. Access is likely to be difficult to achieve.

Summary

Fingringhoe is a small settlement and the scope for expansion around its periphery is limited due to the linear shape of the settlement, surrounding environmental constraints, the need to discourage inappropriate forms of development, the need to avoid the merging of both halves of the village, the need to avoid further sprawl into surrounding open countryside away from existing services and facilities in the village centre and the relative lack of services and facilities and poor access to these, compared to more sustainable settlements elsewhere in the Borough. It is therefore defined as an 'Other Village' in the hierarchy.

Great Wigborough

Settlement shape and form

Great Wigborough is a small, rural settlement. It currently has two settlement boundaries around the two linear settlement areas. The small cluster of houses to the south of the main settlement is known as South Maldon Road.

High level constraints (at settlement level)

- Currently incorporates a Settlement Development Boundary but has limited sustainability and is relatively small (only 100 households within the parish)
- There are no obvious opportunities for settlement expansion around the periphery as any growth would alter the settlement shape or represent ribbon development.
- Lack of services and facilities and there is no primary school.
- Poor bus links and located some distance away from secondary school (8.6km), a GP surgery (5 km) and Colchester town centre.
- Settlement is rural in character.
- The southern part of the settlement is within the coastal protection belt.

High level opportunities (at settlement level)

- Both SLAA housing sites achieved an amber score.

Parish council/neighbourhood plan group view

Winstred Hundred Parish Council commented as part of the Issues and Options consultation that any development within Great and Little Wigborough and Salcott should be within existing settlement boundaries. See text under Peldon for more details on the points raised in their response.

Discussion on appropriate growth

For the reasons detailed above Great Wigborough should only be considered for limited small-scale growth. A rural exception site might be the most appropriate form of development.

Potential areas of search / settlement expansion following high level constraints and opportunities

For the reasons given above there are no obvious opportunities for settlement expansion.

Summary of sites promoted/identified in Great Wigborough in the SLAA (2)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
RSW07	School Lane, Great Wigborough	76	Amber
RSW13	School Lane, Great Wigborough	39	Amber

RSW07 and RSW13 – There are very limited facilities and infrastructure in the small settlement of Great Wigborough. Additionally, its location is remote from larger more sustainable settlements offering a wider range of services and opportunities. The sites are considered too large for the existing settlement and would be out of keeping.

Summary

Great Wigborough is not considered to be a sustainable settlement due to the lack of suitable opportunities for growth around the periphery and lack of services and facilities compared to larger, more sustainable settlements elsewhere in the borough (in particular due to the lack of a primary school and distance of 5 km to the nearest). It is defined as an 'Other Village' in the hierarchy.

The settlement boundary will be removed from the small cluster of houses to the south of the main settlement known as South Maldon Road.

Layer Breton

Settlement shape and form

A linear settlement that has developed over time as a form of ribbon development along Layer Breton Hill, which is a rural road that links Colchester with Tolleshunt D'Arcy via Birch. Layer Breton is the only settlement within the parish but is close to neighbouring Birch Green. Layer Breton is rural in character, poorly connected to the strategic road network and is accessed by narrow country lanes.

High level constraints (at settlement level)

- Currently includes a Settlement Development Boundary but has limited sustainability and is relatively small (only 71 dwellings) with no services and facilities, rural in character, has poor train and bus links and is located some distance away from secondary school (6.7km) and Colchester town centre (approx 8.5km).
- There are no obvious opportunities for settlement expansion around the periphery due to the inaccessibility of land, surrounding environmental constraints and in order to maintain the existing settlement shape and to discourage further ribbon development.
- Sewerage/drainage/surface water flooding issues – existing STW facilities at Birch is at capacity.
- Lack of services and facilities and there is no primary school – the nearest one is in Birch to the north, which is 1.5km away – but not easily accessible on foot due to lack of footpaths along Birch Street.

High level opportunities (at settlement level)

- Both SLAA housing sites achieved an amber score.
- Primary school at Birch is able to accommodate some growth (12 place surplus forecast at 2018/19).

Parish council/neighbourhood plan group view

No comment available at the time of writing.

Discussion on appropriate growth

For the reasons detailed above Layer Breton should only be considered for limited small-scale growth. A rural exception site might be the most appropriate form of development which could help deliver any local need that may exist.

Potential areas of search / settlement expansion following high level constraints and opportunities

For the reasons given above there are no obvious opportunities for settlement expansion.

Green/Amber SLAA sites promoted in Layer Breton (3)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
RSW05	Shatters Road, Layer Breton	6	Amber
RSW11	Bumblebee Farm, Layer Breton	17	Amber
RSW15	Shatters Road, Layer Breton	11	Amber

All 3 sites are amber due to the low sustainability of Layer Breton also 2 of the sites do not currently immediately adjoin the existing Settlement Development Boundary.

SLAA sites to discount

RSW05, RSW11 and RSW15 – as Layer Breton is not considered to be sustainable or suitable for planned housing growth and development of these sites would represent ribbon development and the expansion of the settlement further away from existing services and facilities into the surrounding open countryside.

Summary

Layer Breton is not considered to be a sustainable settlement due to the lack of suitable opportunities for growth around the periphery and lack of services and facilities compared to larger, more sustainable settlements elsewhere in the Borough, in particular the lack of a primary school. No amendments to the village boundary are proposed and no site allocations are recommended. It is therefore defined as an 'Other Village' in the hierarchy.

Little Horkesley

Settlement shape and form

Little Horkesley is a small, rural, linear settlement. It is located within the Dedham Vale Area of Outstanding Natural Beauty (AONB).

High level constraints (at settlement level)

- Currently includes a Settlement Development Boundary but has limited sustainability and is relatively small (only 75 households within the parish)
- has poor bus links and is located some distance away from
- There are no obvious opportunities for settlement expansion around the periphery as any growth would alter the settlement shape or represent ribbon development.
- Lack of services and facilities and there is no primary school. The nearest secondary school is 6.3 km away, a GP surgery (3.4 km) and Colchester town centre 11.5km away.
- Settlement is rural in character.
- The entire settlement is within the Dedham Vale AONB.
- The southern part of the settlement is within a Historic Park and Garden.
- The only SLAA site achieved a red RAG rating.

High level opportunities (at settlement level)

None

Parish council/neighbourhood plan group view

Little Horkesley Parish Council responded to the Issues and Options document; of relevance to this review is the comment that piecemeal development in smaller rural communities that do not have sufficient infrastructure to support an increase in population cannot achieve housing targets.

The Parish Council also submitted representations to the Preferred Options consultation stating that Little Horkesley is a small parish with a very tightly drawn settlement boundary and little likelihood of growth. Larger houses predominate and the village's housing provision will therefore tend to preclude younger (and other) sections of the population from being able to afford to stay in the parish. More strategic planning needs to be undertaken across the Borough to address this long term impact on this and other parishes.

Discussion on appropriate growth

For the reasons detailed above Little Horkesley should only be considered for limited small-scale growth. A rural exception site might be the most appropriate form of development. This would address the comments made by the Parish Council.

Potential areas of search / settlement expansion following high level constraints and opportunities

For the reasons given above there are no obvious opportunities for settlement expansion.

Summary of sites promoted/identified in Little Horkesley in the SLAA (1)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
RNE40	Home Farm, Little Horkesley	104	Red

RNE40 - The site is well outside of the settlement boundary and is given a red rating as development would not have accessibility to a range of services and facilities. It is also within the AONB.

Summary

Little Horkesley is not considered to be a sustainable settlement due to the lack of suitable opportunities for growth around the periphery and lack of services and facilities compared to larger, more sustainable settlements elsewhere in the borough (in particular due to the lack of a primary school). It is also entirely within the Dedham Vale AONB. No amendments to the village boundary are proposed and no site allocations are recommended. It is therefore defined as an 'Other Village' in the hierarchy.

Messing

Settlement shape and form

Messing is the largest settlement within the Messing cum Inworth parish, located in the centre of the parish, north of Tiptree, with the smaller cluster of properties at Inworth to the west of the parish. Messing is very rural and historic in character and is accessed by narrow country lanes.

High level constraints (at settlement level)

- Currently includes a Settlement Development Boundary but has limited sustainability and is relatively small (only 75 dwellings) with limited services and facilities,
- Messing cum Inworth is rural in character.
- Public transport links are poor and the parish is located some distance away from Colchester town centre (approx 11.5km)
- There are no obvious opportunities for settlement expansion around the periphery due to the inaccessibility of land, rural and historic character, surrounding environmental constraints and in order to maintain the existing settlement shape and to discourage further ribbon development.
- There are Sewerage/drainage/surface water capacity and flooding issues which would need to be addressed if any development were proposed.
- Lack of services and facilities (but Messing does have its own, albeit small, primary school).

High level opportunities (at settlement level)

- Close to Tiptree (good services and facilities, including a secondary school) and Kelvedon (rail station).
- Has a primary school (Messing Cum Inworth Community School) which has potential to accommodate some growth – 39 place surplus forecast at 2018/19.

Parish council/neighbourhood plan group view

Messing cum Inworth Parish Council commented as part of the Issues and Options consultation that rural villages should remain rural, with only development to meet local need. A recent planning application delivered the need for 2 affordable dwellings within the parish.

Discussion on appropriate growth

For the reasons detailed above Messing should only be considered for limited small-scale growth. An additional rural exception site might be the most appropriate form of development which could help deliver any further affordable housing need that might be identified by the parish council.

Potential areas of search / settlement expansion following high level constraints and opportunities

For the reasons given above there are no obvious opportunities for settlement expansion.

Summary of SLAA sites promoted in Messing (1)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
RSW18	Appletrees, School Road, Messing	21	Red

RSW18 – as Messing is not considered to be sustainable or suitable for planned housing growth and the size of this site would be too large and vehicular access would be difficult to achieve.

Summary

Messing is not considered to be a sustainable settlement due to the lack of suitable opportunities for growth around the periphery and lack of services and facilities compared to larger, more sustainable settlements elsewhere in the Borough. No amendments to the village boundary are proposed and no site allocations are recommended. It is therefore defined as an 'Other Village' in the hierarchy.

Mount BuresSettlement shape and form

Mount Bures is a small, liner settlement bounded to the east by the railway line.

High level constraints (at settlement level)

- Currently includes a Settlement Development Boundary but has limited sustainability and is relatively small (only 90 households within the parish)
- Poor bus links and located some distance away from secondary school (9.1 km) and Colchester town centre.
- There are no obvious opportunities for settlement expansion around the periphery as any growth would alter the settlement shape or represent ribbon development.
- Lack of services and facilities and there is no primary school.
- Settlement is rural in character.
- No sites within the parish were submitted as part of the call for sites.

High level opportunities (at settlement level)

None

Parish council/neighbourhood plan group view

None available at the time of writing

Discussion on appropriate growth

For the reasons detailed above Mount Bures should only be considered for limited small-scale growth. A rural exception site might be the most appropriate form of development.

Potential areas of search / settlement expansion following high level constraints and opportunities

For the reasons given above there are no obvious opportunities for settlement expansion.

Summary

Mount Bures is not considered to be a sustainable settlement due to the lack of suitable opportunities for growth around the periphery and lack of services and facilities compared to larger, more sustainable settlements elsewhere in the borough (in particular due to the lack of a primary school). No sites within the parish were submitted as part of the call for sites. No amendments to the village boundary are proposed and no site allocations are recommended. It is therefore defined as an 'Other Village' in the hierarchy.

PeldonSettlement shape and form

Housing in Peldon is laid out in a triangular pattern around three roads. The settlement boundary in Peldon currently comprises two roughly equivalent areas of housing on either side of two of the three roads. The triangular residential area is surrounded by arable farms. Lower Road includes 88 households and Church Road includes 68 households. The village lies within the Coastal Protection Belt, with the exception of the northern part of Church Road.

High level constraints (at settlement level)

- Small settlement (only 157 dwellings) with limited services and facilities, located some distance away from schools and Colchester town centre– therefore not suitable for large-scale growth (in principle).
- Seek to prevent further ribbon development extending the village to discourage further development away from the existing village where character is more rural/or is open countryside.
- Seek to maintain existing settlement shape by discouraging areas of backland development behind established frontages where there is poor vehicular access, ribbon development and the expansion of the settlement into open countryside beyond existing defensible, physical boundaries.

- Site is served by Fingringhoe Sewage Treatment Works which currently has capacity issues and would need to be addressed if any development were proposed.
- Lack of defensible boundaries as village is surrounded by largely flat arable fields.
- Coastal Protection Belt.

High level opportunities (at settlement level)

- Peldon is the largest settlement in Winstred Hundred so some small-scale growth in principle could possibly be justified.
- The community will soon be benefitting from a new village hall (built using Abberton Reservoir funds).
- Potential for some infill to bring together two separate parts of village.

Parish council/neighbourhood plan group view

General response from Issues and Options consultation, Winstred Hundred PC which includes Peldon:

- Development of land in between the 3 villages should be prevented to help maintain their individual characters.
- New developments should only take place within the existing Village Envelopes.
- New development should be restricted to infill, individual dwellings or small clusters of no more than 5 properties.
- Ribbon or backland development should be avoided in all areas.
- Any development should reflect the individual characteristics of the villages, ie their rural and isolated nature, the open countryside adjacent to the villages, the open spaces and mature trees, small clusters of housing separated by countryside, the historic country buildings and their rural setting.
- Off street parking should be provided wherever possible for all new development.
- There should be no further expansion of light industry in the Parish beyond the Local Employment Zone allocation on Lower Road and St Ives Hill, and in Lodge Lane, Peldon.
- Development of redundant farm buildings as dwellings would be supported if current planning policy were to change.

Discussion on appropriate growth

- Village facilities are limited to a pub and a church, and there is limited access to other facilities.
- Given the limited relative sustainability of Peldon planned growth is not considered appropriate
- There are concerns about existing drainage/sewage capacity at Peldon which is currently served by treatment works at Fingringhoe – unclear what level of development could be accommodated before additional facilities would be essential.
-

Potential areas of search/settlement expansion following high level constraints and opportunities

Broad area 1 – Expansion to the southeast along Mersea Road – This would involve extending the village into the countryside. While there is built development on the other side of the road, there are no defensible boundaries and additional dwellings in this location could be considered to be ribbon development. It is considered that more sustainable locations are preferred.

Broad area 2 – Development of St. Ives Farm to the east of Mersea Road, linking the two existing settlement areas. Development of 74 units on the farm would imply loss of a working farm and its replacement by an unacceptably high level of development – approximately 50% increase which would change the character of the settlement and in an area which has limited sustainability.

Broad area 3 – Infilling the settlement boundary in the triangular area defined by Lower Road, Church Road and Mersea Road. This would consolidate the existing more built-up area of Peldon, but would involve backland development, particularly in the case of RSE21 which would not have any street frontage and is covered by trees which are important to the character of this part of the village.

Broad area 4 – Development to the south of Lower Road. RSE05 is constrained by a narrow road access. The access would dictate development of a cul-de-sac development which would not have a relationship with the adjoining development.

Summary of Green/Amber SLAA sites

RSE04	Mersea Road	31 potential units	Amber
RSE05	Lower Road	27 potential units	Amber
RSE21	Lower Road	19 potential units	Amber
RSE24	Hosplant, St. Ives Road	74 potential units	Amber
RSE39	St. Ives Road	42 potential units	Green

Summary

Peldon is not considered to be a sustainable settlement due to the lack of suitable opportunities for growth around the periphery and lack of services and facilities compared to larger, more sustainable settlements elsewhere in the Borough. There may be opportunities for small-scale infill development within the built up area or a rural exception site. No amendments to the village boundary are proposed and no site allocations are recommended. It is therefore defined as an 'Other Village' in the hierarchy.

Salcott

Settlement shape and form

Salcott is a small, liner settlement. It is located within the coastal protection belt and a large part of the settlement lies within an area of high flood risk.

High level constraints (at settlement level)

- Currently includes a Settlement Development Boundary but has limited sustainability and is relatively small (only 120 households within the parish)
- Poor bus links and is located some distance away from secondary school and Colchester town centre.
- There are no obvious opportunities for settlement expansion around the periphery as any growth would alter the settlement shape or represent ribbon development.
- Lack of services and facilities and there is no primary school.
- Settlement is rural in character.
- Settlement is within the coastal protection belt.
- A large part of the settlement lies within an area of high flood risk.
- Settlement is very close to a Special Area of Conservation.
- All sites submitted as part of the call for sites achieved a red RAG rating.

High level opportunities (at settlement level)

None

Parish council/neighbourhood plan group view

Winstred Hundred Parish Council commented as part of the Issues and Options consultation that any development within Great and Little Wigborough and Salcott should be within existing settlement boundaries. See text under Peldon for more details on the points raised in their response.

Discussion on appropriate growth

For the reasons detailed above Salcott should only be considered for limited small-scale growth. A rural exception site might be the most appropriate form of development.

Potential areas of search / settlement expansion following high level constraints and opportunities

For the reasons given above there are no obvious opportunities for settlement expansion.

Summary of sites promoted/identified in Salcott in the SLAA (3)

SITE REF	SITE ADDRESS	SITE CAPACITY (AT 30DPH)	RAG RATING
RSW01	Whitehouse Hill, Salcott	13	Red
RSW02	Salcott Street, Salcott	8	Red
RSW17/21	Tavistock Farm, Colchester Road	65	Red

SLAA sites to discount

RSW01 - While the site adjoins a row of a dozen houses, these houses are outside the existing settlement boundary of Salcott. Salcott is, furthermore, a very small settlement lacking in infrastructure and services to support further development.

RSW02 - Most of site lies within flood zone 3.

RSW17/21 - Site does not adjoin settlement boundary and is in open countryside.

Summary

Salcott is not considered to be a sustainable settlement due to the lack of suitable opportunities for growth around the periphery and lack of services and facilities compared to larger, more sustainable settlements elsewhere in the borough (in particular due to the lack of a primary school and high flood risk). No amendments to the village boundary are proposed and no site allocations are recommended. It is therefore defined as an 'Other Village' in the hierarchy.

Wormingford

Settlement shape and form

The main built up area of Wormingford follows part of Main Road and then extends northwards along Church Road. Immediately to the north is a Local Wildlife Site and the Dedham Vale AONB is located to the east of the settlement.

High level constraints (at settlement level)

- Currently includes a Settlement Development Boundary but has limited sustainability and is relatively small (only 185 households within the parish)
- Limited bus links and located some distance away from secondary school (8.5 km) a GP surgery (4.5 km) and Colchester town centre.
- There are no obvious opportunities for settlement expansion around the periphery as any growth would alter the settlement shape or represent ribbon development.
- Lack of services and facilities and there is no primary school.
- Settlement is rural in character.
- AONB to the north and east.
- No sites were submitted as part of the call for sites.

High level opportunities (at settlement level)

None

Parish council/neighbourhood plan group view

Wormingford Parish Council commented as part of the Issues and Options consultation that infill development would continue to be appropriate within existing

settlement boundaries. Any extension to the settlement boundary would threaten the very essence of the village and would be inappropriate when taking into account the lack of services available within the village.

Wormingford Parish Council submitted a representation to the Preferred Options consultation stating that they have no comment to make.

Discussion on appropriate growth

For the reasons detailed above Wormingford should only be considered for limited small-scale growth. A rural exception site might be the most appropriate form of development.

Potential areas of search / settlement expansion following high level constraints and opportunities

For the reasons given above there are no obvious opportunities for settlement expansion.

Summary

Wormingford is not considered to be a sustainable settlement due to the lack of suitable opportunities for growth around the periphery and lack of services and facilities compared to larger, more sustainable settlements elsewhere in the borough (in particular due to the lack of a primary school). No sites were submitted as part of the call for sites, indicating a lack of developer interest. No amendments to the village boundary are proposed and no site allocations are recommended. It is therefore defined as an 'Other Village' in the hierarchy.

Countryside

The following settlements are classed as countryside, where countryside policies will apply and there will be a general presumption against new development, unless it accords with the special circumstances set out in the Local Plan or the National Planning Policy Framework. They have previously been included within settlement boundaries but it is intended to remove them. Whilst they provide a community function for the small groups of residents living within these areas, as their location is physically detached and sometimes remote from the core villages to which they relate, these clusters of housing/ hamlets will no longer be defined by a settlement boundary. The justification is included in the relevant settlement, or 'core village' summary.

- Boxted - Mill Road & Workhouse Hill
- Chappel - Rose Green, Swan Street & Wakes Street
- Dedham - Bargate Lane & Lamb Corner
- Ford Street
- Great Horkesley – The Crescent
- Great Wigborough – South Maldon Road
- Hardy's Green
- Langenhoe
- Layer de la Haye – Maltings Green

- Layer Marney
- Little Tey
- Seven Star Green
- Tiptree Heath
- Wakes Colne - Inworth Lane & Middle Green

7. Colchester Town

The settlement boundary of Colchester Town, including Stanway, has been reviewed as part of the SLAA and work on the Preferred Options Local Plan. However, this work has not been documented. Therefore, for completeness this section of the settlement boundary review outlines the findings of the review of the settlement boundary of Colchester.

North Colchester

High level constraints

- The A12 defines the northern boundary of Colchester town.
- Great Horkesley and West Bergholt are located closest to Colchester Town, to the north, and it is important to avoid settlement coalescence.

High level opportunities

- The Northern Gateway masterplan offers the opportunity for a sport and leisure focused development on land within the boundary and also to the north of the A12.

Discussion on appropriate growth in north Colchester

The north of Colchester has been the subject of various planning applications and development in recent years and this is expected to continue in this plan period. Many of the SLAA sites are already included within the settlement boundary. These are not listed in the SLAA sites table, below. The road infrastructure has seen significant change and this has included the opening of the A12 junction 28 and the Northern Approaches Road (Via Urbis Romanae). The settlement boundary has not altered from the adopted Local Plan Proposals Map and the sport and leisure development proposed in the Local Plan is outside of the settlement boundary. Whilst development has occurred and is proposed north of the A12, it continues to act as a strong boundary. Development to the north is predominantly of an open nature, requiring large areas of land.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 – land north of Chesterwell

This broad area includes land north of the A12, which follows the boundary of Chesterwell. This area of land was considered as part of the Site Allocations DPD in 2010 but it was considered at that time that the A12 should remain the northern

boundary of Colchester. This broad area includes SLAA site COL63, which scored a red rating in the SLAA and thus was not further considered. Development here would erode the settlement break between Colchester and Great Horkelesley.

Broad area 2 – land adjacent to the park and ride

This broad area includes land allocated in the pre submission Local Plan for sport and recreation as part of the Northern Gateway. It also includes SLAA site COL03.

Summary of green/amber sites promoted/identified in the SLAA

<u>SITE REF</u>	<u>SITE ADDRESS</u>	<u>SITE CAPACITY (35 DPH)</u>	<u>RAG RATING</u>
COL93	Northern Gateway	2817*	Amber

* Proposed for sport & leisure, employment, residential, community, retail & open space. Only a small element is proposed for residential so site capacity is significantly lower than figure above suggests.

SLAA sites to recommend as potential allocations

COL93 - Overall it is considered that the site has development potential. The site is partly within the settlement boundary and this is the area where built development will be concentrated. Part of the site lies north of the A12 which is a strong defensible boundary. If this part of the site were to come forward for development it should be open in character, i.e. sports pitches. Only ancillary buildings should be permitted. It will be important to reinforce or introduce a new defensible boundary, to avoid development encroaching into the countryside towards some of the villages in the rural north of the Borough. Associated with this is the landscape impact of development on the area of the site which lies to the north of the A12. The Open Countryside Study shows that the landscape in this location makes an important contribution to the separation of settlements.

SLAA sites to discount

None

Summary

The A12 is a strong defensible boundary to north Colchester. However, in recent years some development has occurred, namely the park and ride, the service station and gypsy site. Land is allocated adjacent to these uses for sport and recreation as part of the comprehensive masterplanning of the Northern Gateway. However, this opens up the possibility for further development and encroachment into the countryside towards some of the villages in the rural north. To maintain the A12 as a strong boundary and to avoid coalescence with Great Horkelesley and other villages the settlement boundary should not be amended.

North West Colchester

High level constraints

- The A12 defines the northern boundary of Colchester town.
- The railway line runs from east to west,
- There is a large area of protected open space, which includes areas at high risk of flooding.

High level opportunities

- Development has the potential to fill in gaps between existing development.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 – Braiswick

Sites have been proposed in Braiswick, adjacent to the golf club. This is a peripheral location on the edge of Colchester. It is some distance from services and facilities but there is a good bus service and the mainline railway is close. Development is likely to be visible as ground is high but is well contained by existing development. Development at this location can be contained by the A12 to the north west and the golf club and Chesterwell to the north.

Broad area 2 – west along the railway line

This area includes a large area of public open space, including allotments. Part of the area is also at high risk of flooding. Development in this broad area should not be explored.

Summary of green/amber sites promoted/identified in the SLAA

<u>SITE REF</u>	<u>SITE ADDRESS</u>	<u>SITE CAPACITY (30DPH)</u>	<u>RAG RATING</u>
COL10	St Botolph's Farm, North Braiswick	50	Amber
COL11	Braiswick Golf Club Site A	30	Green
COL12	Braiswick Golf Club Site B	6	Green
COL91	Ramparts, Bakers Lane	30	Amber

SLAA sites to recommend as potential allocations

COL10 - Site is considered to be available and achievable subject to sewerage/drainage and noise issues being resolved.

COL12 - Site is located on the edge of the Colchester urban area and is within easy reach via public transport of Colchester's wide range of jobs, shops and services. Development is likely to be visible as ground is high but is well contained by existing development. Site is considered to be suitable, available and achievable. The proposal

for 5 units does not represent the most efficient use of land and opportunities should be explored for an alternative vehicular access to address this.

SLAA sites to discount

COL11 – Site was considered acceptable in principle. However, the site is no longer available.

COL91 - The site was not put forward through the Call for Sites and appears to be in private use so it cannot be considered available for development.

Summary

The settlement boundary for North West Colchester has been amended from the Preferred Options draft to reflect allocations and the correct boundary of Chesterwell. Limited development in Braiswick is suitable, available and achievable and can be contained by the A12, the golf club, existing houses and proposed development at Chesterwell.

North East Colchester

High level constraints

- Consideration of strategic growth by way of a potential Garden Community is assessed through the Garden Community options work.
- The A12 defines the northern boundary of Colchester town.
- The railway line runs through this area.
- The Tendring boundary is close to Colchester's North East settlement boundary.

High level opportunities

- Potential for growth as part of the Tendring/Colchester Borders Garden Community.
- Potential for growth linked to the University of Essex.

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 – North East of Colchester around Plains Farm

This area is close to the A12/ A120 Crown Interchange and close to Colchester Business Park. The Tendring boundary is close to the Colchester settlement boundary and much of this area is located within Tendring district. Bullock Wood SSSI lies within this broad area and land is grade 2 agricultural. There is also an area of designated open space. This broad area includes SLAA sites EST04 and EST08. The SLAA shows that development in this location is likely to be achievable, although work would be required to determine infrastructure requirements. Given the nearby proposals for a garden community it may be more appropriate for land in this area to be retained as open space/a green break.

Broad area 2 – Development around Crockleford Heath

This location is more rural in character and not as accessible as other areas. This location includes SLAA site EST05, which is partly within Tendring District. It is made up land in various ownerships and its availability is unknown.

Broad area 3 – Development East, towards Elmstead Market

Development in this location has the potential to benefit from its close proximity to the University of Essex. There is however the threat of settlement coalescence with Wivenhoe and Elmstead Market. This broad area includes SLAA sites EST06 and EST09. In terms of suitability, this area is largely suitable, in a location identified as a potential location for growth and offers the opportunity to build in facilities, services and employment opportunities. There are some issues that will need considering and/or mitigating in relation to suitability, including coalescence, the proximity of Wivenhoe Historic Parks and Gardens and the site's agricultural land quality, most of which is grade 1.

Summary of green/amber sites promoted/identified in the SLAA

<u>SITE REF</u>	<u>SITE ADDRESS</u>	<u>SITE CAPACITY (30DPH)</u>	<u>RAG RATING</u>
EST01	Shaw's Farm, Parsons Heath	150	Amber/ red
EST04	West Tendring site 1	3300	Amber
EST05	West Tendring site 2	3900	Amber
EST06	St Andrew's Avenue	6000	Amber
EST07	North of Bromley Road	273	Green
EST08	St John's Road	700	Amber
EST09	St Andrews Avenue	1500	Amber

SLAA sites to recommend as potential allocations

None in Section 2. Allocations in this area fall within the Broad Area of Search for the Garden Community.

SLAA sites to discount

EST01 - In the event that the site was incorporated within a wider growth area then this site would be largely suitable, with its grade 2 agricultural land value, its greenfield status and the distance to the nearest strategic employment zone being the only points that are unfavourable / less favourable. The assessment shows that the site is both available and achievable. On this basis, as part of a wider growth area, the site has been given an amber rating. In the event that the site would not form part of a wider growth area, then the assessment shows that the site would not be suitable for development as it is largely detached from the settlement boundary and would effectively be an isolated site sitting alongside an A road. The site is not well linked to facilities and services. On this basis, as a standalone site, the site has been given a red rating.

EST04 – This is a broad location rather than a site. As a broad location the SLAA shows that this location is largely suitable for development, with the key issues being the existence of Bullock Wood SSSI within the site and the grade 2 agricultural land value of this greenfield location. The assessment shows that development in this location is likely to be achievable, although work would be required to determine infrastructure requirements. The key issue with this location is availability - it is not clear what land might be available for development within the whole area identified.

EST05 - This is a broad location rather than a site. The assessment shows that the location is largely suitable for development, with some areas to investigate or that may require mitigation, including landscape impact, agricultural land value, the presence of PRow and access to employment and a secondary school. The assessment shows that development in this location is likely to be achievable, although work would be required to determine infrastructure requirements. Ownership and availability is unknown.

EST06 & 09 - In terms of suitability, the sites are largely suitable, in an area identified as a potential location for growth and offers the opportunity to build in facilities, services and employment opportunities as well as opportunities for sustainable travel.. There are some issues that will need considering and or mitigating in relation to suitability, including coalescence, the proximity of Wivenhoe Historic Parks and Gardens and the site's agricultural land quality, most of which is grade 1. With regards to achievability the assessment shows that the site is likely to be achievable although there will be a need to determine infrastructure requirements (and their costs / funding) for the site in order to ensure that development is achievable.

EST07 - Overall the assessment shows that the site is suitable for development, is available and is achievable. The main issue arising in the assessment is that the Urban Fringe Study annotates the site as a key open space.

EST08 - Development of the site is available and largely achievable. The site is also largely suitable for development. However the site's proximity to a SSSI is an important factor that could impact on the site's suitability for development. Loss of private open space and grade 2 agricultural land are also issues impacting on the site's suitability.

Summary

The sites promoted in the North East of Colchester are largely broad locations for the Tendring/Colchester Borders garden Community, rather than stand-alone sites. As individual sites as part of Section 2 they have been discounted.

West Colchester and Stanway

High level constraints

- The A12 defines the northern boundary of Colchester town.
- Copford is located to the west of Stanway and it is important to avoid settlement coalescence.
- There are mineral and waste sites to the south.

High level opportunities

- Close proximity to existing services and facilities in the Stanway area.

Discussion on appropriate growth

The west of Colchester, and Stanway in particular, has been the subject of various planning applications and development in recent years and this is expected to continue in this plan period. Many of the SLAA sites are already included within the settlement boundary. These are not listed in the SLAA sites table below.

Potential areas of search / settlement expansion following high level constraints and opportunities**Broad Area 1 – Land north of London Road, Stanway**

This broad area is located to the north of London Road, Stanway, west of the A1124 and east of Turkey Cock Lane. Development in this broad area can be contained by the A12 to the north. The area includes Wyvern Farm which has planning permission for 358 dwellings and is currently under construction, and further development along London Road. The broad area includes three SLAA sites (STN09, STN39 and STN42).

Broad Area 2 – Land West of Stanway Western Bypass

This broad area is located to the east of the Stanway Western Bypass and to the south of the Tollgate Business Park. The broad area includes two SLAA sites (STN03 and STN06).

Broad Area 3 – Land between Railway line and Halstead Road

This broad area is located to the north of Halstead Road. The railway line provides a boundary to the north of the area and Chitts Hill is the boundary to the east. The broad area contains one SLAA site (STN12) and also includes the Railway Sidings development which has planning permission for 123 dwellings and is currently under construction.

Broad Area 4 – Land north of Halstead Road/London Road

This broad area is located to the north of Halstead Road and London Road, incorporating Lexden Springs School and the Essex Fire and Rescue Service Fleet Workshop. The broad area does not contain any SLAA sites.

Summary of green/amber sites promoted/identified in the SLAA

<u>SITE REF</u>	<u>SITE ADDRESS</u>	<u>SITE CAPACITY (30DPH)</u>	<u>RAG RATING</u>
STN03	Oldhouse Farm Stanway	7	Green
STN06	Lakelands NE1	212	Amber

STN09	Land between London Road and A12 Stanway	1169	Amber
STN12	Chitts Hill Stanway	171	Green
STN39	Rosemary Almshouses, London Road	18	Amber
STN42	London Road Stanway	130	Amber

SLAA sites to recommend as potential allocations

STN03 – the site is in a logical location as an extension to the settlement boundary. The site has various issues with its suitability and achievability, but although these will require attention, none are so significant to rule the site out from future residential use. The site is available and located within close proximity to a range of jobs, shops and services.

STN06 – The site is located on the edge of Stanway and is considered achievable, sustainable and available. The most significant issue is its partial designation as a local wildlife site and site surveys will need to be carried out to ensure adequate mitigation.

STN09 – The site is located on the edge of Stanway and is close to key services and facilities and it is considered available and achievable. One of the most significant issues is potential for coalescence with Copford. If developed to its entirety the site would essentially result in the coalescence of Copford into the larger Colchester settlement area. Only a smaller site area and number of dwellings are considered appropriate.

STN12 – The site is located adjacent to a housing site currently under construction and adjacent to the current settlement boundary. The site is considered suitable, available and achievable for residential development.

STN39 – The site is located outside the existing settlement boundary. However, it is in an area of growth which could see the settlement boundary redrawn to encompass the site and surrounding land. The site could therefore not be allocated on its own, but it is suitable as part of a larger allocation.

STN42 – The site is located on the edge of Stanway and is close to key services and facilities and it is considered available and achievable. The site is not itself adjacent to the settlement boundary but is surrounded by STN09 which is adjacent to the settlement boundary.

SLAA sites to discount

None

Summary

Development in West Colchester and Stanway is suitable and achievable and can be contained by the A12 and the railway line. The Settlement Boundary in West Colchester and Stanway should be amended to reflect allocations. This includes:

- Extending the Settlement Boundary adjacent to Wyvern Farm to the west to include land between London Road and the A12, to incorporate SLAA sites STN 39, STN42 and part of STN09. The whole of STN09 is not recommended to be included within the Settlement Boundary due to potential for coalescence with Copford.
- Extending the Settlement Boundary to the west of Stanway Western Bypass to include Lakelands Parcel NE1 (STN06) and STN03.
- Extending the Settlement Boundary along the railway line to the north of Halstead Road and west of Chitts Hill to include STN12.
- Amending the Settlement Boundary to include the built up area of land around Lexden Springs School, the Ambulance Station and the Essex Fire and Rescue Fleet Workshop.

South West Colchester

High level constraints

- Scheduled Ancient Monument and public open space (Gosbecks Archaeological Park) to the south of Gosbecks Road and Cunobelin Way
- Friday woods – large areas of open space

High level opportunities

- Sustainable location on the edge of Colchester urban area

Potential areas of search / settlement expansion following high level constraints and opportunities

Broad area 1 – South of Berechurch Hall Road

This broad area includes land to the south of Berechurch Hall Road, west of Layer Road and east of Bounstead Road. The broad area includes 3 SLAA sites (COL04, COL13 and COL95) and the area is bounded by residential development at the western edge, Maypole Farm to the east and open farmland to the south.

Broad Area 2 - South of Gosbecks Road

This broad area includes land south of Cunobelin Way west of Olivers Lane, and west of Gosbecks Road. The broad area includes SLAA site (COL17).

Summary of green/amber sites promoted/identified in the SLAA

<u>SITE REF</u>	<u>SITE ADDRESS</u>	<u>SITE CAPACITY (30DPH)</u>	<u>RAG RATING</u>
COL04	Catkins Mews, Berechurch Hall Road	35	Green

COL13	Berechurch Hall Road	100	Green
COL95	Melville, Layer Road	18	Amber
COL17	Land at Gosbecks Phase 2	150	Green

SLAA sites to recommend as potential allocations

COL04 – This site is adjacent to the existing settlement boundary and fronts onto Berechurch Hall Road. The site is located in a sustainable location on the edge of Colchester and is accessible to a range of services and facilities. It is suggested that the site is considered in a comprehensive manner alongside the adjacent sites (COL 13 and COL95). Overall, as part of a comprehensive scheme involving adjacent promoted sites the site is considered to be suitable in principle.

COL13 - This site is adjacent to the existing settlement boundary and fronts onto Berechurch Hall Road. The site is located in a sustainable location on the edge of Colchester and is accessible to a range of services and facilities. It is suggested that the site is considered in a comprehensive manner alongside the adjacent sites (COL 04 and COL95).

COL95 – The site is adjacent to the existing settlement boundary and could be considered suitable along with the sites referred to above.

COL17 – This site adjoins the settlement boundary and appears suitable for development. The site is open with views across it from the adjacent road. It is in a sustainable location on the edge of the Colchester urban area and is accessible to a range of services and facilities. Care would need to be taken if any development goes ahead because of the archaeological significance of the area.

SLAA sites to discount

None

Summary

The sites around Berechurch hall Road and Gosbecks can be viewed as a logical 'rounding off' of the settlement boundary and the settlement boundary should be amended to include these sites.

South east Colchester

High level constraints

- Local Wildlife Site
- Well used recreational space
- Potential to contain archaeological finds and contamination
- Located in Critical Drainage Area (Area 01 Colchester Surface Water Management Plan).

High level opportunities

- Sustainable location on the edge of urban Colchester

Potential areas of search / settlement expansion following high level constraints and opportunities**Broad area 1 – South of Abbots Road**

This broad area includes the land to the south of Abbots Road, bordered to the east, east and north by residential development. The broad area is mainly covered by the SLAA site COL71 on Middlewick Ranges.

Summary of green/amber sites promoted/identified in the SLAA

<u>SITE REF</u>	<u>SITE ADDRESS</u>	<u>SITE CAPACITY (30DPH)</u>	<u>RAG RATING</u>
COL71	Middlewick Ranges	1600	Amber

SLAA sites to recommend as potential allocations

COL71 – the site is considered to be in a suitable location and a logical extension of the Colchester settlement boundary given the surrounding residential land use. The site is available and has been promoted for development. However, due to the identified constraints on the site further survey work would be required before the most suitable developable area and housing numbers can be determined.

SLAA sites to discount

None

Summary

The broad area is a logical extension to the Settlement Boundary and is considered to be a suitable location for residential use. However, the number of dwellings, and extension to the Settlement Boundary, can only be confirmed once the full details of any constraints are known.

Appendix A: Settlement Boundary Review Principles

1. Playing fields, open spaces and allotments should generally not be within the SB. However, if effectively enclosed by built-up development, they should be included but specifically protected from development.
2. Development which is of a dispersed built form and more loosely knit development should not be included in the SB or have a SB of its own.
3. Where a village hall or sports pavilion is effectively enclosed by the built form of the village, then it should be included in the SB. Any associated playing fields/open space should be specifically protected.
4. Where a village hall or sports pavilion is located on the edge of the village, adjoining the existing main built up part of the village, then these buildings should be included in the SB. Associated playing fields/open space that lies beyond the hall or pavilion should be excluded.
5. Where a village hall or sports pavilion lies beyond the main built up part of a village, it should not be included in the SB. Any associated playing fields/open space should also be excluded.
6. School buildings and associated playgrounds/playing fields that are effectively enclosed by built-up development should be included in the SB and the play areas specifically protected.
7. Where schools are located on the edge of the village and the buildings adjoin the main built-up part of the village then those buildings should be included in the SB. Associated playgrounds/playing fields that lie beyond the school buildings should be excluded.
8. Where schools are located on the edge of the village and the associated playgrounds/playing fields separate the school's buildings from the main built up part of the village then both the buildings and the grounds should be excluded from the SB.
9. Churches and places of worship that are effectively enclosed by the built-up development of the village should be located within the SB. Where these buildings are on the edge or are detached from the main built up part of the village, they should be excluded from the SB.
10. Farms should generally be excluded from the SB except where effectively enclosed by the built-up development of the village.
11. Gardens on the edge of the main built up part of the settlement should generally be included in the SB following recognisable physical features where possible. Exceptions will be made in instances where:
 - The character of the area is considered to have more similarity to open countryside than the built up area; or
 - The area provides an irregularity to the size and shape of the SB. An example would be where one garden in a row extends into the open countryside. The extended area may be excluded from the SB; or
 - Where the garden/grounds of a house/building on the edge of a settlement, extends considerably beyond the main built-up part of this settlement. In such cases this area may be partially or completely excluded from the SB, having regard to 1) and 2).
12. Rural Exception Sites should be excluded.
13. Allocations for market housing, employment development, community use and Gypsy & Traveller sites (and sites with planning permission for these uses) that

are on the edge of the main built up part of the settlement should be included in the SB.

Appendix B: Late sites submitted as part of the Call for Sites

A number of sites were submitted after the close of the two call for sites consultations. As part of the preparation of the Local Plan these sites have been assessed for their potential for development. Some of these late sites were assessed earlier in the process, despite being put forward outside of the close of the consultation periods. All late sites submitted are listed in the table below.

Site	Conclusion
The Old School, School Lane, Great Horkesley	Assessed - SLAA site RNE02 & allocated for residential development
Tyhurst, Copford Green	Assessed as part of SLAA site STN17
Folkards, Copford Green	Assessed as part of SLAA site STN17
Elmstead Road, Wivenhoe	Assessed as part of SLAA site WIV04 and allocated in part for development
Great Horkesley Manor, Great Horkesley	Assessed as part of SLAA site RNE10 and allocated for development
Vernons Road, Chappel	Assessed as part of SLAA site RNW15
High Street, Langham	Assessed as part of SLAA site RNE26
Heathfields, Fordham Heath	This site lies within the parish of Eight Ash Green, which is a designated neighbourhood plan area. As such the neighbourhood plan group has been passed details of this site.
6 Heath Cottages, Fordham Heath	Assessed 9/9/16, red rating
Godbolts Farm, Great Tey	Assessed as part of SLAA site WST12 and in any case site is not adjacent to settlement boundary
Land South of Easthorpe Road, Easthorpe	Assessed 9/9/16, red rating
Cooks Hall Farm, West Bergholt	Assessed 14/9/16, red rating. However, this site lies within the parish of West Bergholt, which is a designated neighbourhood plan area. As such the neighbourhood plan group has been passed details of this site.
Colchester Road Tiptree	Assessed as part of SLAA sites TIP19 and TIP37
Well Cottage, Easthorpe Road	Assessed as part of SLAA site WST17
Land east of Field Way & North of Croquet Gardens, Wivenhoe	Assessed as part of SLAA site WIV01 and allocated for development in the Preferred Options
Kingsford Business Centre, Layer Road, Colchester	Assessed as part of SLAA site RSE44
Sites in Eight Ash Green	Assessed as part of SLAA sites STN38 & STN15
Abbots Dene, Eight Ash Green	Site only suitable for 1 dwelling so below the size threshold for consideration

Lodge Park, Lodge Lane, Langham	Assessed 14/9/16, red rating
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Appendix 3 – Section 2 CLP Table SG1 Sustainable Settlement Analysis

No.	Settlement	CBC Selected as Sustainable Settlement in Table SG1	Access to Railway Station (within 2km)	Served by Strategic A Road (within 2km)	Population (Figures from 2013 RCCE Community Profiles – evidence base for the Section 2 Local Plan)	No. of households (Figures from 2013 RCCE Community Profiles – evidence base for the Section 2 Local Plan)
1	Abberton and Langenhoe	✓	X	X	1,400	555
2	Boxted	✓	X	X	1,380	555
3	Chappel and Wakes Colne	✓	✓	✓	1,045	420
4	Copford and Copford Green	✓	✓	✓	1,690	635
5	Dedham	✓	X	✓	1,905	795
6	Eight Ash Green	✓	X	✓	680	295
7	Fordham	✓	X	✓	315	160
8	Great Horkesley	✓	X	✓	2,475	930
9	Great Tey	✓	X	X	910	375
10	Langham	✓	X	✓	790	320
11	Layer de la Haye	✓	X	X	1,765	710
12	Marks Tey	✓	✓	✓	2,550	1,055
13	Rowhedge	✓	X	X	1,930	860
14	Tiptree	✓	X	X	9,180	3,860
15	West Bergholt	✓	X	✓	3,345	1,365
16	West Mersea	✓	X	X	7,185	3,300
17	Wivenhoe	✓	✓	X	7,635	3,335