



MARKS TEY NEIGHBOURHOOD PLAN

2020- 2033

SUBMISSION NEIGHBOURHOOD PLAN
DECEMBER 2020

FOREWORD

On behalf of Marks Tey Neighbourhood Plan Steering Group, I am very pleased to present the Parish Council's Neighbourhood Plan, along with its supporting documents, to Colchester Borough Council.

I want to thank the many people and agencies that have contributed to the task and helped create the Neighbourhood Plan. Many of these have toiled consistently since June 2015. These are:

The current members of the Steering Group, who are Patsy Beech (who also researched, formatted and compiled the Character Assessment), Frank Clark, Gail Gibbs, Richard Gore, Karen Seward, Sue Stacey, Rev. Ian Scott-Thompson and Allan Walker, ex Chair of the Parish Council.

Former members of the Steering Group, Mark Wingate, Bill Rudman, Shaun Balaam and previous chairs of the Steering Group, Juliet English, Gerald Wells and Mark Wingate.

However, we could not have reached this stage of the process without the valuable help and guidance of many others, not least our consultant, Rachel Hogger of Modicum Planning, whose patience was often put to the test but never failed, Darren Carroll of Carroll Planning Design, who provided guidance for the Character Assessment report, and Paul Dodd of the Out Design team, who compiled the Masterplan report. We are also indebted to Cllr. Kate Evans, our Parish Clerk Gemma Humphries, and an army of volunteers who delivered our leaflets throughout the village. Also invaluable have been members of Colchester Borough Council's Planning Department, especially Catherine Bailey, during the later stages of the process, Cllr. Andrew Ellis and the staff of the Rural Community Council of Essex.

In 2015 Marks Tey Parish Council decided that it should have a Neighbourhood Plan and what we present now is due to the dedication of the Steering Group in constantly relating its plans and proposals to the views of residents and the business community. The reason why the Neighbourhood Plan has been far more complex than many others is because it has been carried out against the background of major road development proposals and plans to have a garden community development locally. Significant progress has been on both, with the publishing of plans for the new junction of the A12 and the decision to drop the garden community approach. During the long preparation of the Plan these factors put in our way many obstacles which made progress slow and often unpredictable. Our public consultation began on 24th February 2020 but it became necessary to extend the consultation period due to the Covid 19 pandemic twice, and it finally closed 21 weeks later, on 12th July 2020. The responses from residents, businesses, landowners and others reflect wide support for our policies and proposals, and a sympathetic understanding of the difficulties that had been faced, and for this we are very grateful.

Notwithstanding these recent developments, the Steering Group agreed it would be wiser to avoid going through the process of allocating house building sites until the situation becomes much clearer. Then it will incorporate site allocations at a future review of the Neighbourhood Plan.

For centuries the area now occupied by Marks Tey Parish was a group of small individual hamlets, Marks Tey, Potts Green, Long Green and Little Tey, but with the arrival of the first railway line the population expanded, and then the branch line to Sudbury. This has left a legacy of two railway lines and two major roads which have effectively cut Marks Tey into segments. This complex junction of road and rail has left residents with the problems of congestion, pollution and environmental damage, and so at the heart of

our Neighbourhood Plan is the desire for a blueprint that sets out policies that will make the parish a more pleasant place to live and work and that provides realistic alternatives to reliance on road and rail. Our 15 policies are related to a few core objectives that reflect this motivation:

Getting Around. Managing the existing volumes of traffic as much as possible, so they at least do not get worse, improving the links between parts of the village.

An environmentally friendly place to live, with a more environmentally friendly way of travelling, both for work and for leisure, with walking and cycling opportunities.

Creating a Sense of Place. Preserving and enhancing those features that make Marks Tey a distinctive place, keeping it separate from nearby parishes, keeping the two Teys separate and maintaining ancient locations in the village along with preserving many old and often listed buildings.

Creating a Stronger Community. Having policies that enhance the sense that Marks Tey is a living community, protecting and providing links between its green and open spaces.

Creating a Healthier Environment. Having policies such as protecting local wildlife, planting hedgerows and trees, and expecting developers will play a part in terms of funding and incorporating such features in their plans.

Housing for Current Needs. This will be delivered through a variety of homes and tenure with building designs that are responsive to the needs of different generations and changes in modern work patterns.

Business and Employment. Regenerating the main sites in the parish, particularly through environmental improvements including the London Road parade of retail businesses. Also helping to turn the now closed Andersons timber merchants and surrounding area into a modern industrial area.

Cllr. John Wood, Chair of the Steering Group
December 2020

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1. INTRODUCTION

1.1 This document is the submission Neighbourhood Plan (NP) for the Marks Tey neighbourhood plan area over the period 2020 to 2033. The purpose of the NP is to set a framework for future development within the plan area. Once made, the NP will carry the same legal weight as plans drawn up by Colchester Borough Council. The planners must follow what is in the NP when making decisions about planning applications in the area subject to material considerations¹.

1.2 The work of the Marks Tey NP has been led by the NP steering group which comprises nine people; all residents in the parish. Of these nine members, one is a parish councillor.

1.3 The NP area is the parish of Marks Tey. It includes Marks Tey village, the hamlet of Little Tey and, to the east, Marks Tey train station. Two historical hamlets, Long Green and Potts Green are now part of Marks Tey village. At the same time as the NP being prepared, Colchester Borough Council are bringing forward the Local Plan 2017 to 2033. Once adopted, this plan will replace the current Local Plan 2001 to 2021 and provide the strategy for growth for the borough up to 2033.

1.4 The Local Plan process has created an uncertain strategic policy context for the Marks Tey NP, not least because of the extended examination period (the examination commenced into Part 1 of the Local Plan in October 2017 and is expected to be concluded later in 2020) and the removal, during the examination process, of the Colchester/Braintree Borders Garden Community for which previously the entirety of Marks Tey parish had been identified as an area of search. The Marks Tey NP has had an important role to play during this uncertain context in articulating clearly what the priorities for future development are. Part 1 of the Local Plan no longer includes proposals for a Garden Community in Marks Tey parish and neither does it include a local housing figure to be delivered through the Marks Tey NP.

1.5 The vision, objectives and policy proposals in this plan have been directly informed by the results of community consultation. This includes the results of a comprehensive 16-page residents survey covering 48 questions undertaken in January 2017. Over three hundred surveys were returned from either individuals or householders. The survey covered the following topics:

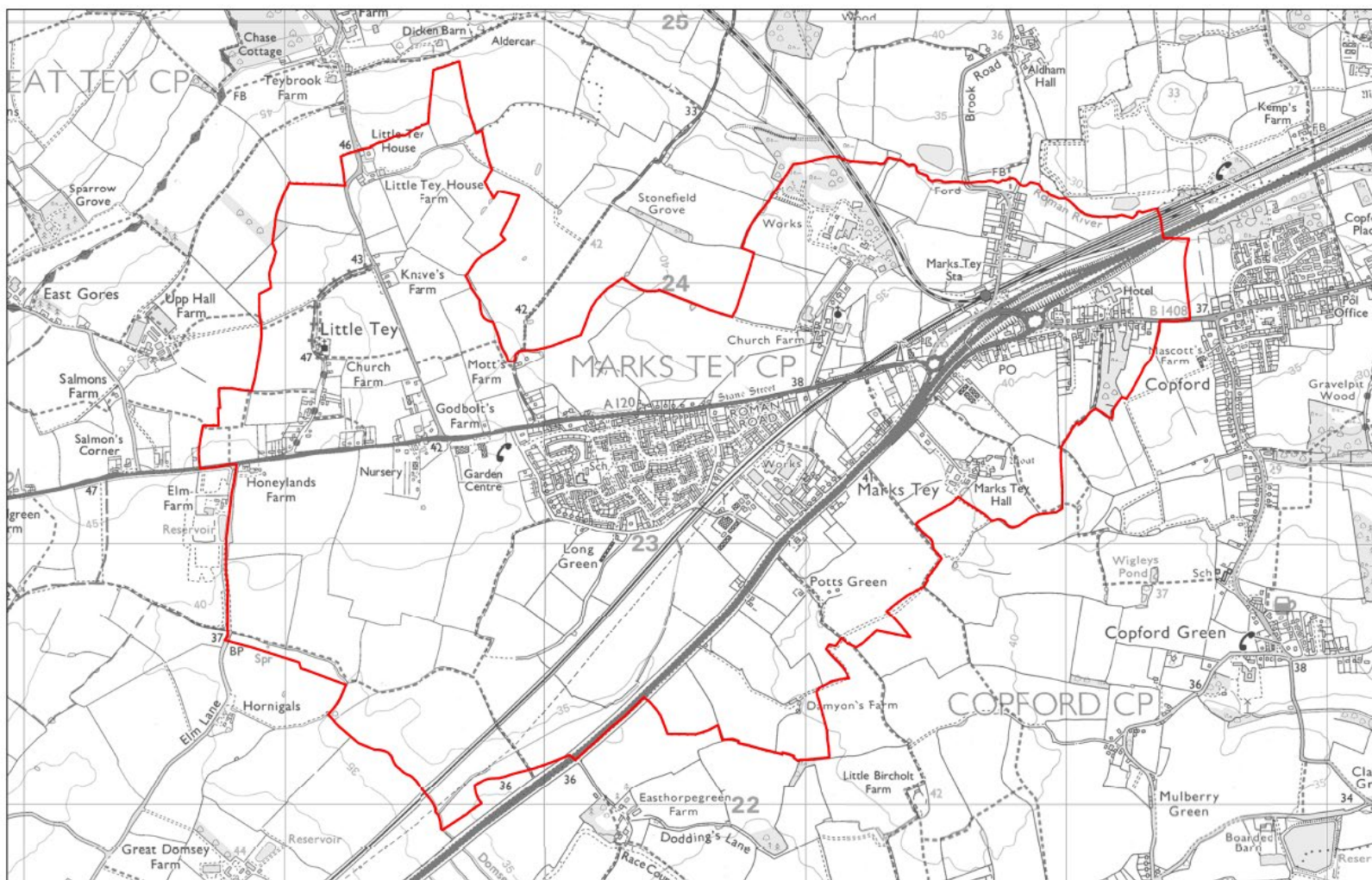
- Getting Around
- Housing
- Facilities
- Environment
- Economy
- Heritage

¹ Many issues are capable of being material considerations, but in broad terms should relate to the use and development of land. As a general principle, the planning system works in the public interest and matters that affect solely private interests are not usually material considerations in planning decisions. However, each application is considered on its merits. (*DCLG, Jan 2015 – A plain English Guide to the Planning System*)

1.6 In addition to listening to the views of the community, the NP steering work have also built up its own evidence base including:

- Marks Tey Character Assessment, NP steering group 2019
- Marks Tey Neighbourhood Plan Masterplanning support document, Out Design 2017 (undertaken by Out Design via the Locality direct support programme)
- July 2017 Estate Agent survey undertaken by NP steering group.

Map 1.1. The Neighbourhood Plan Area



Contains Ordnance Survey data © Crown copyright and database right 2014

2. THE NEIGHBOURHOOD PLAN AREA

2.1 The Marks Tey NP area was designated on 16 September 2015. The designated area is shown in the Figure above. It has an area of 6.09 square kilometres.

GEOGRAPHY

2.2 Marks Tey parish comprises Marks Tey and the hamlet of Little Tey. The parish is in the borough of Colchester and located approximately 11km west of Colchester town. Marks Tey village lies at the meeting point of the A120 (named at this location as Coggeshall Road or Old Stane Street) and the A12. The A120 joins the dualled A12 northwards at this point, and the old road (B1408) links Marks Tey to Copford and Colchester to the east. The A120 west links to Coggeshall and Braintree.

TRANSPORT

2.3 Marks Tey is a village which is characterised by its road and rail links. The village has a railway station which is on the Great Eastern Main Line (GEML) providing a regular and direct service into London Liverpool Street. It is also a junction for the Sudbury branch line providing direct access to Sudbury in Suffolk. The A12 is a major road which runs diagonally through the southern part of the parish from north-east to south-west linking the east coast with London. The A120, an important trunk road, runs east to west through the parish further north linking Colchester to Stansted Airport and the M11. The A12 and A120 interchange is in the eastern part of the parish.

A COMMUNITY FRAGMENTED BY ROADS AND RAIL

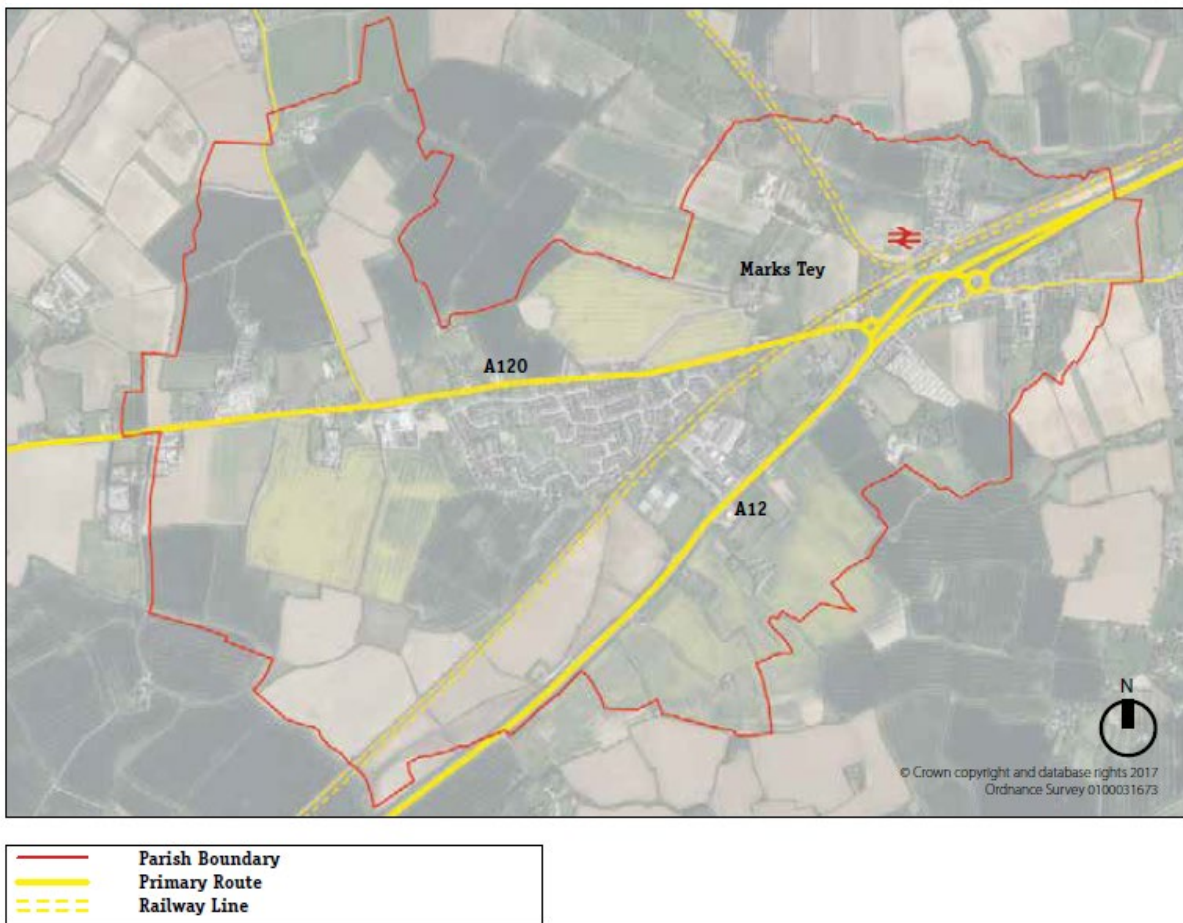
2.4 The two rail lines and the two roads create four separate linear barriers through the parish. There are three crossing points over the GEML; a road bridge at North Lane, a road bridge at the A120 near Church Lane and a pedestrian footbridge to the south of Marks Tey housing estate. The A12 has one crossing point in the form of a footbridge from the dual carriageway railway station bus stop westbound to London Road/ slip road to A12 southbound. This is connected to one of the **two** traffic light controlled pedestrian crossings on the A120 both designed to give access to the railway station. The first of these allows the crossing of the dual carriageway from the footbridge to the railway station, and the other, approximately 100 yards further west bound just after the roundabout, is a crossing from the railway station to the estate side of the A120.

2.5 In addition to the linear barriers, the interchange between the A12 and the A120 take the form of two large roundabouts which is subject to high levels of congestion during peak periods. The physical infrastructure of the interchange imposes the following barriers:

- between the railway station and main residential areas of the parish;
- between the railway station and the main shopping area; and
- between the shopping area and the residential area.

2.6 The fragmentation caused by the transport infrastructure in the parish is illustrated by Figure 3 in the Marks Tey Masterplanning Support document prepared by Out Design for the Marks Tey NP in December 2017. This is shown overleaf.

Map 2.1: An overview of transport infrastructure in the parish. (Figure 3 of the Marks Tey Masterplanning support document)



POPULATION

2.7 As at the 2011 Census, Marks Tey parish had a population of 2,551. The median age of the population is 43 and as at 2011, nearly 16% of the population was aged 65 or over. The proportion of people aged 65 or over is very similar to the borough and national level but much lower than neighbouring parishes which have a considerably older age profile (Great Tey: 19% is aged 65 or over; Eight Ash Green is 21%; Copford 20%; and Aldham 25%).

DWELLINGS AND HOUSEHOLDS

2.8 In 2011, the parish had 1,053 households and 1,088 dwellings. In May 2017, the NP steering group collected data on dwellings and dwelling type. A total of 1,116 dwellings were counted as follows:

Table 2.1 – Breakdown of dwellings in parish as collected by NP group May 2017						
Dwelling Type	Detached House	Semi Detached	Detached Bungalow	Semi-detached bungalow	Terraced/linked	Flats
Numbers	403	330	162	54	37	130
% share	36%	30%	15%	5%	3%	12%
Source: Data collected by NP steering group, May 2017						

2.9 The Census 2011 provides a useful overview as to how the number of households in Marks Tey are broken down by number of bedrooms:

Table 2.2 – Breakdown of dwellings in parish by number of bedrooms, Census 2011		
Bedrooms	Number of households	%
1 bedroom	47	4
2 bedrooms	241	23
3 bedrooms	428	41
4 bedrooms	277	26
5 or more bedrooms	60	6
All households	1,053	100
Source: Census 2011 (DC1402EW)		

2.10 In terms of tenure the households are broken down as follows:

Table 2.3 – Breakdown of households and tenure, Census 2011		
Tenure	Number of households	%
Owned outright	395	37.5
Owned with mortgage	453	43
Shared ownership	1	0.1
Social rented from council	57	5.4
Social rented from other	7	0.7
Private rented (landlord or letting agency)	129	12.3
Private rented (other)	8	0.8
Living rent free	3	0.3
Total households:	1,053	
Source: Census 2011		

COMMUNITY

2.11 Marks Tey is fortunate in the range of facilities that it currently enjoys. Few similar sized villages can claim 3 restaurants, 2 vehicle workshops, 3 petrol garages, 2 churches, specialist butchers, cycling and pet food shops and 3 large community halls with good parking which can be hired, and a pub (currently closed) and a community social facility. There is also a generous amount of open amenity space and playing fields and informal access to local countryside. This is partly due to support by the existing community but also largely due to Marks Tey's position on the A120 and the A12 Junction 25. Marks Tey has become a local hub and an accessible location of specialist facilities, but the precariousness of these facilities is indicated by the rise and fall of the specialist food hall business.

BUSINESS COMMUNITY

2.12 The plan area is home to a wide variety of businesses. There are established retail outlets such as Byford's (wholesale & retail florist) and Willsher & Sons (butchers) that are well known and used by customers from Marks Tey and outside the local area. The Marks Tey Hotel, the Shed Centre and Poplar Nurseries are also popular destination businesses. There are other outlets along London Road including a Post Office and general provision store, Auto Spares, Pharmacy and three fast food outlets, serving both Marks Tey and surrounding villages.

2.13 Many of the companies are located around the junctions of the A12 & A120 but there are patches of employment spread across the parish.

HISTORIC ENVIRONMENT

2.14 There are 27 buildings listed by English Heritage within the parish. Of these, there are two Grade I listed churches of St. James the Less, Little Tey and St. Andrew's, Marks Tey. There is one Grade II* (starred) building found on the Marks Tey Hall estate. The remaining 24 are all Grade II listed. The oldest of these Grade II listed buildings is the c1400 barn at Knaves Farm, Little Tey shown below.



Figure 2.1 – C14,000 barn at Knaves Farm, Little Tey, Photo by Patsy Beech

2.15 Included in the parish's built heritage assets is the Circulate Brick Kilns at the W H Collier Brick and Tile Works, Church Lane. The site is scheduled by Historic England as national monument. The monument includes two circular kilns and their associated brick working floor, flues and chimney base. The western kiln is a Grade II listed building.

2.16 The Marks Tey Brick Works was established by John Wagstaff, a farmer and brickmaker, in 1863. William Homan Collier, a young brickmaker from Reading, took over the brickworks by 1879 and in the late 19th and early 20th centuries the firm supplied not only local needs, but also the wider market from its own tramway and siding to the adjacent railway.

2.17 The brickworks is still in use today, having been acquired by Chelwood Brick in 1988, though the processes employed have changed considerably.

2.18 In addition to historical information available via the national database of records held by Historic England the NP steering group has collected further information on local history. This includes an historical survey of Long Green along Granger's Lane in the south west of the parish. The lane once formed part of a link road between two roads known to be Roman, Stane Street, (now A120) and the road to London (A12) although both these roads could have earlier origins and were up-graded by the Romans. This earlier evidence has been noted by Oliver Rackham in his book *History of the Countryside*. Granger's Lane became recognised as a formal right of way in the autumn of 2020. It is valued by local walkers and provides important habitat including hedgerows and ponds. It is also valued as an important local heritage asset.

LANDSCAPE CHARACTER

2.19 There are a number of sources that provide information on the character of Marks Tey Landscape Character. This includes:

1. Colchester Landscape Character Assessment published in 2005
2. The Marks Tey Character Assessment produced by the NP steering group to inform this plan.
3. West Colchester Growth Area Option Environmental Audit. This was produced by Chris Blandford Associates in November 2015 to help inform the emerging Borough Plan.

2.20 The parish of Marks Tey falls in two different national character areas; the Northern Thames Basin and Southern Suffolk and North Essex Clayland. The parish of Marks Tey also falls within the Farmland Plateau Landscape Character Type of the Colchester Borough Landscape Character Assessment.. This category is broken down into eight sub types, into two of which the parish falls:

- B2: Easthorpe Farmland Plateau; and
- a sub section of B2a specific to Marks Tey village.

2.21 The Colchester Landscape Character Assessment provides a description of key characteristics which include:

- 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.

2.22 It also identifies key planning and land management issues, a landscape strategy objective, landscape planning guidelines and land management guidelines. The landscape strategy objective for B2 is “Conserve and Enhance”. The landscape planning guidelines applicable to Marks Tey parish include:

- Conserve the mostly rural character of the area.
- Ensure that any appropriate new development responds to historic settlement pattern and use materials, which are appropriate to landscape character.
- Ensure that any development on the edges of Marks Tey responds to traditional settlement patterns and uses design and materials which are appropriate to landscape character.
- New farm buildings such as sheds should be sensitively located within the landscape to respect local character and avoid the skyline.

2.23 The landscape management guidelines applicable to Marks Tey parish include:

- Consider the introduction of new structure planting to shield/mitigate the visual effects on the A12/railway and (Marks Tey village) settlement corridor
- Strengthen and enhance hedgerows with hawthorn where gappy and depleted.
- Conserve historic lanes and unimproved roadside verges.

2.24 The West Colchester Growth Area Option Environmental Report provides an audit of ecology and nature conservation, landscape/townscape character and visual amenity as well as water quality

and flood risk for the entirety of the West Colchester Growth Area. Amongst other things, the report provides an assessment of townscape within Marks Tey itself.

2.25 The report includes an assessment of visual amenity within Marks Tey parish (as part of looking at the wider area). As part of this an assessment of fourteen views taken from within the parish was undertaken.

2.26 The conclusions on constraints and opportunities which are applicable to the Marks Tey parish can be summarised as follows:

- In terms of impact (of development) on landscape, the principal effect of development would be a change from rural arable to a residential character
- In terms of townscape, development is unlikely to have a significant overall effect. There is opportunity for development to be complementary to surrounding townscape
- Development would potentially have a negative effect on the visual amenity of public rights of way across the site including those in Marks Tey parish.
- Care should be taken to avoid loss of the woodlands and hedgerows/field boundaries that form screening elements in views from the edge of Marks Tey area.
- In terms of landscape capacity this is identified as being limited ability to be able to accommodate development without degradation of landscape characteristics that are of local value. Mitigation and enhancement measures would be required where change does take place.
- In terms of green gaps, the report finds that
 - The arable fields between Copford and Marks Tey along the B1408 are considered to provide a high contribution to the physical and visual separation between the settlements.
 - It is considered desirable to safeguard the land further south (where the distance between Copford and Marks Tey widens) from inappropriate development.
 - Most of the land between Marks Tey and Little Tey is considered to provide a high contribution to the physical and visual separation between the settlements. It is considered desirable to safeguard this from inappropriate development.
 - Most of the land between Marks Tey and Easthorpe is considered to provide a high contribution to the physical and visual separation between the settlements.
 - At the western end of Marks Tey, arable fields on either side of Dobbies Lane and their associated greenhouses are considered to have no more than a medium contribution to the sense of separation between Marks Tey and Easthorpe.
 - The area of hardstanding south of the intersection of the A12 and A120 has a predominantly urban fringe character and makes a low contribution to sense of separation between the settlements. This also applies to the adjacent field which is enclosed by built development on three sides.
- Existing landscape structure across the site should be retained and strengthened.

NATURAL ENVIRONMENT

2.27 In addition to its importance to heritage, the Marks Tey Brick Works is also designated by Natural England as a Site of Special Scientific Interest (SSSI) under the Wildlife and Countryside Act. The reason for this designation is:

Marks Tey has uniquely important Pleistocene sediments, which have yielded a continuous pollen record through the entire Hoxnian Interglacial. No other site in the British Isles has so far produced a comparable vegetational record for this or any other interglacial. Of considerable interest also are the laminations (seasonal layers) within these lacustrine (lake) sediments which have made it possible to estimate the duration in years of the Hoxnian Interglacial.

Source: Citation for Marks Tey Brickpit as provided by Natural England at <https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1004027>

2.28 The Marks Tey designated Local Wildlife Sites are:

1. Little Tey Churchyard (reference Co14).
2. Marks Tey Brick Pit (reference Co31)

2.29 A search using the mapping tool at www.magic.gov.uk identifies nine areas of broadleaved deciduous woodland (a priority habitat for England), three additional areas of woodland and a range of bird life and mammals in the parish.

2.30 Additional information on local wildlife has been collected by the NP steering group. Wildlife surveys were undertaken in 2016 and 2017. The surveys revealed the presence of a wide variety of birdlife throughout the year, amphibians, and many large and small mammals including bats, deer and badgers.

3. KEY ISSUES

3.1 This section of the plan:

- Describes the priority issues shared by the community as identified in engagement work in 2016, 2017 and 2018.
- Summarises the existing planning policy context for the NP area. The existing planning policy context provides important background to the NP and it is essential the NP adds to that context rather than duplicates it
- Includes a SWOT analysis prepared by the steering group in August 2017 as a way of building shared consensus of the key priority concerns

ISSUES IDENTIFIED DURING ENGAGEMENT WORK

Early engagement work:

3.2 The Marks Tey community have been asked about key issues concerning them at the early stages of plan development (2015) and mid-way engagement stage (2017). The output of this work is available in more detail in the accompanying consultation statement. Key findings from survey work throughout the process were the identification of positive aspects of the Marks Tey environs, aspects considered as being negative and top priorities for improvements. Results are summarised below:

Table 3.1 – Positive aspects, negative aspects and top priorities for change		
Positive aspects of living in Marks Tey	Negative aspects of living in Marks Tey	Top priorities for change
<ul style="list-style-type: none"> • Countryside • Park • School • Quiet • Walking • Non-car transport • Lack of crime • Friendly people • Transport links • Recycling • It's a village • The village hall • The church • The playing fields • Community spirit 	<ul style="list-style-type: none"> • A120 • A12 • Traffic • Poor pedestrian environment along A120 • Road safety issues at key points including North Lane bridge and conflict between road users and pedestrians • Divided by roads and railway line • Pollution • Noise from traffic • Commuter parking • Parking • Lighting • Road surfaces • Healthcare • Non car transport 	<ul style="list-style-type: none"> • Reducing congestion on the A120 • A12 • Limit development • Improve infrastructure • Protect countryside • Provision of a GP surgery and dentist in plan area • Parking improvements around the village

Table 3.1 – Positive aspects, negative aspects and top priorities for change

	<ul style="list-style-type: none"> • Crime • Litter/Mess • Loss of hedgerows 	
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3.3 Other priorities expressed by the community, largely in response to the 16-page householder survey sent out in January 2017 were:

- Strong support for the preservation of a countryside-buffer zone between Marks Tey and other developments
- Strong support for the preservation of views of St Andrew’s Church from the A120 including the rural landscape to the north/beyond
- Support for the provision of additional open space around the parish
- Strong support for a stronger village heart given the existence of the A120 and A12
- Support for the protection of employment sites
- Strong support for the preservation of built heritage assets
- Support for the restoration of Granger’s Lane as public right of way
- Little Tey should be maintained as a separate community

Business Survey:

3.4 In June 2016, a business survey was distributed. This comprised a six-page survey seeking an understanding of the make-up of the employee base as well as needs of the businesses.

3.5 The survey was delivered to 112 businesses and the response rate was 47% with the general statistics indicating the following:

- Most of the businesses in MT are service-orientated.
- 66% of businesses have been established in MT for more than ten years.
- Only one new business has been established in the last 12 months.
- 28 of 50 businesses have been on the same site in MT for more than ten years.
- About 25% of MT businesses felt that their current site was too small but only 20% were looking for new or extended premises. Of those looking for new or extended premises none were looking outside MT.
- 80% of MT businesses had maintained the same number of employees over the last 12 months. Where there had been change it was in general a reduction although numbers were small.
- Whether full-time or part-time the overwhelming majority of workers were in the 20-59 age group.
- Very broadly speaking part-timers represent 27% of the workforce headcount – based on the age group table.
- The largest group of workers was skilled manual.
- There were as many professional/managerial as there are technical and clerical/admin put together.
- The single largest group of workers working in Marks Tey was from Colchester. 42 workers live in Marks Tey and of the others 71 live within 10 miles of Marks Tey and 46 more than ten miles away.

- By an overwhelming majority the single largest group of employees travelled to Marks Tey by private vehicle.

Other findings of engagement work:

3.6 In July 2017, a survey (the 2017 Train Users Survey) was undertaken by the NP steering group of commuters using the Marks Tey railway station. In total, 175 people were surveyed.

3.7 The survey found that the vast majority of users were regular train commuters and that only 10% of respondents were Marks Tey parish residents. Just under 70% people travelled to the railway station by car with the other 30% travelling by foot, public transport or bicycle. Over 50% of respondents parked their car at or near the station with the remainder getting a lift or travelling by alternative means. 20% of respondents said they would cycle to the train station if better cycle paths were provided and just under 60% stated they would work in Marks Tey parish if job opportunities were available.

PLANNING POLICY CONTEXT

Adopted Statutory Development Plan

3.8 The parish of Marks Tey falls within the Colchester Borough Council (CBC) local planning authority area. The Local Plan relevant to the NP is therefore the:

- Adopted Local Plan 2001 to 2021 which includes:
 - o Local Plan Focused Review (July 2014).
 - o Core Strategy (adopted 2008 but updated in July 2014 as part of the Local Plan Focused Review).
 - Policy ENV2 – Rural Communities. Marks Tey village falls within the Rural Community category of the borough-wide settlement hierarchy and Policy ENV2 provides principles for development proposals coming forward in these locations.
 - o Site Allocations DPD (2010) which allocates in the NP area:
 - an area of 8.03 hectares of land suitable for employment use;
 - an area of 2.5 hectares of land suitable for nursery use;
 and identifies:
 - London Road, Marks Tey as a Neighbourhood Centre where shopping/amenity uses are protected by policy DP7 in the Local Plan;
 - Marks Tey Brick Pit SSSI as designated under the Wildlife and Countryside Act 1981 with additional protection provided under Countryside and Rights of Way Act 2000.
 - o Development Policies Development Plan Document (adopted 2010 and updated in July 2014 as part of the Local Plan Focused Review).
 - o Proposals Map 2010.

3.9 The statutory Development Plan applicable to Marks Tey also includes the Essex Minerals Local Plan produced in July 2014 and the Essex and Southend-on-Sea Waste Local Plan (2017).

- A key purpose of the Minerals Local Plan is to *"maintain a plan-led approach to future provision, providing reassurance for Essex residents, the minerals industry, key stakeholders and future developers that future needs can be met, whilst also providing a degree of certainty as to where minerals development will take place"* (see paragraph 2.39 of the Essex Minerals Local Plan). The plan safeguards the following two sites in the Marks Tey NP area:
 - o Marks Tey Brickworks for brick clay extraction and brickmaking (Policy S8 – Safeguarding mineral resources and mineral reserves).
 - o Marks Tey Rail Depot which is a minerals transshipment (Policy S9 -Safeguarding mineral transshipment sites and secondary processing facilities).

3.10 The Essex and Southend-on-Sea Waste Local Plan (WLP) sets out how Essex and Southend-on-Sea aim to manage waste up to 2032. It seeks to deal with waste more sustainably across the plan area by guiding the development of waste management facilities in appropriate locations, encouraging recycling and reducing reliance on landfill.

3.11 The WLP safeguards the following site:

- o Honeylands Farm Waste Transfer Station for the recycling of waste arising from highway gullies, including the construction of concrete pads, sumps, ancillary equipment, office and welfare facilities. This site is located on the western boundary of the NP area.

Emerging Local Plan 2017 to 2033

3.12 Colchester Borough Council is relatively advanced with the progression of its new Local Plan and is currently at examination stage. The examination into Part 1 of the Local Plan commenced in October 2017 and is expected to be closed later in 2020. In July 2018, progress was halted following findings from the Planning Inspectorate. After additional evidence, the Examination in Public restarted in January 2020. In May 2020, the Inspector issued a letter to the NEA concluding that two of the garden communities, including the proposed garden community around Marks Tey, were unviable and recommended their removal from the plan. Significant modifications to Part 1 of the Local Plan have since been prepared and subject to further consultation. The emerging Local Plan does not include a housing requirement figure to be delivered through the Marks Tey Neighbourhood Plan. The examination into Part 2 of the Local Plan is anticipated to start in spring 2021.

PLANNED STRATEGIC ROAD IMPROVEMENTS

A12 Chelmsford to A120 Road Widening

3.13 The expansion and improvement of the A12 was in the 2015 to 2020 Road Improvement Programme for widening to three lanes each way. It has now been carried forward into the 2020 to 2025 programme. Highways England have announced a preferred route which will continue to run through Marks Tey but with its junction moved. It is anticipated to be completed in 2028.

<https://highwaysengland.co.uk/projects/a12-chelmsford-to-a120-widening-scheme/>

A120 dualling between Braintree and the A12.

3.14 The A120 at Marks Tey, which stretches through the plan area, is the last stretch of single carriageway road between the M11 and Colchester. As part of Essex County Council's (ECC) response to this plan at pre-submission stage in July 2020, ECC have explained that *'Over the years, and particularly since the stretch of the A120 from Stansted and Braintree was upgraded, the single carriageway of the A120 between Braintree and the A12 has become increasingly congested and unreliable. This has led to poor levels of service and safety for road users, impacting on economic growth and development in the region, as well as affecting the well-being of local residents via impacts on the local environment and access to essential services. With traffic volumes expected to increase, congestion on the A120 will get worse, further exacerbating the impacts on travel, local residents and economic growth'*.

3.15 ECC are therefore progressing plans for the dualling of the A120 between Braintree and the A12 at Marks Tey. ECC has identified its favoured route as being Route D which would join the A12 south of Kelvedon. ECC considers this would help address A120 movements but would also be instrumental in addressing through traffic issues in the area. The NP steering group however note the ECC analysis of the options published in its 2017 consultation document the *A120 Braintree to A12 Consultation on Route Options 17 January to 14 March 2017*. Figure 6 of this document shows that Route D will leave the A120 in Marks Tey with 82% of its current traffic load, the largest residual traffic load of any of the considered options and this will need to be fully evaluated and planned for.

3.16 The Government's Road Investment Strategy 2 (RIS2) announcement in March 2020 included commitments to progressing further development work on the A120 dualling including detailed design, land assembly and statutory processes that are required to prepare the scheme for delivery. The A120 dualling scheme will be considered for inclusion in the RIS3 programme. ECC have stated in its pre-submission response to this plan that the scheme is considered to be amongst the most advanced unfunded strategic road schemes in the country (in terms of design stage) so once funding is secured it is 'shovel-ready'.

SUMMARY OF KEY CONSTRAINTS AND PLANNING DESIGNATIONS IN THE NP AREA

3.17 The key constraints in the plan area include:

Infrastructure constraints:

- The Railway Line
- The A12
- The A120

Environmental constraints:

- Marks Tey Brick Pit SSSI
- Marks Tey Circular Brick Kilns Scheduled Monument (WH Collier Bricks and Tile Works, Church Lane)
- A number of listed buildings

- Head of the Roman River valley north east of Marks Tey identified in Colchester's emerging spatial strategy
- Limited capacity for landscape to accommodate development without adversely impacting sense of place and character
- Lack of capacity at Water Recycling Centre, under current permit, to treat additional wastewater flows from development without adversely impacting water quality in the Roman River, as advised by the Environment Agency in its response to the pre-submission consultation draft of this plan.
- Parts of the designated NP area lie over (water) source protection zones, as advised by the Environment Agency in its response to the pre-submission consultation draft of this plan

Additional planning policy constraints and designations:

- Marks Tey Brickworks safeguarded in the Essex Minerals Plan for brick clay extraction and brick-making.
- Marks Tey Rail Depot safeguarded in Essex Minerals Plan as a Safeguarded Transshipment site.
- Honeylands Farm Waste Transfer Station safeguarded in the Essex and Southend-on-Sea Waste Local Plan for the recycling of waste arising from highway gullies, including the construction of concrete pads, sumps, ancillary equipment, office and welfare facilities.
- Village settlement boundaries (currently around Marks Tey, Little Tey, A12 small residential area, London Road parade and North Lane residential area).
- Existing employment site allocations:
 - o at Anderson's Yard
 - o Nursery (not due to be carried through in emerging Local Plan)
- A neighbourhood centre at London Road, Marks Tey.

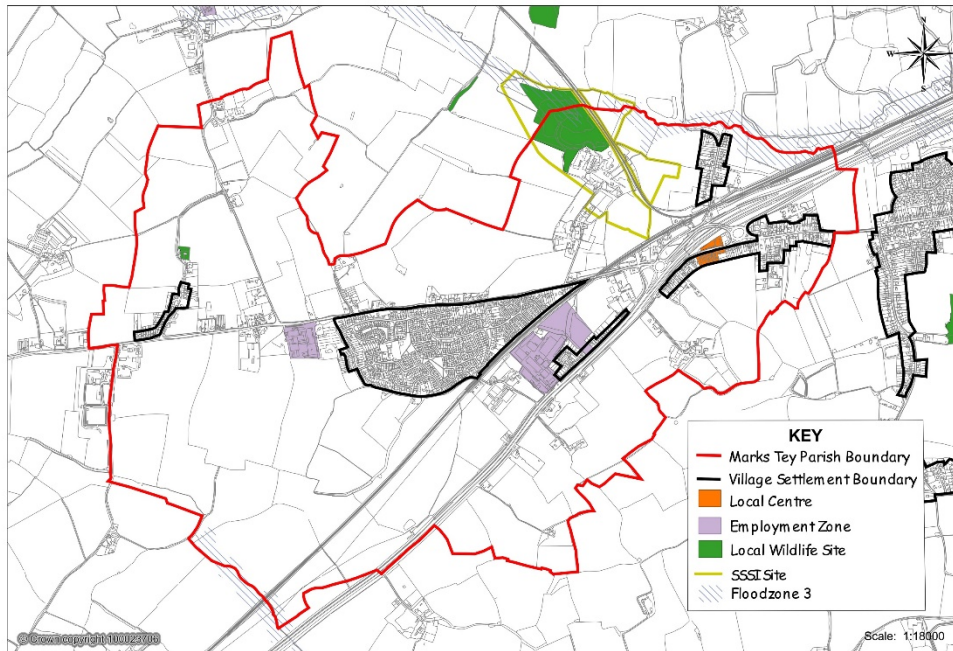
3.18 As well as the active extraction of brick clay, there are unworked deposits of sand and gravel within the parish which are safeguarded through Policy S8 of the Minerals Local Plan. This policy has specific requirements of development proposals when 5ha or more of a proposed non-mineral development falls within a Minerals Safeguarded Areas associated with sand and gravel. There also exists a Minerals Safeguarding Area associated with the brick clay resource. Policy S8 has further requirements when development equating to one dwelling or more is proposed within a brick earth Minerals Safeguarding Area.

3.19 Policy S8, as well as Policy S9, further safeguards existing and allocated minerals infrastructure from proximate new development which may compromise the ability to work or manage minerals. The policy ensures that ECC in its role as the Minerals Planning Authority (MPA) is consulted on all applications within 250m of existing or allocated minerals infrastructure, depending on the nature of that infrastructure. The MPA is likely to object to the permitting of development what would unnecessarily sterilise a mineral resource or compromise the operation of mineral infrastructure unless certain policy tests are met.

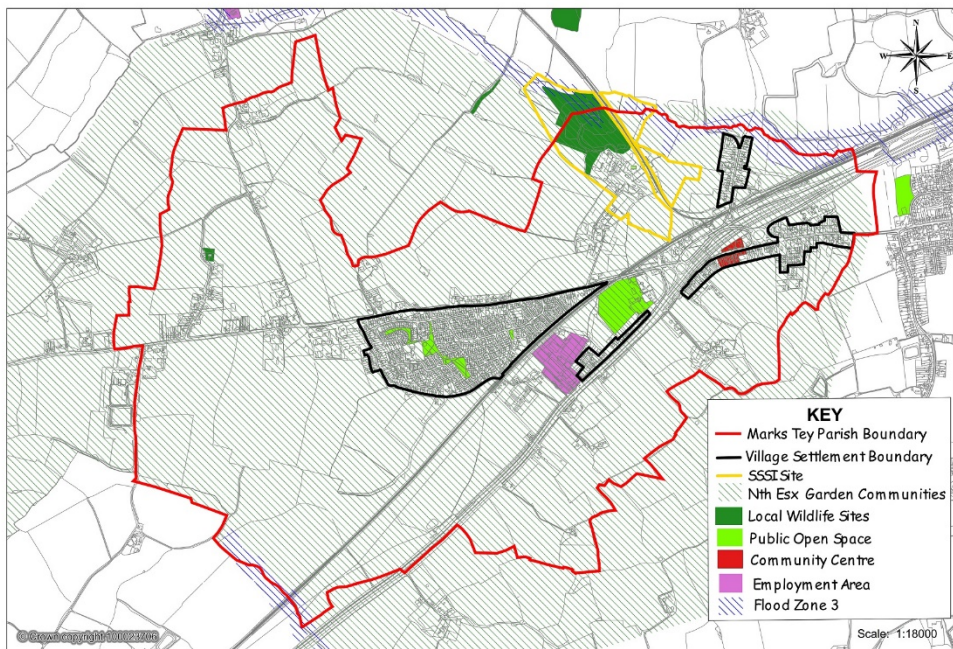
3.20 Policy 2 of the Waste Local Plan designates Waste Consultation Areas up to 250m from existing or allocated waste infrastructure (400m from Water Recycling Centres). ECC in its capacity as the WPA is likely to object to the permitting of development that would unnecessarily compromise the operation of waste infrastructure unless certain policy tests are met.

3.21 The designated planning constraints as per the adopted Local Plan and emerging Local Plan are shown in Maps 3.1 and 3.2 below.

Map 3.1: Planning designations and constraints as per the adopted Colchester Borough Local Plan 2001 to 2021



Map 3.2: Planning designations and constraints as per the emerging Colchester Borough Local Plan (provided by Colchester Borough Council February 2020).
Note: the Garden Community has since been withdrawn from the Local Plan



STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS

3.22 The NP steering group used the consultation results in 2015 and 2016 to identify the strengths in the plan area that should be protected, weaknesses that should be addressed, any threats to be managed and opportunities for improvement. The outcome is shown below:

Table 3.2 – Marks Tey SWOT Analysis	
Strengths	Weaknesses
<ul style="list-style-type: none"> • Railway station <ul style="list-style-type: none"> - Providing interchange between mainline to London and branch services to the north • Access to London, east coast and Stansted Airport • Good range of facilities <ul style="list-style-type: none"> - Parish hall, hotel, shops, restaurants, Post Office, primary school, churches, pharmacy • Heritage assets <ul style="list-style-type: none"> - 27 listed buildings, non-listed but locally important historic buildings, historic village greens, 3 roads improved by Romans. • A historic place <ul style="list-style-type: none"> - Connections to important historic figures, QE1 and Henry Compton, Bishop of London 1675 – 1713 • Rural Setting <ul style="list-style-type: none"> - Reasonably good access to countryside including some ancient footpaths and bridleways - Attractive rural landscape - Predominantly Grade II (very good) agricultural land in parish • Natural Assets <ul style="list-style-type: none"> - SSSI, extensive range of wildlife, semi natural habitats, landscape features including hedgerows, mature trees, ponds, small amount of woodland near Methodist church. • High speed internet infrastructure link on A12 <ul style="list-style-type: none"> - Would be ideal location for data centres • Low density development <ul style="list-style-type: none"> - The 1970's housing estate was given building permission with only 8 houses to the acre leaving space for building extensions and allowing for open green areas 	<ul style="list-style-type: none"> • A fragmented community <ul style="list-style-type: none"> - Poorly linked residential areas due to A12, A120 and railway corridors acting as barriers. - No village heart or facility that unites the parish - Poor pedestrian connectivity from residential areas to and from services including the railway station (only 1 pedestrian crossing on the A120) • Poor parking provision <ul style="list-style-type: none"> - For station users which leads to on street parking in residential area surrounding station - For London Road shop customers/businesses • Poor pedestrian environment <ul style="list-style-type: none"> - Air and noise pollution - National speed limit on A roads throughout parish • Very poor accessibility to places, shops and services for mobility impaired • Traffic congestion • Noise pollution • Air pollution • Poor local knowledge of heritage and history • No health facilities e.g. doctor, dentist • Unconnected habitats leading to fragmentation and isolation of areas for wildlife. • No secondary school • No elderly care provision in parish • Lack of employment opportunities for professional occupations

Table 3.2 – Marks Tey SWOT Analysis

Opportunities	Threats
<ul style="list-style-type: none"> • Reconnect a fragmented community <ul style="list-style-type: none"> - Can we identify local solutions or priorities for reconnecting fragmented communities? - Can we strengthen sense of place through provision or expansion of community meeting space (outdoor/indoor) with purpose of bringing together parish residents • A12 and A120 road improvements: <ul style="list-style-type: none"> - A12 programmed in Road Investment Strategy for widening J19 to J25 to start in March 2023. Possible further widening J25 – J29. A120 potential for revised route between Braintree and A12 which would remove the existing cut through the parish. • Potential to “green” the road corridors • NP could raise profile of NP area including its heritage • Connect habitats <ul style="list-style-type: none"> - Can we identify priority areas for improving or linking habitats? - Where are green corridors needed the most? <p>MT could in the future become a more attractive location for industry and high tech firms?</p>	<ul style="list-style-type: none"> • Road congestion • Impact of new development on existing infrastructure <ul style="list-style-type: none"> - e.g. vulnerability of shops to closure of J25 on A12 • Loss/damage to heritage assets <ul style="list-style-type: none"> - Loss of locally important historic buildings e.g. the cottages on Old London Road, bungalow built to showcase collier bricks on A120) - Damage to all heritage assets via air pollution and vibration • Loss/damage to Rural Character <ul style="list-style-type: none"> - Loss of access to countryside - Loss of countryside - Loss of attractive landscapes - Loss of good quality agricultural land • Loss/damage to Natural Assets <ul style="list-style-type: none"> - Loss of mature trees, poor management of natural assets, front gardens being paved over) • General loss of character through insensitive and intensive development <ul style="list-style-type: none"> - Uncertainty over future development. What will actually be delivered on the ground?

4. FURTHER EXPLORATION OF THE KEY ISSUES THROUGH THE MARKS TEY MASTERPLANNING SUPPORT WORK AND THE MARKS TEY CHARACTER ASSESSMENT

OUT DESIGN MASTERPLANNING SUPPORT DOCUMENT

4.1 During the autumn of 2017, and after the NP steering group had undertaken early community engagement and an appraisal of the strengths, weaknesses, threats and opportunities, the NP steering group received master-planning support from Out Design. The work was informed by a combination of baseline research and engagement with the NP steering group. The engagement took the form of two master-planning support workshops. As part of this work Out Design provided an urban design analysis of the plan area. A summary of this analysis taken from the document under the sub-heading *A place with a distinct character and pattern of development, streets and spaces, roofscapes and building materials* is:

"Marks Tey supports a variety of housing and employment uses that reflect the architectural style of the period within which they were constructed. The majority of homes are located within Marks Tey housing estate developed in the 1970's."

...

"Properties fronting Coggeshall Road vary in age and style with a predominance of two storey semi-detached and detached properties. Most properties are set back from the road, however the more historic properties here front directly onto the busy 'A' road providing a degree of enclosure and overlooking."

The predominant building material is red brick with slate roof tiles however there are a wide variety of other materials including white render, timber cladding and occasional historic properties with thatched roofs."

Marks Tey's character is defined to a greater extent by its relationship with the strategic highways and rail lines that pass through the village. The A12/A120 and railway infrastructure effectively sever the village and create a series of dispersed residential areas. In addition to the physical severance the strategic road and rail lines create adverse visual and noise impacts."

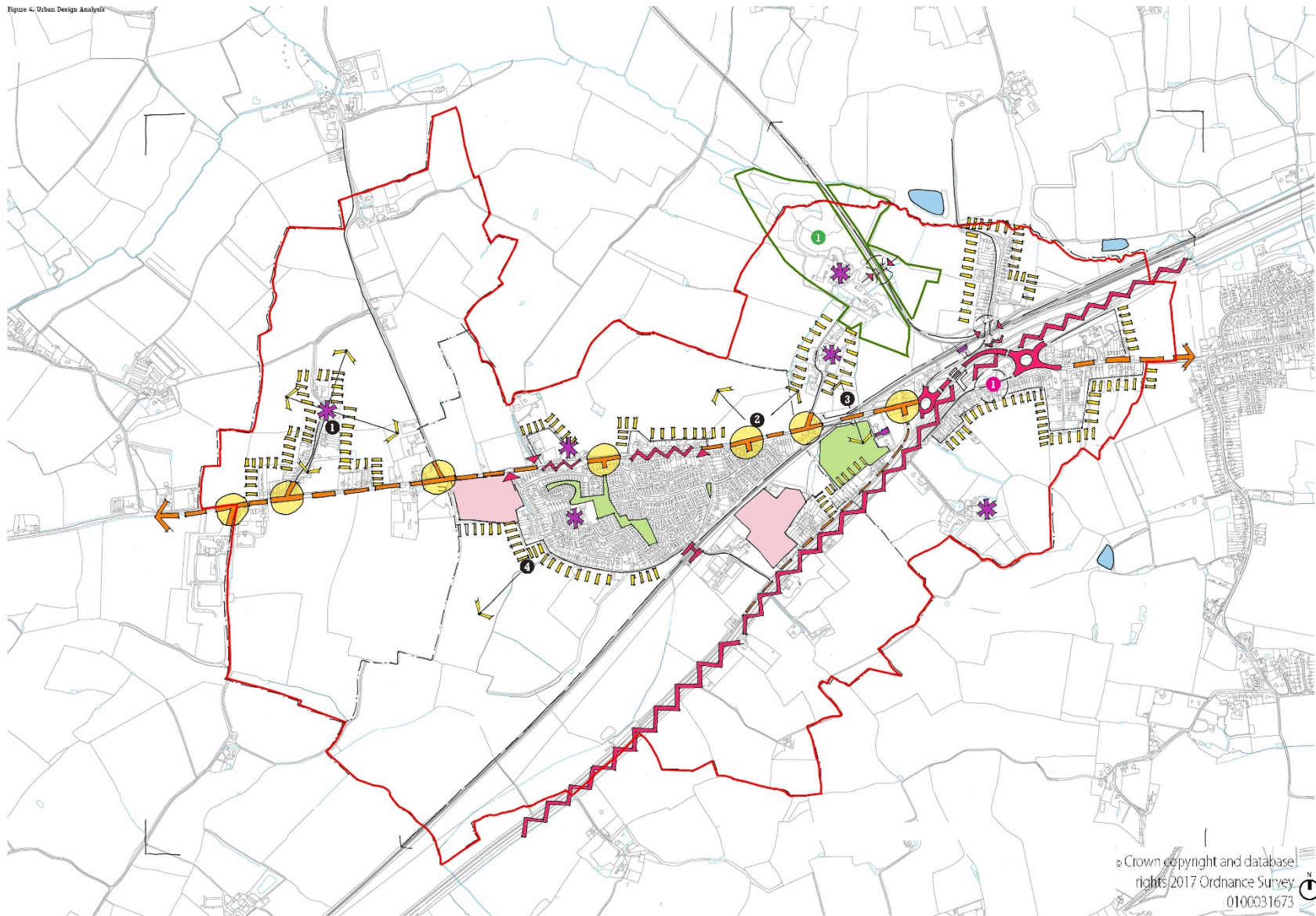
Notwithstanding the negative impact of the highway network, Marks Tey sits within an attractive rural setting characterised by gently undulating agricultural land bounded by mature hedgerows and trees. The open nature of the landscape provides residents with views of the wider countryside and glimpses of the areas historic buildings from numerous view points. These buildings include St. James the Less Church at Little Tey and St. Andrew's Church at Marks Tey and the historic Marks Tey Hall, the former parish Manor House."

These historic listed buildings sit within established historic landscape settings that help define Marks Tey's character."














Source: extracts from Marks Tey Masterplanning Support December 2017

4.2 A visual illustration of the key characteristics is provided in Figure 4.1 below which has been extracted from the masterplanning support document. Table 3 provides an explanation of the map symbols.

Figure 4: Urban Design Analysis



Map 4.1 - Urban design analysis of plan area undertaken by Out Design 2017

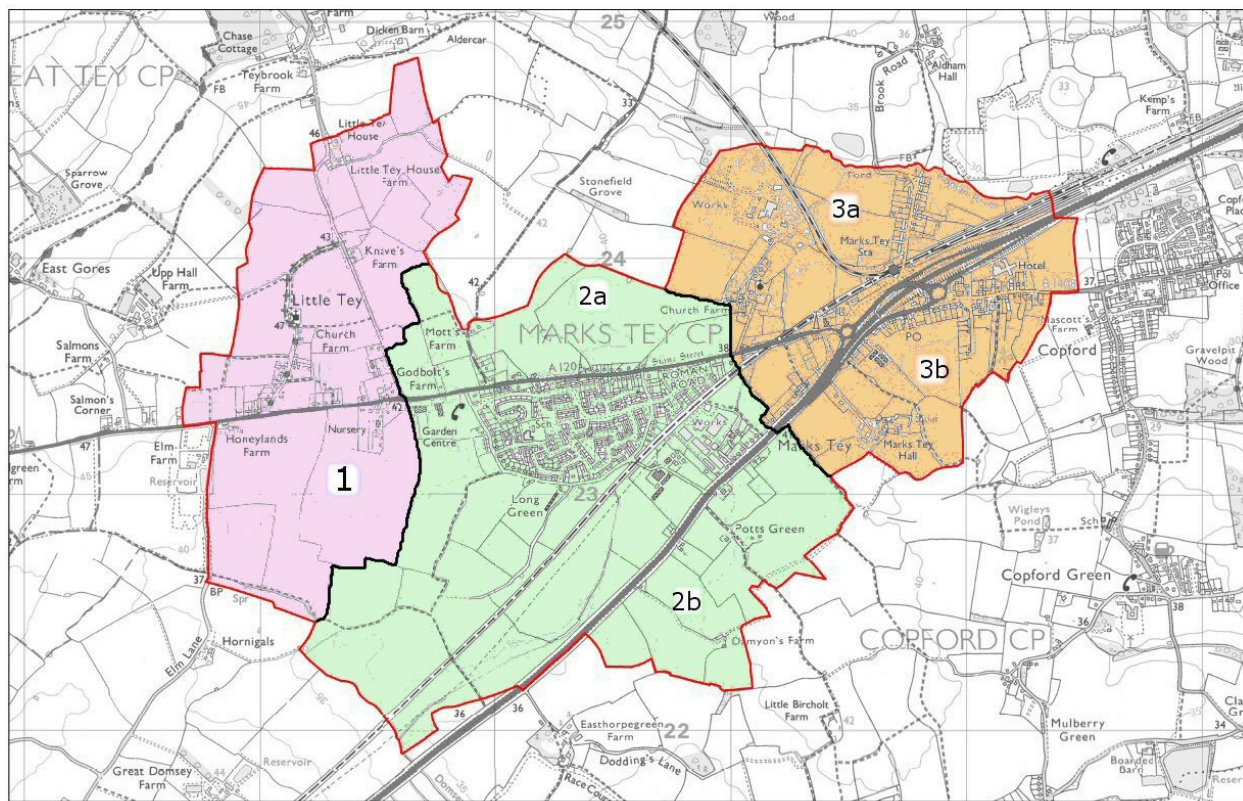
Table 4.1: Key to Map 4.1	
Map Symbol	Description
	A120 road characterised by poor pedestrian and cycling environment with traffic travelling at high speeds
	Severance (physical barrier) created by A120/A12
	Junction
	A120/A12 interchange
	Poor pedestrian access
	Poor pedestrian access across the railway line
	Settlement Edge
	Brick pit SSSI
	Local centre
	Landmark building
	Locally valued views: 1. St James the Less Church, Little Tey 2. A120 to St Andrews Church, Marks Tey 3. Railbridge to St Andrew's Church 4. Long Green looking south west
	Employment site
	Public open space

MARKS TEY CHARACTER ASSESSMENT

4.3 The Marks Tey Character Assessment has been prepared by volunteers in the Neighbourhood Plan steering group. This work provides further detail on the parish's qualities, including those aspects (e.g. viewpoints, locally valued landscape features and buildings) which are most valued by the wider community. The Character Assessment is a key evidence base document supporting this plan and has been subject to formal consultation during the pre-submission stage. The document is available to view on the Parish Council website and, once at submission stage, will be available to view on the Colchester Borough website.

4.4 A key output of the Marks Tey Character Assessment were 5 character area maps identifying

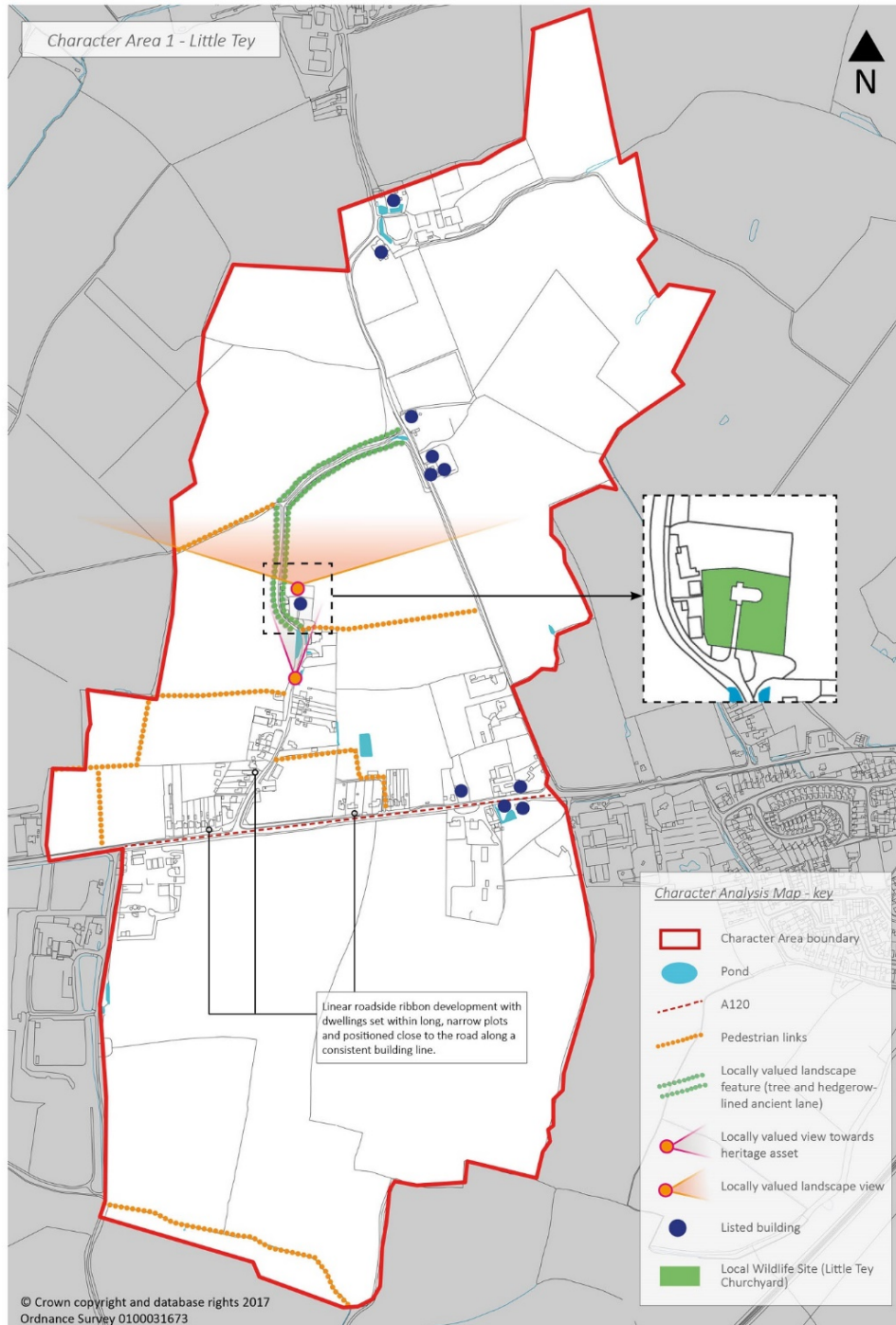
- Important sites of local value (for example tree and hedgerow lined ancient lanes)
- Key views towards heritage assets
- Key views of the wider landscape
- Listed buildings
- Non-designated heritage assets
- Important pedestrian links



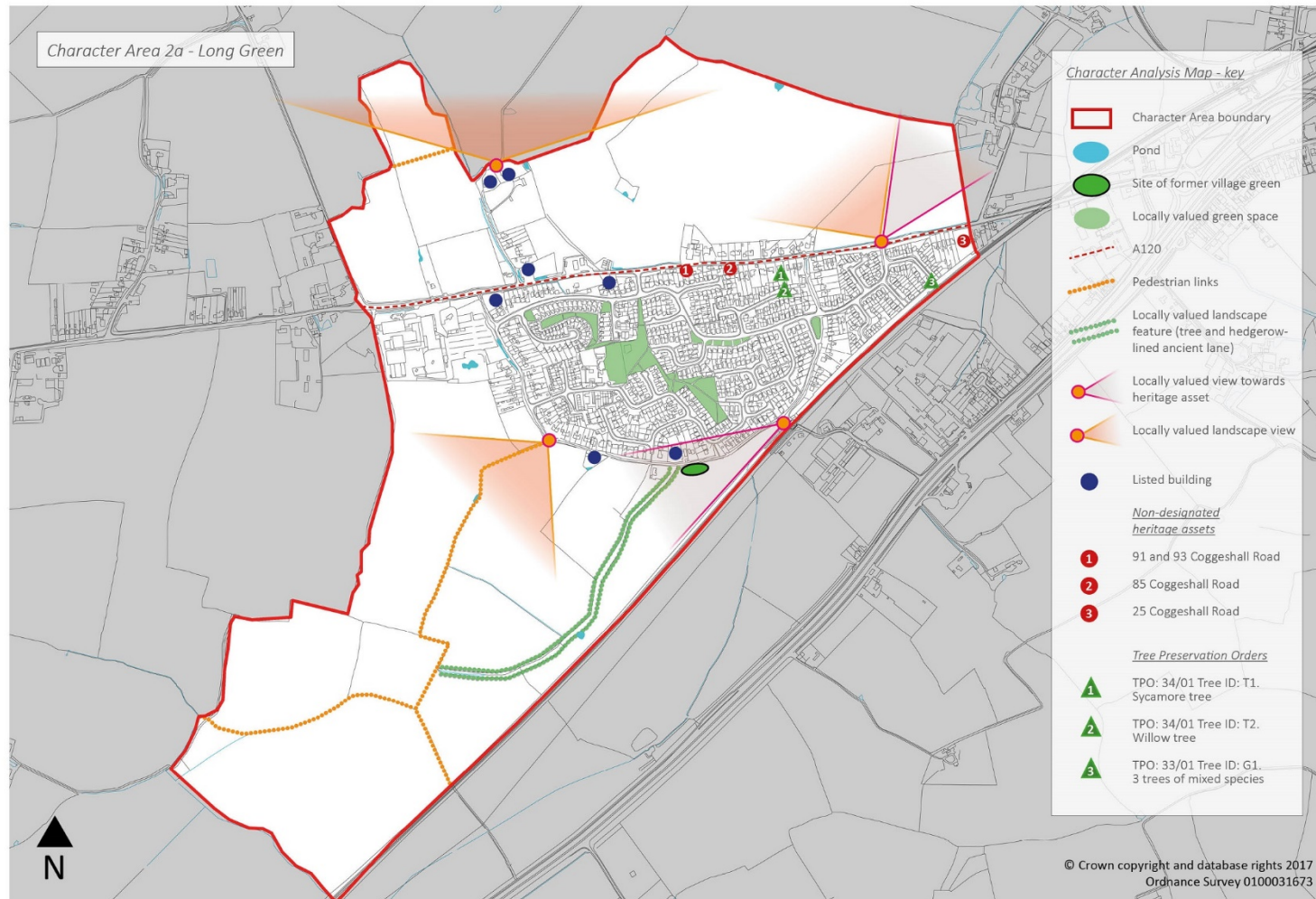
Contains Ordnance Survey data © Crown copyright and database right 2014.

Map 4.2– Map of the NP area divided into five character areas

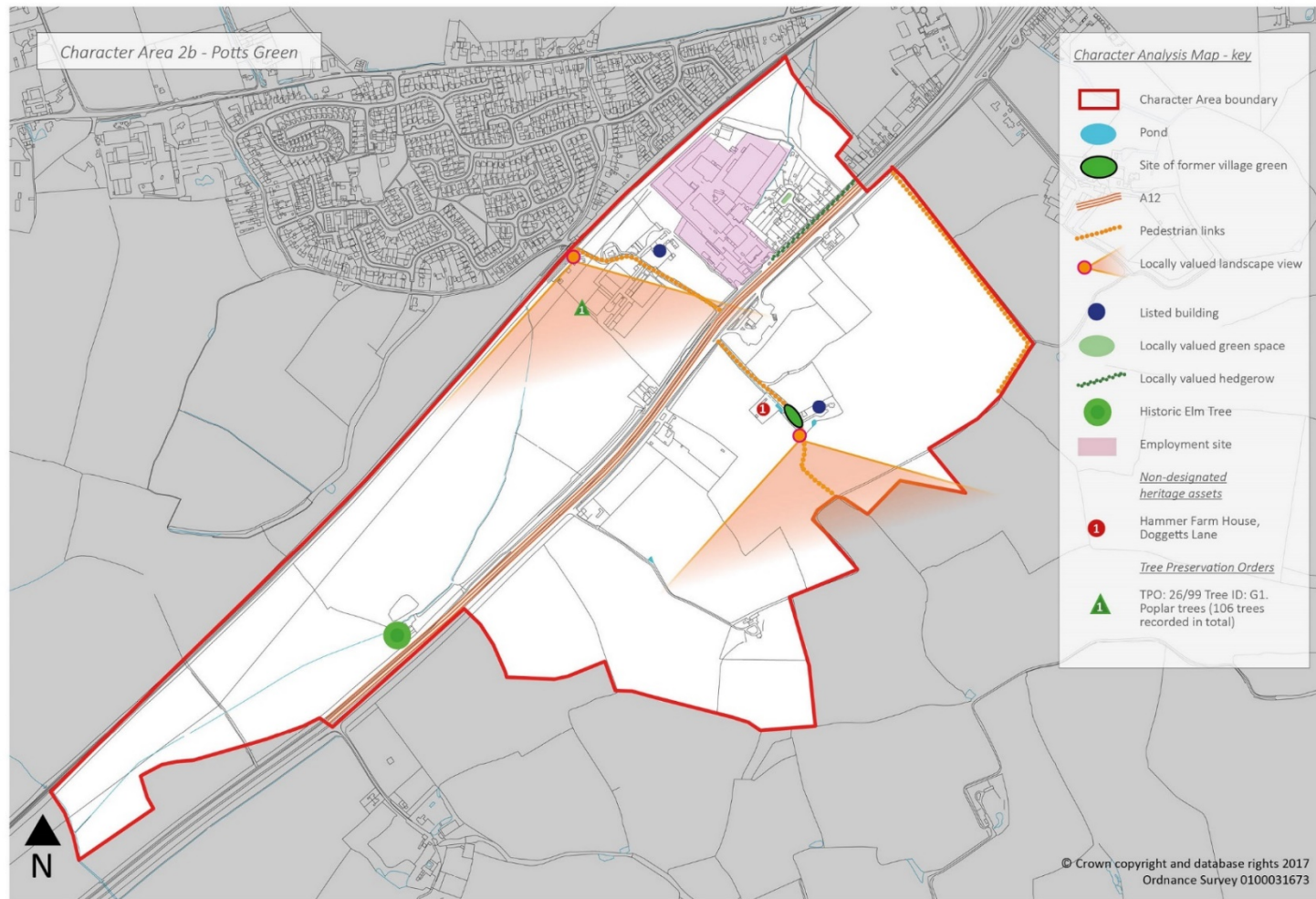
Map 4.3 Character area 1 – Little Tey



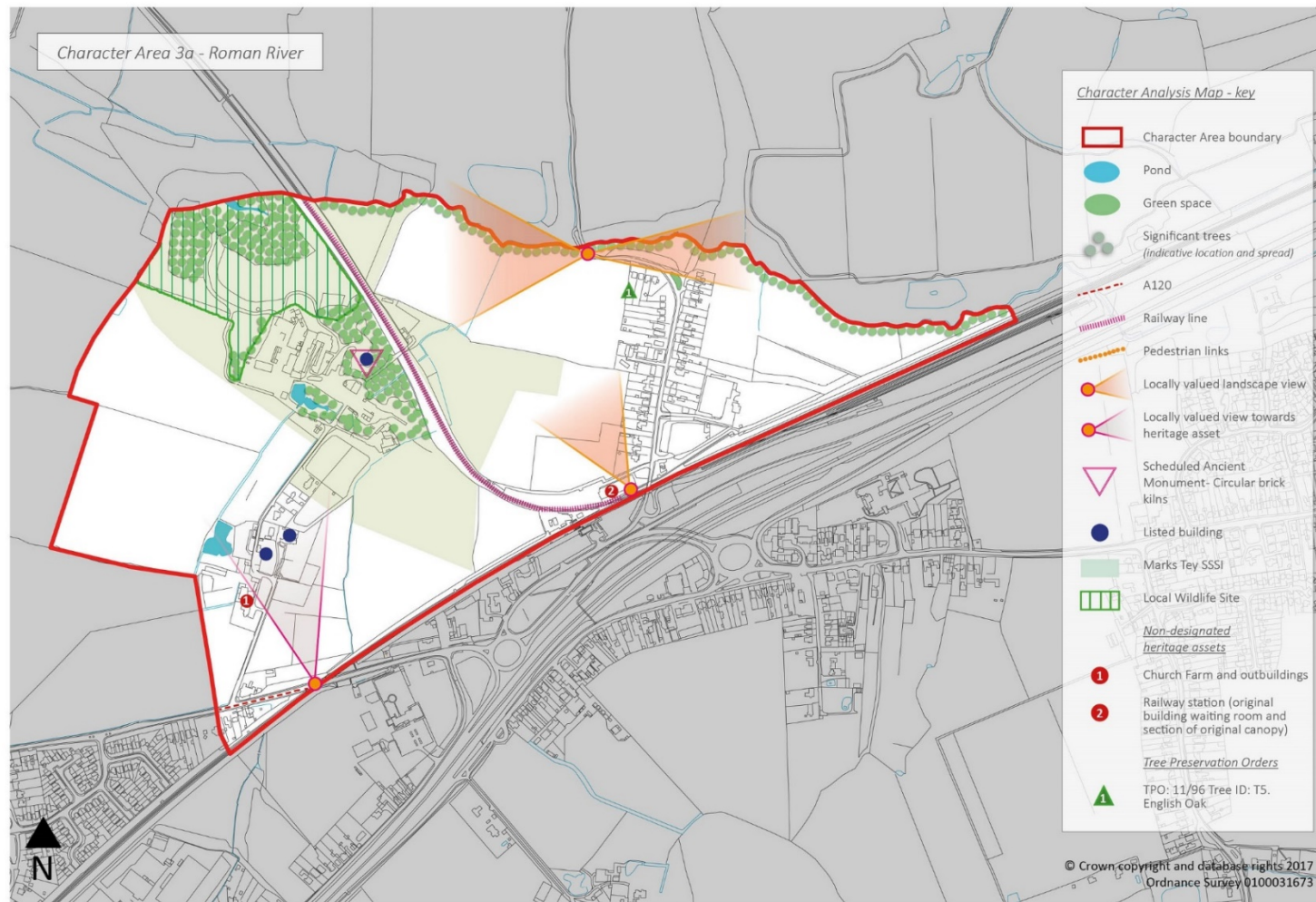
Map 4.4 Character area 2a – Long Green



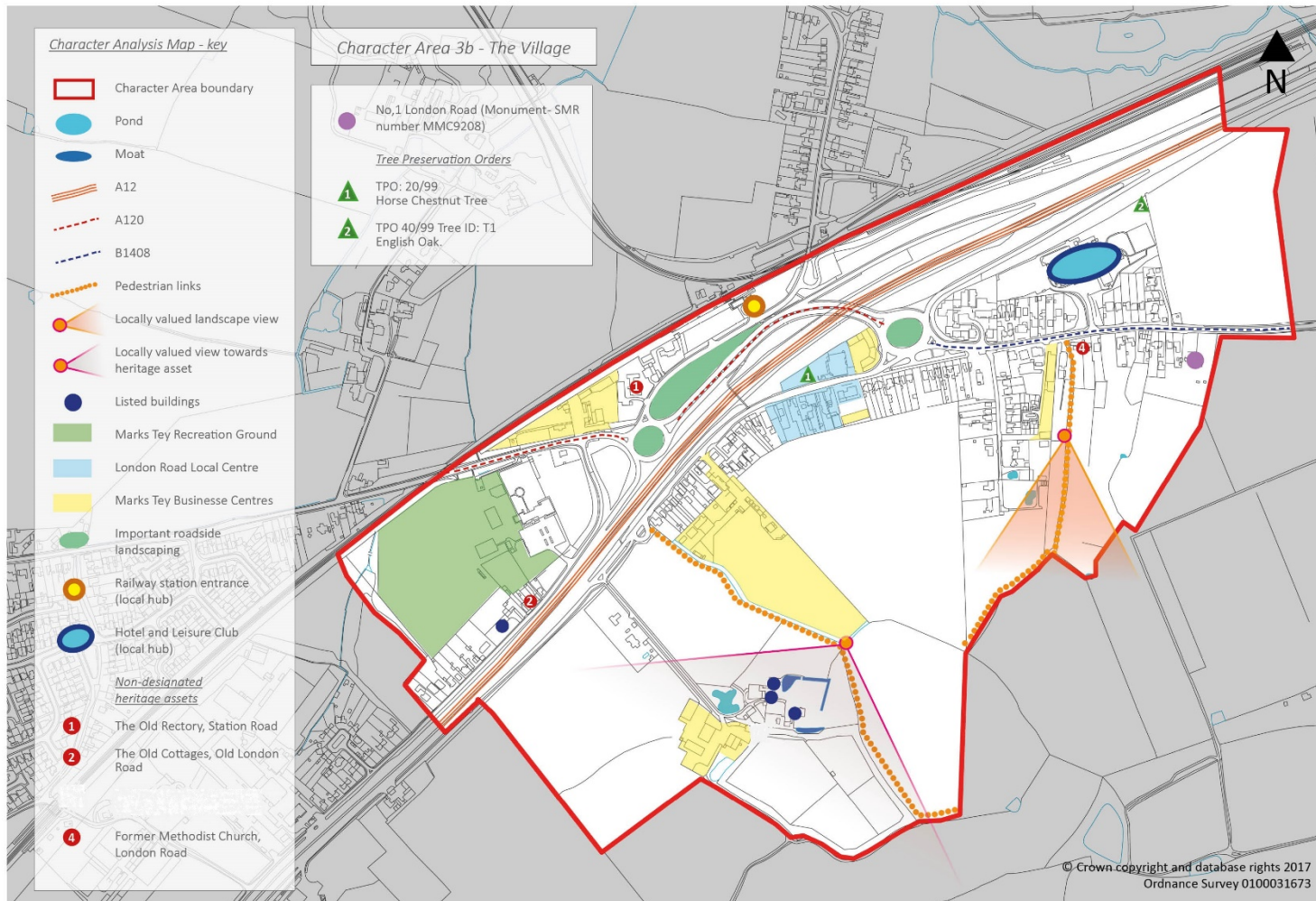
Map 4.5 Character area 2b – Potts Green



Map 4.6 Character area 3a – Roman River



Map 4.7 Character area 3b – The Village



5. NEIGHBOURHOOD PLAN VISION AND OBJECTIVES

5.1 An initial draft of a vision for the plan, together with an initial set of eight objectives was sent out to all homes in the plan area as part of the 16-page household leaflet in January 2017. The feedback on this work helped to inform a revised vision as follows:

"A sensitive sustainable community reflecting the housing and employment needs of the locality; helping to build cohesion in the village, maintaining and strengthening a sense of place across the parish, whilst maintaining our countryside surroundings (including access to it) and improving highways, paths and cycleways to gain better access to our surrounding environment."

5.2 Six themes and nine core objectives underpin this vision:

Table 5.1: NP themes and objectives	
Theme	Core Objectives
Getting Around	1. Existing severe congestion and traffic volumes are not made worse through new development in the parish.
	2. Create a more connected and cohesive community
Sense of place	3. Maintain and strengthen sense of place
	4. Preserving and enhancing our designated and non-designated heritage assets.
A stronger community	5. Existing community facilities including open space will be protected and opportunities to improve existing provision will be realised
A healthier environment	6. Protect and foster the natural environment for the benefit of people, flora and wildlife
	7. Noise, air, and light pollution will be effectively managed
Housing	8. New housing developments will include variety and choice and will meet existing local needs (in terms of type and tenure)
Business and employment	9. Businesses will continue to thrive in the parish

5.3 This Neighbourhood Plan does not allocate sites for development. The Out Design Masterplanning report provides guidance to the community in terms of potential options for the future growth of the parish. The work has informed our understanding of priorities for the parish in spatial terms and we will use it when working with stakeholders, in particular, Colchester Borough. However, the NP steering group do not consider it prudent to identify development sites until the implications of the planned strategic transport infrastructure measures are understood in more detail. For instance, it is unknown how Highways Englands proposals for a revised Junction 25 on the A12 will impact land around the London Road centre and the Parish Hall recreation ground.

6. PLANNING POLICIES

GETTING AROUND

Core Objectives:

- Existing severe congestion and traffic volumes are not made worse through new development in the parish
- Create a more connected and cohesive community

6.1 Policy MT01 – A12, A120 and station infrastructure improvements

Policy context and rationale:

6.1.1 It is widely acknowledged by all stakeholders (county, parish council and residents) that traffic volumes, congestion and traffic-related noise can be severe in the parish and that this has significant adverse impacts on the environment, air quality and the ability to move around the parish as well as residential amenity for Marks Tey residents, visitors and employees. Both the Highways Agency and Essex County Council (ECC) fully recognise the existing capacity issues on the A120 and the A12². Traffic volumes on both the A120 and the A12 are only expected to increase leading to further unacceptable congestion on the A120 through the middle of Marks Tey village and along the A12.

6.1.2 To a certain extent some of these issues could be addressed through transport infrastructure projects progressing at the more strategic level and which could be implemented during the plan period.

A12

6.1.3 The A12 for instance was in the 2015 to 2020 Road Improvement Programme for widening to three lanes each way from Chelmsford (junction 19) to the A120 (junction 25). A public consultation was held by Highways England January to March 2017 where four route options were presented.

6.1.4 In October 2019, a further announcement was made to present the preferred route between junction 19 (Boreham Interchange) to 23 (Kelvedon South) and to clarify that further work was needed to determine their preferred route from junction 23 to junction 25 (in Marks Tey parish) due to complexities created by the garden community proposals presented in the Joint Local Plan. Highways England then produced two alternative options for Marks Tey, one following the existing route past the shops, and an alternative route around the back of the shops. These have been formally consulted upon, and with the Planning Inspector's rejection of the Colchester/Braintree Borders Garden Community, Highways England in August 2020 announced their preferred route option to be on the existing route past the shops and leaving the existing road with a new Junction 25 between the Parish Hall and Anderson's employment site.

6.1.5 Until further information is made available, it is still uncertain how Highway's England preferred route will impact on current noise and air pollution and community severance issues created by the

² See their representations made on the Regulation 14 version of this plan

current A12 alignment (as described in Chapter 2 and illustrated in Figure 2.1 of this NP). The Parish Council will work with Highways England and other stakeholders to seek ways in which traffic burden in Marks Tey from the A12 is minimised and the linkages between different parts of the village could be improved and increased.

A120

6.1.6 ECC and partners continue to lobby for the dualling of the A120 between Braintree and Marks Tey at the earliest opportunity. The Government's Road Investment Strategy 2 (RIS2) announcement in March 2020 included commitments to progressing further development work on the A120 dualling including detailed design, land assembly and statutory processes that are required to prepare the scheme for delivery. The A120 dualling scheme is due to be considered for inclusion for construction in the RIS3 programme (2025 – 30).

6.1.7 The scheme is regarded by ECC as being 'shovel-ready' so as soon as the funding is secured, the scheme is expected to commence.

6.1.8 Due to the unacceptable volume of traffic, congestion and traffic-related noise through the parish which is only expected to get worse, the Marks Tey community feels very strongly that these strategic transport improvements and more should and need to be delivered ahead of any new development coming forward in the parish.

Marks Tey Station

6.1.9 There were aspirations with the proposed Local Plan for the Marks Tey Mainline Station to be relocated to the centre of the previously proposed Garden Community (between Marks Tey and Feering/Kelvedon). Since the withdrawal of the Garden Community from Part 1 of the Local Plan, it is now likely that it will stay in situ in Marks Tey. This is supported by the NP. The station with its accessibility, parking and activity will remain a prominent and growing feature of Marks Tey. The challenges that this creates pose issues for the Neighbourhood Plan.

6.1.10 The 3 platform Station is on the main line from London to Colchester and is the junction and only connection with the branch line to Sudbury. There are trains into London and to Colchester every 30 mins with an average journey time of 61 mins to London and 9 mins to Colchester, and every 50 mins with a 19 mins journey time to Sudbury every working day. The Station handles some 428,816 passenger movements per year (1,200 per day – 2013 figures) through the Station with approx. 90% of them coming from outside of Marks Tey (2017 Train Users Survey). A majority of these, approx. 70%, travel to the Station by car and approx. 55% of car users, park at or near the Station. The Station has 3 main surface car parks catering for 261 vehicles:

West car park – 102 spaces

North car park – 99 spaces

Informal rail sidings car park – 35

On-street long term parking – 25

6.1.11 The on-street parking opposite the Station entrance restricts Station Road and has been the scene of serious accidents. There is currently no disabled access across the railway through the Station and the adjacent North Lane bridge is narrow with a substandard footpath on one side. Also informal parking by rail users in surrounding areas causes nuisance to Marks Tey residents and those in Copford Parish.

6.1.12 There are aspirations to increase the capacity of the main line rail link into London but currently these are limited by the need to create additional rail lines and/or passing loops but with little capacity to create these within the current RailTrack land ownership.

6.1.13 It would be advantageous to Rail users (greater retail choice) and to the London Road shops (greater footfall) to see if more integration could be effected between the two. One way of doing this might be to integrate Station related parking with the desire to increase off road parking at the shops.

6.1.14 Currently there are no pleasant and easy pedestrian/cycling routes to the Station from the majority of Marks Tey or Little Tey or beyond.

Policy Intent

6.1.15 The transport impacts of every development proposals on the parish with respect to residential amenity, the street scene environment, air pollution and safety for all users including pedestrians and cyclists should be considered as part of the decision-making process. Traffic movements along the A120, the A12 and existing road junctions in the parish are currently exceeding capacity. Special care therefore needs to be taken to ensure that new development proposals do not exacerbate further the existing problems on these two roads.

6.1.16 Whilst it would not be reasonable to veto all minor development proposals (so long as they wouldn't generate unacceptable impacts on the community) ahead of these strategic transport infrastructure schemes it is appropriate to resist the major and significant proposals on this basis.

6.1.17 With regards to Marks Tey Station, the intention of Policy MT01, whilst encouraging growth in use of the station, is to ensure that proposals that will lead to increased passenger use of Marks Tey Station will only come forward where any potential negative impacts on road safety and residential amenity in Marks Tey parish are anticipated and where possible, avoided, planned for and appropriately mitigated against. No proposals should come forward which will lead to a poorer standard of road and pedestrian safety or residential amenity and all proposals should seek to improve both.

POLICY MT01 – A12, A120 AND STATION INFRASTRUCTURE IMPROVEMENTS

Any development proposals found to be generating significant transport movements¹ will not be supported in advance of the A12 road widening scheme and a dualled A120 from Braintree to the A12 being delivered. Furthermore, any such scheme should be accompanied by:

- evidence that road capacity is in place in Marks Tey, taking into account current and forecast traffic volumes along the A120 and A12; and
- mitigation measures necessary to protect the residential and street-scene environment along Coggeshall Road from traffic-related environmental impacts including noise and vibration, and poor air quality. Proposals which are designed to lead to an overall reduction in traffic volume along the A120 are welcomed.

Other development proposals that will generate additional traffic movements in the parish will only be supported if it can be demonstrated through a transport assessment or, in the case of smaller schemes, in an accompanying Design and Access/Planning Statement, that the traffic impacts of the development on the A120 and the A12 will not lead to unacceptable adverse impacts on residential amenity in the parish, or the street scene environment along Coggeshall Road (through the generation of traffic-related noise, air pollution or disruption) or on road safety for all users including pedestrians and cyclists.

Development proposals involving expanded facilities (including passenger car parking) at Marks Tey train station should be assessed for their impact on road safety, pedestrian safety and residential amenity in Marks Tey parish. Where potential adverse impacts are identified, proposals will only be supported if accompanied by measures which monitor and, if applicable, appropriately mitigate impacts (for example through further strengthening and widening the North Lane/Station Road rail bridge, street scene enhancement measures along Station Road, screening of noise, pollution or visual impacts).

To be supported, proposals must maintain existing passenger accessibility at the station and seek, where applicable, improvements in passenger accessibility.

Proposals likely to have residual unacceptable impacts on road safety and residential amenity will not be supported.

¹: Note: In the case of Marks Tey, because the road infrastructure is already well stretched the threshold where a development will trigger significant transport movements will be low. This is in accordance with planning practice guidance.

6.2 Policy MT02 - Creating walking and cycle friendly neighbourhoods

Policy context and rationale:

6.2.1 The parish is very much characterised by its road and rail links providing excellent connectivity to London by both rail and road. But the three transport corridors (one railway line, the A120 and the A12) also impose physical barriers across the parish creating considerable difficulties for residents and visitors to move around the parish, in particular by foot or by bicycle.

6.2.2 Primary road and rail links in the parish are predominantly used by non-parish residents who are using the roads to travel through the parish or who travel to the station in order to travel on further by train. This creates considerable road congestion including an unpleasant street environment along the A120 (known locally as Coggeshall Road) and a high demand for on street parking for commuters living outside the parish but using the train station to commute by train to London.

6.2.3 The urban design analysis undertaken for the plan area shows that the existing pedestrian and cycleway connections in the plan area are inadequate. The A12, the railway line and the A120 all create linear barriers throughout the plan area. The effects on the pedestrian/cyclist travelling within the parish is particularly severe at the A120 and A12 interchange and alongside the A120. These areas provide the focus of parish-based movement. Residents in Little Tey and Marks Tey Estate need to travel via this road in order to access the railway station, other residential areas and the shops but they feel unsafe walking along this road. Consequently, short potentially walkable trips to Marks Tey Station, the Parish Hall and local shops and services on London Parade are taken by a car.

6.2.4 The urban design analysis shows the following issues on Coggeshall Road/A120:

- Generally characterised by poor pedestrian and cycling environment with traffic travelling at a high speed
- Specific locations along Coggeshall Road where pedestrian movement is particularly compromised by barriers such as wide junctions, narrow pavements and poor access
- Many opportunities for improving the street scene environment.

6.2.5 The Character Assessment supporting this Neighbourhood Plan provides further detail on the challenges and opportunities with regards to roads, streets and route across the parish (see Chapter Four 'Roads, Streets and Routes' in each of the five character areas.

6.2.6 This plan identifies the following priorities for improving the cyclist and pedestrian environment. These priorities are set out in Tables 6.1 and 6.2 below. The measures have been informed by the masterplanning support document which accompanies this neighbourhood plan and the Marks Tey Character Assessment, together with a stakeholder and community consultation exercise undertaken in summer 2018.

Table 6.1: Priorities for improving pedestrian and cyclist connectivity in the plan area

Provide a Green Bridge across the A12. Currently the A12/A120 interchange imposes a significant barrier to pedestrian and cycle connectivity to residents and visitors wishing to visit the Marks Tey retail parade. Enhanced access could be in the form of an attractive land bridge over the A12 which would connect Marks Tey station with Marks Tey shops. Key benefits:

- Allow pedestrians and cyclists to avoid the A120 and A12 interchange
- Provide a direct link between station and Marks Tey retail parade.
- A direct link to Marks Tey retail parade will give the village back its heart.
- Provide better access for disabled residents who currently have few options for getting around.

This measure is considered necessary in the event of substantial development coming forward in this part of the plan area including south of the Marks Tey row of shops

Upgrade or replace the North Lane railway bridge so that pedestrians and cyclists can move around more safely and quickly: Currently pedestrian and cyclist access over the North Lane bridge is poor. The bridge is narrow making two-way vehicular access difficult. There is a pavement on one side of the bridge but vehicular traffic on the bridge impacts adversely on pedestrian safety (e.g. in early 2018, a male pedestrian was struck on the shoulder by a wing mirror of a vehicle as he walked to his home over the bridge). Sightlines are restricted on the approach to the bridge by both the bend in the road and the hump over the bridge.

The bridge has a 3 tonne weight limit. Many heavy goods vehicles do however use the bridge whilst others turn around having realised they are over the 3 tonne weight limit (see figures 6.1 and 6.2). Use of the bridge by HGVs makes the bridge and an unsafe crossing point for pedestrians and cyclists.

Provide new pedestrian and cycleway connections.

The following connections and improvements are prioritised:

1. A120 improvements to pedestrian access, environmental enhancements and junction improvements as shown on the emerging framework plan and listed as Coggeshall Road Environmental Enhancement Measures in the supporting text to Policy MT03: A120 Coggeshall Road: A Quality Street for All
2. Creation of new or improved pedestrian routes at the following locations:
 - A new link from Dobbies Lane rail footbridge to the Parish Hall via the Anderson Employment site
 - A new link from Church Lane north of the A120 road bridge, to the west of Marks Tey Station. This would mean pedestrians and cyclists would not have to progress along the dangerous A120, on the narrow pavement. The link would provide a separate, pleasant access route to the main station from any future housing development, well away from road traffic, and access could be directly on to platform 2.
 - Investigate possibilities for a 'quietway' cycle route through Marks Tey estate along Godmans Lane/Ashbury Drive subject to other adverse impacts on this only through route of the village.
3. Maintain existing cycling routes from Marks Tey parish to neighbouring parishes (including the route from Marks Tey to Feering) and utilise opportunities to improve the quality and safety of the network and provide additional routes.

Table 6.1: Priorities for improving pedestrian and cyclist connectivity in the plan area

A new station square around Marks Tey train station to:

- Provide a sense of arrival
- Reduce our dependence on the car and provide wider footways with direct pedestrian access

Greening the environment close to traffic corridors to help mitigate the impact of air and noise pollution

London Road Parade: Environmental Improvements

Continuous footpaths, street lighting, tree and shrub planting, cycle facilities (including cycle parking), public seating and furniture

Providing direct, safe and comfortable walking and cycling links between the parade and Marks Tey station for example through replacing the A12 footbridge with a land bridge (see above).

Table 6.2: Priorities for improving accessibility for those with restricted mobility

Improve platform access at Marks Tey train station. Wheelchairs currently have to travel a long way round over the narrow road bridge.

Environmental improvements at the London Road parade including continuous footpaths, street lighting, public seating

London Road Parade: Making the road safer to cross as some traffic tends to speed up as it approaches the A12 slip road.

Pedestrian crossings with a dropped kerb on the A120 at Church Lane, Little Tey, Poplar Nurseries; formal signalised pedestrian crossings adjacent to Godman's Lane roundabout and adjacent to Ashbury Drive roundabout.



Figure 6.1: Lorry attempting to turn around before the North Lane railway bridge



Figure 6.2 North Lane railway bridge looking north



Figure 6.3 A heavy goods vehicle using the Roman River Bridge

Figure 9: Emerging Framework Plan

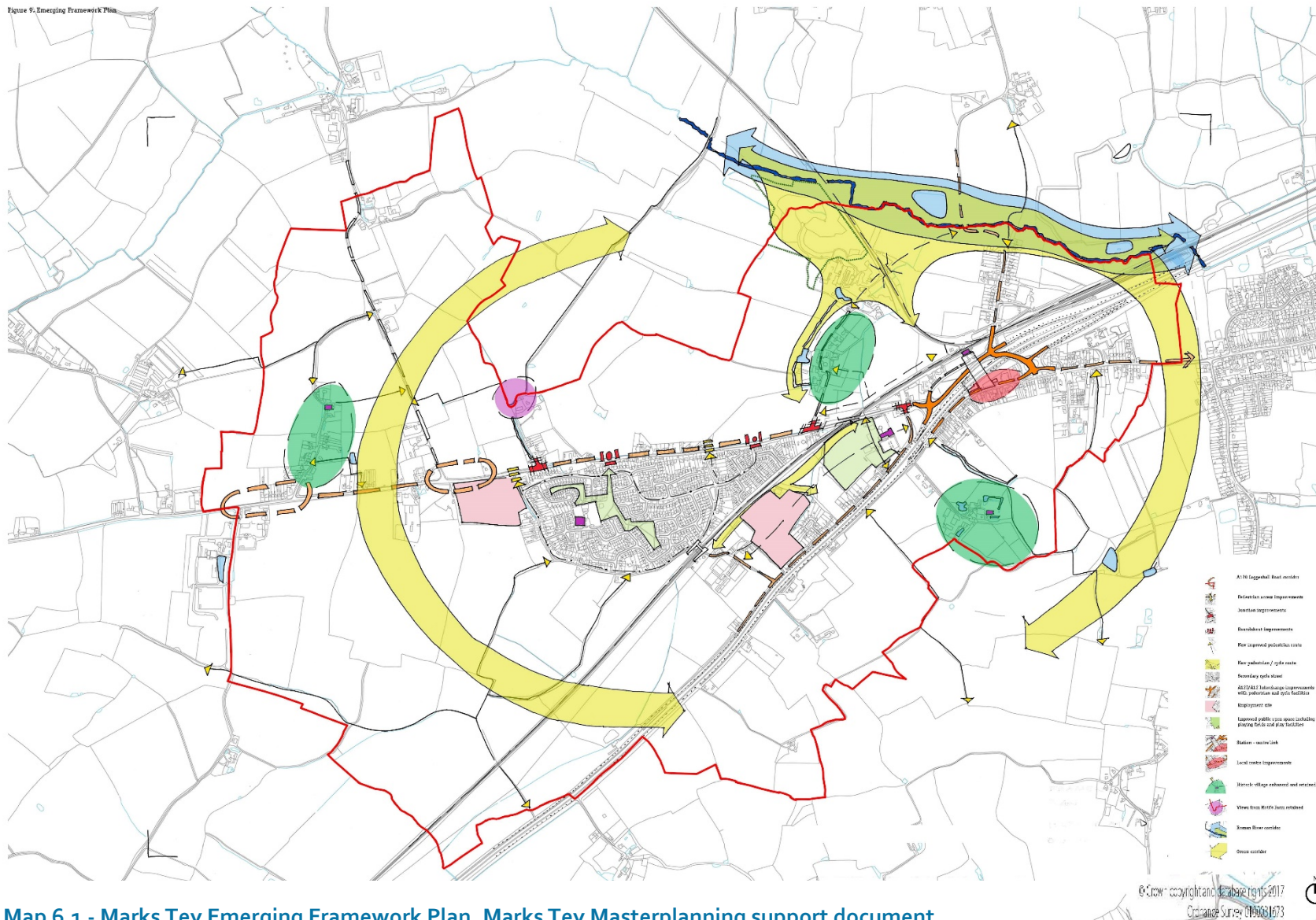


Table 6.3: Key to Map 6.1

	A120 Coggeshall Road corridor
	Pedestrian access improvements
	Junction improvements
	Roundabout improvements
	New improved pedestrian route
	New pedestrian / cycle route
	Secondary cycle street
	A120/A12 Interchange improvements with pedestrian and cycle facilities
	Employment site
	Improved public open space including playing fields and play facilities
	Station - centre link
	Local centre improvements
	Historic village enhanced and retained
	Views from Mott's Farm retained
	Roman River corridor
	Green corridor

Policy Intent

6.2.7 The intention of Policy MT02 is to ensure that the need and opportunities to improve pedestrian and cyclist connectivity in the parish are considered as part of every development proposal. Proposals which involve new development without providing adequate access will not be supported. The extent to which safe and attractive walking routes can be incorporated into a development site will depend on the size of the development. However, even for minor development such as house extensions and infill development it is essential that safe and easy access for pedestrians and cyclists is provided.

POLICY MT02 – CREATING WALKING AND CYCLE FRIENDLY NEIGHBOURHOODS

All development proposals will be expected to incorporate safe and attractive walking and cycling routes on site and where possible increase the attractiveness of walking and cycling in the parish as a whole.

As a minimum, development proposals involving new build should include walking and cycle routes as part of the layout and design (if these are not already provided as may be the case for smaller schemes), ensuring these are accessible for people less able including those using wheelchairs, mobility scooters or prams.

Development proposals involving additional dwellings or additional employment/retail floor space which result in poor access to shops and services and do not utilise opportunities to improve pedestrian and cycle connectivity in the parish will be resisted.

In determining this, the following will be key considerations:

Residential development proposals

1. Walking distance of the proposed development to existing shops and services, taking into account delays caused by barriers such as the trainlines, the A12 and pedestrian bridges;
2. The extent to which the safety and quality of the walking and cycling environment provides real choice in terms of travel mode to shops and services in the plan area;
3. Specific ways in which the proposed development will assist in improving the walking and cycle connectivity of the parish;
4. The extent to which the proposed development utilises opportunities to improve connectivity; and
5. For larger schemes, the extent to which the proposed development improves overall connectivity and accessibility in the plan area, taking into account the list of priorities in Tables 6.1 and 6.2 that accompanies this policy.

POLICY MT₀₂ – CREATING WALKING AND CYCLE FRIENDLY NEIGHBOURHOODS CONTINUED...

New shops and services

1. The accessibility of the proposed shop or service by plan area residents or potential customers traveling by public transport, on foot or by bike;
2. Whether the quality of the street scene environment in the immediate vicinity provides a pleasant environment for customers and workers travelling to the site and whether the proposed development sufficiently utilise opportunities to improve this environment;
3. Whether the street scene environment in the immediate vicinity provides an accessible environment for those with limited mobility or those with a push chair and whether the proposed development sufficiently utilises opportunities to improve this environment; and
4. For larger schemes, whether the proposed development improves the accessibility of shops and services in the plan area, taking into account the list of priorities in Table 6.2 that accompanies this policy.

Employment

1. The accessibility of the proposed employment use by plan area residents or potential employees traveling by public transport, on foot or by bike.

6.3 Policy MT03: A120 Coggeshall Road: A quality street for all

Context and Rationale

6.3.1 There is significant congestion experienced along the A120 through Marks Tey village and at the A120 interchange with the A12. As well as having negative environmental impacts on residents of the parish the congestion is also leading to delays on the wider strategic network. Enhancements to the A120 between the A12 and Braintree is a strategic priority for Essex County Council in the current Local Transport Plan (<https://www.essexhighways.org/Transport-and-Roads/Highway-Schemes-and-Developments/Local-Transport-Plan.aspx>)

6.3.2 ECC and partners continue to lobby for the dualling of the A120 between Braintree and Marks Tey at the earliest opportunity. The Government's Road Investment Strategy 2 (RIS2) announcement in March 2020 included commitment to progressing further development work on the A120 dualling and the scheme is due to be considered for inclusion in the RIS3 programme. The scheme is regarded by ECC as being 'shovel-ready' so as soon as funding is secured, the scheme is expected to commence.

6.3.3 The new A120 alignment planned by the County Council will alleviate congestion at the A120/A12 interchange and should also lead to some reductions in traffic along the A120 in the village. The County Council's favoured route (Route D) is only expected to deliver modest reductions (compared to other route options) in traffic volumes along the A120 in Marks Tey³. The NP recognises that the proposed A120 improvements alone will not alone provide an opportunity for the A120 to become a local access route or deliver a more pleasant environment for residents. The Plan therefore identifies other opportunities for improvements to take place along the A120 which would increase pedestrian safety and access at key junctions. Such measures include:

Little Tey Gateway

1. Improvements at the A120/Church Lane junction to provide a welcoming gateway feature at the entrance to Little Tey to reduce traffic speeds, together with new pedestrian crossings and more accessible bus stops

Marks Tey Western Gateway

2. Provide a welcoming gateway at the entrance to Marks Tey to provide a sense of arrival and reduce traffic speeds. Here is an opportunity to introduce continuous footpaths and pedestrian crossings

A120 Coggeshall Road: A Quality Street for All (Coggeshall Road runs the length of the A120 from the west at the parish boundary with Great Tey Parish to the roundabout prior to Junction 25 of the A12).

1. Introducing a 20mph speed limit along the A120 in Marks Tey parish. Create more continuous footways, raised surfaces and pedestrian crossings, also segregated cycle facilities, tree and shrub planting

³ See Figure 6 in the 2017 consultation document the A120 Braintree to A12 Consultation on Route Options 17 January to 14 March 2017

2. Narrowing the carriageway (through physical measures such as kerb build outs or achieve through different materials or carriageway markings)
3. List of potential environmental measures identified in the masterplanning support document and supported by the wider community during consultation which would help turn Coggeshall Road into a safe and attractive street for the parish. These are:

Coggeshall Road Environmental Enhancement Measures

- Pedestrian crossing and environmental improvements across A120 at top of Jays Lane
- Pedestrian crossing and bus stop access across A120 at top of Ashbury Drive
- Pedestrian crossing and bus stop access across A120 at junction with Godmans Lane
- Motts Lane Junction; improved pedestrian access to the Red Lion PH across A120
- A separate cycle way along A120 (Coggeshall Road)
- Pedestrian crossing and bus stop access across A120 at top of Wilson's Lane
- Junction improvements, bus link and speed reduction measures along Great Tey Road/Coggeshall Road
- Junction improvements and bus stop link along the A120 at junction of Church Lane Little Tey/Coggeshall Road
- Speed reduction measures along A120 from Elm Lane to Church Lane Marks Tey

MT03 Policy Intent

6.3.4 All proposals coming forward in the parish, which are likely to lead to additional traffic movements along the Coggeshall Road as defined on Map 6.2 should be assessed in terms of any adverse impacts on the Coggeshall Road street scene environment and residential amenity.

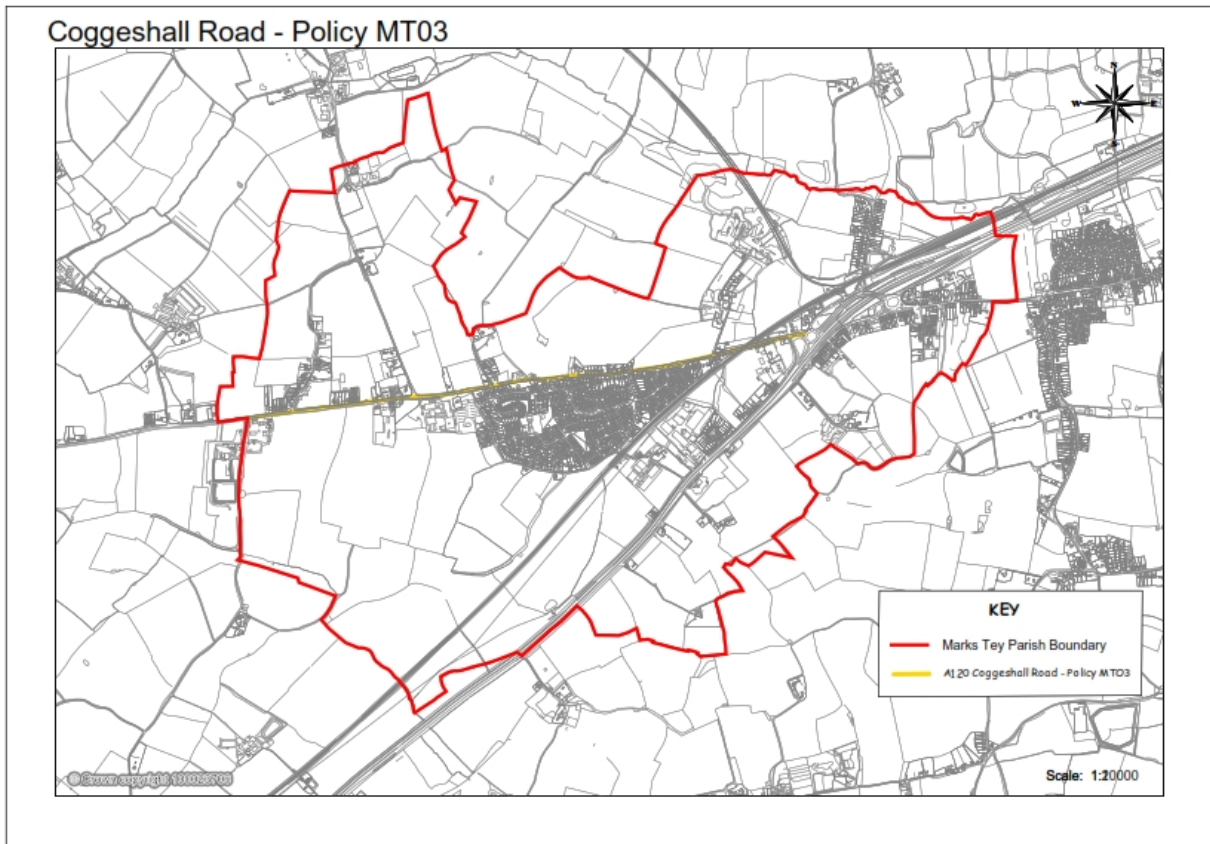
POLICY MT03 – A120 COGGESHALL ROAD: A QUALITY STREET FOR ALL

Development proposals coming forward in the parish which will lead to additional traffic movements along the Coggeshall Road, as marked on Map 6.2, shall be assessed in terms of their likely impact on residential amenity and on the Coggeshall Road street scene environments.

To be supported, development proposals must either:

- mitigate their impact through on-site measures or contribute towards the implementation of Coggeshall Road street scene enhancements (including the creation of enhanced gateways into the village along the A120) (see paragraph 6.3.4); or
- demonstrate that there will be no adverse impacts on the Coggeshall Road street scene environment as a result of the proposed scheme or that mitigation measures are otherwise not necessary as a result of the proposed development.

Map 6.2 – A120 Coggeshall Road



6.4 Increasing parking provision at the London Road parade

6.4.1 An important item under the theme of Getting Around is the need to improve car parking provision at the London Parade shops as well as improving the street scene environment at the London Road Parade as set out in Table 6.2 above. This is addressed in a planning policy later on in this chapter under Policy MT14 – London Road Centre.

SENSE OF PLACE

Core Objectives:

- **Maintain a Sense of Place**
- **Preserving and enhancing our designated and non-designated heritage assets.**

6.5.1 Marks Tey is defined as a rural community in the adopted Local Plan. Policy ENV2 – Rural Communities in the adopted Core Strategy for Colchester Borough states that:

- Appropriate development of infill sites and previously developed land within the settlement development boundaries of villages will be supported
- Design of new village development must be high quality in all respects, including design, sustainability and compatibility with the distinctive character of the locality.
- Outside village boundaries, the Borough Council will favourably consider sustainable rural business, leisure and tourism schemes that are of an appropriate scale and which help meet the local employment needs, minimise negative environmental impacts and harmonise with the local character and surrounding natural environment
- Development outside but contiguous to village settlement boundaries may be supported especially where it constitutes an exception to meet identified local affordable housing needs
- Villages are encouraged to plan for the specific needs of their communities by developing neighbourhood plans which provide locally determined policies on future development needs.

6.5.2 The approach taken in Policy ENV2 is supported by the Neighbourhood Plan. The policies in this chapter complement this policy by providing more detail on the approach to be taken in Marks Tey Parish

6.5.3 To maintain and strengthen sense of place in our parish we consider it important to:

- Maintain a visual and physical separation between Marks Tey and Little Tey
- Maintain the special rural character found in the hamlet of Little Tey
- Maintain or enhance the semi-rural character in Marks Tey
- As part of the above identify and protect other key characteristics unique to our parish

6.6 Policy MTo4 – Village settlement boundaries

Policy Context and rationale

6.6.1 The adopted Local Plan for the parish defines five different village settlement boundaries which are listed below and illustrated on the map below:

- Marks Tey estate (largely made up of Little Marks Estate and Colne Park Estate with adjacent pockets of housing e.g along and off the Old London Road)
- Little Tey village
- A12 small residential area
- London Road Parade shops

- North Lane residential area

6.6.2 Due to the existing rural character of Little Tey and the separation of this hamlet from the rest of the parish, it is not considered appropriate for any development to come forward outside the existing village settlement boundary in Little Tey. As noted at other points in this plan (e.g. supporting text to Policy MTo3) it is not a straightforward matter to leave this hamlet and access shops and services in Marks Tey; this is due to the heavy congestion along the A120 and the poor street scene environment making it an unpleasant journey by foot or bicycle. Therefore, despite its proximity to Marks Tey, the hamlet of Little Tey is very much separate and cut-off from the village.

6.6.3 Also of relevance here and noted in other places in the plan (see supporting text to Policy MTo6), is the importance of keeping the countryside surrounding Little Tey protected from development. The Colchester Landscape Character Assessment published in 2005 and updated through the West Colchester Growth Area Option Environmental Audit (produced in 2015 by Chris Blandford Associates) concludes that most of the land between Marks Tey and Little Tey is considered to provide a high contribution to the physical and visual separation between the two settlements and it is considered desirable to safeguard this from inappropriate development.

6.6.4 Some development may be considered appropriate on the edge of the other settlement boundaries where development could bring specific benefits to the village such as improving pedestrian connectivity of the wider parish or meeting parish specific housing needs.

6.6.5 Chapter 4 of the Marks Tey Character Assessment supporting this plan provides further information on the character of the residential areas and how they relate to their wider countryside setting.

Policy Intent

6.6.6 We support appropriate development within the village settlement boundaries subject to the proposals meeting policies in this plan. Beyond these boundaries only development appropriate to countryside locations will be supported.

6.6.7 The term 'minor development' used in Policy MTo4 means residential proposals for 9 or less homes or the site has an area less than 0.5 hectares. For non-residential development this means proposals less than 1,000 m² floor space or a site of less than 1 hectare.

6.6.8 Part 2 of the emerging Local Plan proposes to remove the settlement boundary around Little Tey. It is anticipated that Part 2 of the emerging Local Plan will be adopted during 2021. However, until this is implemented there is a need for the Marks Tey neighbourhood plan to fully recognise the status of the current settlement boundaries as shown in the current Local Plan. That is why the policy refers to Little Tey to ensure that the exemptions to edge of settlement development apply.

POLICY MT04 – VILLAGE SETTLEMENT BOUNDARIES

Development proposals will, in principle, be supported within the existing village settlement boundaries as defined in the Local Plan.

Proposals outside the village settlement boundaries will not be supported other than for:

- sensitively designed employment uses on the edge of the settlement boundaries (not including the Little Tey settlement boundary) where these will meet local business needs;
- recreational uses that will meet identified community need;
- appropriate countryside uses including essential utilities infrastructure; and
- in exceptional circumstances such as:
 - Sensitively designed small-scale minor development on the edge of the defined settlement boundary (not including Little Tey settlement boundary) where proposals will deliver high quality urban design and raise the standard of architecture, green infrastructure and design in the surroundings and meet other planning policies in this NP; or
 - Larger development schemes on the edge or well-related to the defined settlement boundary around Marks Tey village only (does not include the Little Tey settlement boundary) where proposals will deliver significant community benefits to the existing Marks Tey parish and which adopt innovative approaches to the construction of low carbon homes which demonstrate sustainable use of resources and high energy efficiency levels (for example construction to Passivhaus or similar standards).

Due to the intrinsic character and beauty of the countryside surrounding the hamlet of Little Tey development outside the settlement will be resisted.

Development proposals in Marks Tey Parish coming forward as part of strategic development allocated in the Local Plan, or under the exceptional circumstances stated above, will only be supported subject to the following conditions:

- retaining or enhancing the visual and physical separation between Marks Tey and Little Tey;
- preserving or enhancing the special rural character of Little Tey;
- preserving or enhancing the semi-rural character of Marks Tey, having particular regard to the sensitive interface between the existing settlement edges and network of public footpaths into the wider countryside; and
- utilising opportunities to protect or enhance distinguishing features of the parish as described in the Marks Tey Character Assessment and illustrated on Figures 4.3 to 4.7 of this plan.

Policy MTo4 continued...

Significant community benefits mean:

- delivering the priorities for pedestrian and cycle connectivity and for improving accessibility for those with restricted mobility (see Tables 6.1 and 6.2) where these will facilitate a significant improvement for Marks Tey residents and where these are planned in consultation with the applicable highways agency (Highways England and/or Essex County Council);
- delivering Coggeshall Road environmental enhancement measures (see paragraph 6.3.4 of the NP) where these will facilitate a significant improvement for Marks Tey residents and where these are planned in consultation with the applicable highways agency (Highways England and/or Essex County Council); and
- relieving vehicular pressure on residential areas in the plan area and aiding vehicular and pedestrian connectivity.

Policy MT05 - Local character and design

6.7.1 National policy asserts that neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.

6.7.2 The character assessment we have prepared has been submitted alongside this NP. It is also available to view at <https://www.marksteyparish.org.uk/>. The character assessment identifies qualities in the parish which we value. This includes our connection to the countryside, special views, the natural environment and some of our buildings which are of local historical importance. We wish to retain these positive aspects.

6.7.3 We also wish to strengthen our sense of place through providing a more welcoming sense of arrival at key places in the parish.

6.7.4 The character assessment resulted in the identification of 5 different character areas within the parish.

- Character Area 1 – Little Tey
- Character Area 2a – Long Green
- Character Area 2b – Potts Green
- Character Area 3a – Roman River
- Character Area 3b – The Village

6.7.5 The characteristics of each area is described for each of these areas covering layout, topography, spaces, roads/streets/routes, green and natural features, landmarks, buildings and details, streetscape features, land uses and views. The output from the work is summarised neatly in the 5 character area maps shown on Figures 4.2 to 4.7.

6.7.6 The Marks Tey Character Assessments was produced by parish residents working on behalf of the neighbourhood plan steering group. The work was extremely useful in helping the community identify what it is they value about their local area.

Out Design Urban Analysis

6.7.7 The approach taken on design in the NP as a whole, has also been informed by the Out Design Masterplanning document which provided its own urban design analysis of the plan area. In this process, Out Design used eight commonly recognised characteristics that successful places have in common (irrespective of architectural styles) set out in the Design Companion for Planning and Place Making (RIBA 2017). This document resulted in the following analysis.

1. A distinctive sense of place

(A place with a distinct character and pattern of development, streets and spaces, roofscapes and building materials.)

Outcome: New development should strengthen Marks Tey's sense of identity, recognise its special qualities, and help to create a walkable, characterful village. Little Tey should remain as a distinct hamlet separate from Marks Tey.

2. A place that is easy to get around

(A place with convenient access where access to public transport is best; roads, footpaths and public spaces that are connected into well-used direct routes that lead to where people want to go.)

Outcome: New development should be served by high quality frequent public transport and walking and cycling facilities to provide an easy alternative to private car. New streets should be designed to balance place and movement function and connect to existing streets providing direct and continuous links between homes, public transport and local amenities.

3. Being fit for purpose, accommodate uses well

Outcome: New homes and workplaces should be well built, fit for purpose and designed to be adaptable to different uses.

4. A place with successful public space

(A place where public and private spaces are clearly distinguished. With lively public spaces and routes that that feel safe. Spaces should be well designed easy to maintain and suited to the everyone's needs.)

Outcome: New development should retain historic landscapes and views and respect historic settlement boundaries. Open agricultural fields that provide clear separation between the Marks Tey and the neighbouring settlement of Copford to the east and between Marks Tey and the hamlet of Little Tey to the west should be retained and strengthened through hedgerow protection and renewal. A variety of public spaces and play spaces should be integrated with new development. Large open spaces such as sport pitches may be located on the periphery of the settlement to help connect it to the wider countryside

5. A place that adapts to change

(Successful places have to adapt to social, economic and technological change. A place that can change easily is likely to have flexible uses, buildings and spaces that are capable of being adapted to a variety of uses.)

Outcome: Any new development should come forward in a manner which benefits existing residents and businesses. For Marks Tey a key challenge will be how new growth can help overcome existing severance. New infrastructure should come forward in advance of any new development.

6. An appealing place that is easy to understand

Outcome: New development should not just provide new homes but a balanced mix of homes, jobs and local retail and community infrastructure such as new health and education facilities. All new development should provide clear, easily navigable, safe and welcoming streets for all.

7. A place with a mix of uses & activities

Outcome: Existing local businesses and skills should be retained and development brought forward in a manner that enables people to live and work in Marks Tey.

Outcome: New development should provide a complementary mix of uses including local shops, employment space and community amenities such as health, education and public open space.

8. Being efficient in how land and other resources are used

Outcome: New development should facilitate public realm improvements within the neighbourhood centre. This would strengthen its role at the heart of the community, where people of all ages are able to come together, and enjoy the area.

Outcome: New development should provide a complementary mix of uses (including local shops, employment space, community amenities such as health, education and public open space) in a manner which reduces, rather than exacerbates, existing fragmentation of shops and services.

Policy MT05 – Local character and design

Context and rationale

6.7.8 The special qualities of the parish is illustrated partly by the character area maps shown in Figures 4.3 to 4.7 but the Character Assessment report describes in detail key defining characteristics. Appendix A to the Character Assessment provides information on existing buildings (and their features) which residents responded positively to as part of a consultation exercise in 2017.

6.7.9 A summary of the five character areas is provided below:

Little Tey

6.7.10 This area is one of a rural landscape with a very small and well established community. The settlement at Little Tey is distinctly separate from the rest of Marks Tey.

6.7.11 The very busy A120 bisects the character area with the southern part comprising open countryside with the exception of industrial land uses at the corner of Elm Lane/A120 and Godbolt's Nursery on the A120. Residential development is focused in the linear hamlet of Little Tey to the north of the A120 but there is also residential development fronting the A120 between Church Lane and Great Tey Road and, more sparsely, along Great Tey Road itself.

6.7.12 An important landmark in this area is St. James the Less Church, a Grade I listed building, together with its tranquil surroundings comprising the churchyard, Church Lane itself, the pond by the church and a tree and hedgerow lined ancient lane which leads from this point northwards to the village of Great Tey. Listed buildings here comprise four further Grade II listed buildings at the Old Rectory and the Knave's Farm. Further north where the road becomes Brook Road there is the Grade II* listed

building called the Barn to South West of Little Tey House and the Grade II listed building Little Tey House itself.

6.7.13 Further detail is provided in the Character Assessment (see Chapter 4 Little Tey and see Appendix H for details on listed and non-listed buildings) and a summary of different element is provided in the table below:

Table 6.4 – Summary characteristics for character area 1 – Little Tey	
Characteristics	Character area details
Layout	Linear roads with ribbon residential development that is occasionally interrupted by expansive industrial and business sites.
Land uses	Farming, residential. Along the A120, small and large industrial sites and business centres.
Building scale appearance	Low level detached and semi-detached houses and bungalows built with many different materials.
Green features	A village pond by the church, grass verges, trees and hedgerows are all important to the rural character of the village.
Open space	No parks or children’s play areas, but the churchyard is managed for the benefit of flora and fauna. A well established network of public footpaths north of the A120.
Landmarks	Grade 1 listed church of St. James the Less One Grade II* listed Barn to the south west of Little Tey Six Grade 2 listed houses Three Grade 2 listed barns

Long Green 2a

6.7.14 This character area provides the focus and heart of the Marks Tey community. A large proportion of the parish’s dwellings are located here in the two housing estates Little Marks’ estate and Colne Park estate. Older properties are located along Coggeshall Road. The character area also includes the St. Andrew’s C of E School (opened in 1966) and Poplar Nurseries on the Coggeshall Road, a long-established business founded in 1938. The busy and often congested Coggeshall Road (part of the A120) runs east west through the middle of the character area. Open countryside lies to the north of Coggeshall Road and beyond the residential estates in the south. Single track lanes made up of Jay’s Lane, Long Green and Wilson’s Lane provide a rural setting to the southern edge of the housing estates. The open countryside to the north of Coggeshall Road provides a rural setting to the north and a view towards the Grade 1 listed St Andrews Church located north east is a key contributor to sense of place.

6.7.15 Further detail is provided in the Character Assessment (see Chapter 4 Long Green) and a summary of different element is provided in the table below:

Table 6.5 – Summary characteristics for character area 2a – Long Green	
Characteristics	Character area details
Layout	One linear through road (A120) with ribbon residential development and some retail outlets. The estates have winding main roads with cul-de-sacs running off, typical of a 1970s building layout. The country lanes have grass verges and field hedges and ditches.
Land uses	Farming, residential, educational, retail and restaurant businesses.
Building scale appearance	All buildings are low level and houses do not exceed two floors in height. They are built with a variety of materials.
Green features	Ancient lanes, ponds, grass verges, hedges and mature trees are all important to the historic rural landscape.
Open space	A children's play area and seating enhance the open space next to the school, and an avenue of mature trees help improve the environment on Colne Park Estate. Within the estates, some grassed areas traversed by tarmac footpaths have potential for improvement. Where they remain colourful front gardens enrich the whole area.
Landmarks	Six Grade II listed residential houses; One Grade II listed public house. The site of the former village green (at Long Green) is recorded as a monument (as a historic landscape feature: Monument number MCC9117) on the Historic Environment Record (HER) database and can be viewed here: https://colchesterheritage.co.uk/Monument/MCC9117

Potts Green 2b

6.7.16 This character area is located to the south of character area 2a – Long Green and to the south of the railway line. It is also in the most south easterly part of the NP area. It is sparsely populated with the majority of the land still being used for farming. The A12 bisects this character area and there are no crossing points across it for either vehicles or pedestrians.

6.7.17 Residential and employment land uses are located in the north east part of the character area between the railway line and the A12. Here, and running parallel with the A12 is the Old London Road, a service road for an industrial area to the north of the A12 and houses. The service road was the original A12 before the dual carriageway was built and opened in the late 1930s. There are houses located in linear format along one side of the service road (the A12 is on the other side). There is also a small crescent of houses located off the Old London Road, originally built to relocate residents who lost their homes when the A12 was built. Behind this residential area, there is the vacant Anderson's employment site and to the west, an industrial site on Dobbies Lane owned by By-Pass Nurseries with a number of glass houses, now redundant, but once the homes to extensive seed production. Dobbies Lane itself is a rural lane providing an important pedestrian link to the pedestrian footbridge across the railway line and to the residential areas in character area 2.

6.7.18 This character area takes its name, Pott's Green from the former village green located on the southern side of the A12 at the end of Doggett's Lane.

6.7.19 Further detail is provided in the Character Assessment (see Chapter 4 Potts Green) and a summary of different element is provided in the table below:

Table 6.6 – Summary characteristics for character area 2b – Potts Green	
Characteristics	Character area details
Layout	One linear road (A12) bisects this area. There is a small amount of residential ribbon development on the north side of the A12 and scattered residential development to the south. There is one cul-de-sac with houses surrounding a small green area, and two country lanes.
Land uses	Predominantly agricultural, one industrial site, residential housing, and retail at Shell garage only
Building scale appearance	No residential building exceeds two storeys in height, and they are built with a variety of materials.
Green features	Ancient lanes, ponds, grass verges, hedges and mature trees are all important to the historic rural landscape and enhance the quality of life for the residents.
Open space	To the east, south and west the area has views of open countryside.
Landmarks	2 Grade II listed buildings The site of the former village green (at Potts Green) is recorded as a monument (as a historic landscape feature: Monument number MCCg116) on the Historic Environment Record (HER) database and can be viewed here: https://colchesterheritage.co.uk/Monument/MCCg116

Roman River

6.7.20 This character area is in the north eastern part of the plan area. It is located north of the east west London to Norwich Railway Line and the area is also bisected by the Marks Tey to Sudbury Railway Line. The latter creates a western part of the character area where Church Lane is and an eastern area where North Lane is.

6.7.21 As a whole the area is sparsely populated. There is linear residential development along North Lane and a few houses are scattered on Church Lane. In addition, there are four late 19th Century terraced cottages in the southern part of this Character Area on Coggeshall Road.

6.7.22 Church Lane itself is a tranquil place; the Grade I listed St Andrews Church is located halfway along it and at the end there is the Marks Tey Brick Pit SSSI beyond where the road comes to an end. Both the Church and the Brick Pit are important local landmarks. The church is visibly striking, views of which can be enjoyed from the site of the Brick Pit, from the A120 in the south and from Little Tey.

6.7.23 North Lane provides access from the Coggeshall Road to Aldham and beyond. It is not a route without difficulties. It includes two important bridges; one over the Roman River at the northern extent of the character area (which is also an area susceptible to flooding) and one over the railway lines at the southern part of the character area. The Roman River bridge was replaced in May 2019 and the bridge over the railway line is very narrow making it difficult for two-way traffic to cross and presenting pedestrian safety issues as a result of this (see Figure 6.2).

6.7.24 Further detail is provided in the Character Assessment (see Chapter 4 Roman River) and a summary of different element is provided in the table below:

Table 6.7 – Summary characteristics for character area 3a – Roman River	
Characteristics	Character area details
Layout	A very small section of the A120 and two country lanes, with some residential development, are the only roads. A main line and branch line railway cross the area, 2 industrial areas
Land uses	Farming, worship, residential, small and large industrial areas.
Building scale appearance	Low level detached and semi-detached houses and bungalows built with many different materials.
Green features	The river area and SSSI. The fields, ancient hedgerows and trees.
Open space	No parks or play areas. Churchyard.
Landmarks	Grade I listed church of St. Andrews Grade II listed house Grade II listed scheduled monument at Marks Tey Brick Kilns War memorial

The Village

6.7.25 This character area is where you will find the shops, the railway station, hotel and over 50% of all businesses in Marks Tey Parish. The Village Character Area (see Map 4.7) is located south of the railway line and today, it is separated by the A12 from most of the dwellings in the parish.

6.7.26 The mainline railway first separated Marks Tey Village from other communities found at Long Green and Little Tey in 1843. Then, in the 1930s a number of houses and businesses were demolished to widen the main road to London. Later, in the 1960s, the Rectory Meadow (where the Marks Tey Cricket Club held their matches and school children played each day) and Station Road were lost completely to the construction of the dumbbell style Junction 25 to the A12 and the Stanway bypass.

6.7.27 Residential development is constructed in a linear layout along London Road, Mill Road and Old London Road. In addition, there are separate apartment complexes at the Old Rectory, north of the dumbbell style Junction 25, the Rookeries east of Junction 25 and Point Chase along the Old London Road, also east of Junction 25. As a whole, the residential areas are dispersed among other land uses, segregated by transport infrastructure and, taken as a whole, incoherent in style.

6.7.28 Despite the radical changes that has taken place to the transport infrastructure in this character area, London Road is still a hub of activity, and referred to by residents as the "The Village". Among the facilities found on London Road are a hotel with swimming pool and gym, a variety of shops, restaurants, fish and chips, Chinese take-away, post office, pharmacy, hairdressers and beautician, vehicle repair garage and a field used regularly for a car boot sale. A key challenge facing this area is:

- Addressing street scene amenity issues so as to increase accessibility to the shops and services for pedestrians, the mobility impaired as well as those accessing the area by vehicles and wishing to find an off-road parking space;
- Future change resulting from a planned relocation of Junction 25 - addressing the impact this may have on passing trade but also realising any opportunities created by this to create a better environment for residents and shoppers alike;
- Attracting visitors using Marks Tey railway station and residents north of the railway line who currently have to take a convoluted route to first cross the A120 and then use a pedestrian bridge which spans the A12.

6.7.29 Even as the busiest of Marks Tey character areas, the countryside is not far out of reach, and from the footpath beside the former Methodist Church along the Old London Road, a walk through the only wooded area in the parish will bring the walker to open farmland to enjoy the views.

6.7.30 Important landmarks in this area include the Marks Tey Hall, together with its associated buildings with moat and medieval fishpond, accessed south off Old London Road and formerly the hub of the community and formerly home to Marks Tey Lord of the Manor.

6.7.31 Further detail is provided in the Character Assessment (see Chapter 4 The Village) and a summary of different element is provided in the table below:

Table 6.8 – Summary characteristics for character area 3b – The Village.	
Characteristics	Character area details
Layout	An area dominated by a major trunk road and dumbbell junction. Residential areas are dispersed in amongst other land uses. Houses are built in ribbon development or in small cul-de-sacs off the main roads. Three apartment complex sites.
Land uses	Residential, educational, retail, post office, motoring service centre, railway station, hotel and leisure, community services, light industrial, restaurants, pharmacy and farming.
Building scale appearance	Features which are common to the majority of buildings is low level and built along consistent building lines placed at the front of plots, but with buildings spanning several centuries there is not one style which characterises this character area.
Green features	Large mature trees, footpaths out to the open countryside in the south. Vegetated islands in amongst the road infrastructure.
Open space	Large recreation area with play area and sports fields.
Landmarks	<p>Cemetery, moat, medieval fishpond, wooded area, ancient hedges and field boundaries.</p> <p>3 Grade II listed buildings:</p> <ul style="list-style-type: none"> - Marks Tey Hall - 16th Century Barn at Marks Tey Hall - The Villa <p>1 Grade II* listed building</p> <ul style="list-style-type: none"> - 14th Century Barn at Marks Tey Hall <p>Site of historic farmstead at No. 1 London Road (formerly Butcher's Farm)</p> <ul style="list-style-type: none"> - Listed as Monument Record MCC9208 on the Historic Environment Record and can be viewed here: https://colchesterheritage.co.uk/Monument/MCC9208

Policy Intent

6.7.32 The purpose of Policy MT05 is to ensure that all development proposals that come forward in the parish are of high quality and contribute positively to the existing character of the built-up and rural environment. The policy has been directly informed by the Marks Tey Character Assessment. With respect to its approach on design, the NP as a whole, has also been informed by the Out Design Masterplanning document which provided its own urban design analysis of the plan area (as described above). The policy will apply to all proposals involving new build including extensions to existing residential or buildings in other uses. Expectations will be proportionate to the size of a proposed scheme.

6.7.33 Policy MT05 will apply against the context of national and strategic policy applicable to design. Applicable Local Plan policies are:

- Core Strategy Policy SD1: Sustainable Development Locations,
- Core Strategy Policy UR2: Built Design and Character,
- Development Policies Plan Policy DP1: Design and Amenity, and
- Emerging Local Plan Policy DM15: Design and Amenity.

6.7.34 Both the emerging and adopted Local Plan signposts the Essex Design Guide published by Essex County Council as being a useful source for detail on achieving appropriate design in new development and avoiding undesirable impacts. The value in Policy MT05 in this NP is its direct relevance to the plan area and the way in which it highlights existing characteristics of value and challenges in the plan area.

POLICY MT05 – LOCAL CHARACTER AND DESIGN

All development proposals should contribute in a positive way to the quality of the built environment and settings in the parish.

Development proposals must be the result of a design-led process with regards to a scheme's location, layout, design, choice of building materials and density.

To be supported, development proposals must also be sympathetic to the existing character and history of Marks Tey including its built environment (whereby nearly all buildings in the parish are low in height, built either to ribbon or estate style development on good sized plots, using mainly brick and timber with some plaster work all building) and landscape setting; details of which are provided in the Marks Tey Character Assessment (available to view alongside this Neighbourhood Plan).

Innovative approaches to design will be welcomed where this will add to the overall quality of the neighbourhood and parish for example via self build or custom build development.

Key considerations and recommendations for all schemes include:

For proposals in the Little Tey Character Area:

- A tranquil and rural environment along Church Lane to be protected
- All development to be in keeping with existing pattern of low density linear development
- Protection of open landscape between Little Tey and Marks Tey
- The busy and congested A120 providing the only means of access for residents into Marks Tey and beyond to Colchester

For proposals in the Long Green Character Area:

- Low density residential development, away from busy through wide roads connected through network of green spaces and pedestrian friendly routes
- Retention or enhancement of rural lanes providing a wider rural setting to residential areas and connectivity to the public rights of way
- Open views looking northwards from the A120 towards the Grade 1 listed St. Andrews Church (located in Roman River Character area).
- Residential amenity issues and poor street scene environment created through the busyness on the A120.

For proposals in the Potts Green Character Area:

- Retain or enhance the pedestrian links from Old London Road, up Dobbies Lane over the railway line to the Marks Tey estates.
- Residential amenity issues created through the busyness of the A12
- Retain or enhance connectivity to historic village green at Potts Green.

Policy MT05 continued ...

For proposals in the Roman River:

- The importance of conserving or enhancing the Grade 1 listed St Andrews Church and its setting
- Retaining the strong sense of tranquillity along Church Lane
- Constraints imposed by narrow bridge on North Lane and areas of flood risk along the Roman River

For Proposals in The Village:

- The importance of conserving or enhancing the Grade II listed Marks Tey Hall and its setting
- The importance of improving the street scene environment around the London Parade shops
- The importance of improving the connectivity between the areas currently segregated by the road infrastructure through measures which improve the attractiveness of pedestrian routes and create more direct routes.
- Retaining existing and creating new green infrastructure
- Prioritising design and layout that increases coherence and strengthens sense of place.

Development proposals which adopt innovative approaches to the construction of low carbon homes and buildings which demonstrate sustainable use of resources and high energy efficiency levels (for example construction to Passivhaus or similar standards) will be welcomed.

6.8 Policy MT06 - Landscape character, views and setting

Context and rationale

6.8.1 There is a range of sources that provide information on the character of Marks Tey Landscape Character:

- Colchester Landscape Character Assessment published in 2005
- West Colchester Growth Area Option Environmental Audit. This was produced by Chris Blandford Associates in November 2015 to help inform the emerging Borough Plan.
- The Marks Tey Character Assessment produced by the NP steering group to inform this plan.

6.8.2 The West Colchester Growth Area Option Environmental Audit draws from previous landscape characterisation work in the proceeding Chris Blandford reports. Key conclusions from this work are:

- The landscape capacity of Marks Tey parish has limited ability to be able to accommodate development without degradation of landscape characteristics that are of local value. Mitigation and enhancement measures would be required where change does take place.

- Care should be taken to avoid loss of the woodlands and hedgerows/field boundaries that form screening elements in views from the edge of Marks Tey area.
- The arable fields between Copford and Marks Tey along the B1408 are considered to provide a high contribution to the physical and visual separation between the settlements.
- Most of the land between Marks Tey and Little Tey is considered to provide a high contribution to the physical and visual separation between the settlements. It is considered desirable to safeguard this from inappropriate development
- Most of the land between Marks Tey and Easthorpe is considered to provide a high contribution to the physical and visual separation between the settlements
- Existing landscape structure across the site should be retained and strengthened.
- Opportunities for development without impacting significantly on landscape character exist at:
 - The western end of Marks Tey, arable fields on either side of Dobbies Lane and their associated greenhouses are considered to have no more than a medium contribution to the sense of separation between Marks Tey and Easthorpe
 - The area of hardstanding south of the intersection of the A12 and A120 has a predominantly urban fringe character and makes a low contribution to sense of separation between the settlements. This also applies to the adjacent field which is enclosed by built development on three sides

6.8.3 As part of the Marks Tey Character Assessment work, the NP group has identified a range of locally important views looking out to the countryside from public spaces in the village, views looking out towards locally important heritage assets.

6.8.4 As illustrated in the table below, many of these views have also been assessed as part of the West Colchester Growth Area Option Environmental Audit undertaken to support the Borough's emerging spatial strategy in 2015.

Table 6.9 - Viewpoints identified in Marks Tey Character Assessment and West Colchester Growth Option Environment Audit, 2015	
Locally Important Views	Viewpoint in the West Colchester Growth Area Option Environmental Audit 2015
View 1a) – Long Green (View from the railway line pedestrian bridge looking out towards Long Green (a historic site of the village green) View 1b) – looking south of railway line	Viewpoints 16a and 16b
View 2 – Wilsons Lane - footpath to Elm Lane (View from Wilsons Lane looking out over the footpath towards Elm Lane)	Viewpoint 15
View 3a) – Little Tey A wide landscape view looking north, east and west from the northern point of Little Tey View 3b) – Little Tey towards St. James the Less Church	View 10 is view from Little Tey looking east towards open countryside

Table 6.9 - Viewpoints identified in Marks Tey Character Assessment and West Colchester Growth Option Environment Audit, 2015	
Locally Important Views	Viewpoint in the West Colchester Growth Area Option Environmental Audit 2015
A view taken on Church Lane looking towards the Grade 1 listed church	
View 4 – Motts Lane bridleway A wide landscape view looking north, east and west from Mott's Lane Bridleway	Not assessed
View 5 – St. Andrews Church from the A120 Coggeshall Road From Ashbury Drive roundabout on A120 looking north towards Aldham and towards the Grade 1 listed church	Views 12, 13 and 14 look at views northwards from Coggeshall Road where view 14 matches as the view towards St Andrews Church
View 6a –St. Andrews Church from road bridge This view is enjoyed from the road bridge that crosses over the railway line looking north towards the Grade 2 listed church. It is also enjoyed from trains pulling out of the station, just before going under the A120 road bridge.	Not assessed
View 7 – Aldham This view is enjoyed from the railway station footbridge looking north towards Aldham	Viewpoint 9
View 8 - Roman River Valley This is a view looking east and west from the little bridge over the Roman River on North Lane.	Viewpoint 7
View 9 – Wooded area south of Methodist church This is view on Point Chase to the south of the Methodist Church looking south over wooded	Outside scope of the West Colchester Growth Area Option Environmental Audit
View 10 – Marks Tey Hall This is a view from the public footpath looking west towards the Grade II listed building.	Not assessed
View 11 - Potts Green - site of village green This is a wide landscape view taken from the public footpath on Doggetts Lane towards the south overlooking the historic village green	Not assessed

6.8.5 Due to their contribution to establishing sense of place in the parish it is important that new development proposals coming forward do not adversely impact landscape character, views and setting. This does not necessarily mean disallowing anything within the view cones shown on Maps 4.3 to 4.7 but it means that special attention will need to be had to design and layout of developments

which fall within those view cones. If a development proposal adversely impacts a view it will be resisted where harm to a view is determined to outweigh the public benefits.

Policy Intent

6.8.6 We wish to support proposals which maintain or enhance existing landscape character and visual in Marks Tey parish.

POLICY MT06 – LANDSCAPE CHARACTER, VIEWS AND SETTING

Development proposals will be supported where they recognise, maintain and where possible enhance landscape character in Marks Tey parish.

Areas of open land which make a high contribution towards physical and visual separation between Marks Tey and Copford, between Marks Tey and Little Tey and between Marks Tey and Easthorpe shall be safeguarded from inappropriate development.

To be supported development proposals must

- retain open corridors which connect the built environment to the surrounding countryside; and
- maintain or enhance the setting of the following locally identified important views which contribute to sense of place in the parish (shown also on Maps 4.3 to 4.7).

View 1a) – Long Green (See Map 4.4)

(view from the railway line pedestrian bridge looking out towards Long Green (a historic site of the village green)

View 1b) – Looking south of railway line. (See Map 4.5)

View 2 – Wilsons Lane - footpath to Elm Lane (See Map 4.4)

(view from Wilsons Lane looking out over the footpath towards Elm Lane)

View 3a)– Little Tey (See Map 4.3)

A wide landscape view looking north, east and west from the northern point of Little Tey

View 3b) – Little Tey Towards St. James the Less Church (See Map 4.3)

A view taken on Church Lane looking towards the Grade 1 listed church

View 4 – Motts Lane bridleway (see Map 4.4)

A wide landscape view looking north, east and west from Mott's Lane Bridleway

View 5 – St. Andrews Church from the A120 Coggeshall Road (see Map 4.4)

From Ashbury Drive roundabout on A120 looking north towards Aldham and towards the Grade 1 listed church

View 6a –St. Andrews Church from road bridge (See Map 4.6)

This view is enjoyed from the road bridge that crosses over the railway line looking north towards the Grade 2 listed church. It is also enjoyed from trains pulling out of the station, just before going under the A120 road bridge.

View 7 – Aldham (See Map 4.6)

This view is enjoyed from the railway station footbridge looking north towards Aldham

View 8 - Roman River Valley (See Map 4.6)

This is a view looking east and west from the little bridge over the Roman River on North Lane.

View 9 – Wooded area south of Methodist church (see Map 4.7)

This is view on Point Chase to the south of the Methodist Church looking south over wooded area

POLICY MT06 – LANDSCAPE CHARACTER, VIEWS AND SETTING CONTINUED:

View 10 – Marks Tey Hall (See Map 4.7)

This is a view from the public footpath looking west towards the Grade II listed building.

View 11 - Potts Green - site of village green (See Map 4.5)

This is a wide landscape view taken from the public footpath on Doggetts Lane towards the south overlooking the historic village green

6.9 Policy MT07 – Non-designated heritage assets

Policy context and rationale

6.9.1 There are 27 statutorily listed buildings within the parish. These are highly valued by the community of Marks Tey and are already protected under local plan and national planning policies. In addition to these there are other buildings which are of local historic importance and their preservation or enhancement is important to maintaining a sense of place in Marks Tey.

6.9.2 Information on buildings of local historic importance was collected as part of the Marks Tey character assessment work. The community were consulted on this during consultation undertaken in summer and autumn 2018. Please see Chapter 4 for further detail on these locally important buildings.

6.9.3 The Colchester Local List seeks to safeguard selected undesignated heritage assets that, although not suitable for designation nationally are valued by the local community and make a significant contribution to the heritage of Colchester and the surrounding villages. The selection criteria for the Local List was adopted in October 2019 and is available to view:

https://colchesterheritage.co.uk/documents/2019-10-21_adopted.local.list.selection.criteria.pdf. The list currently does not include any assets in Marks Tey Parish but it is envisaged that it will do so in the future following work between the borough and the community.

Policy Intent

6.9.4 The Marks Tey community values its local heritage and we want to ensure that our locally interesting buildings and other heritage assets are not lost or re-developed in a way that would negatively impact on their architectural significance. We want to protect these non-designated heritage assets⁴.

6.9.5 The Marks Tey Parish Council will work with Colchester Borough Council to seek the inclusion of the locally identified heritage assets on the borough-wide local list. As work progresses on the local list, it is possible it will include further assets in the parish not identified in policy MT07 below. Policy MT07 is intended to apply to all buildings and structures listed in the policy as well as any additional assets in the parish that are included as part of a future Colchester Borough Council local list.

⁴ Old Rectory Court, Station Road is referred to as the Old Rectory in the Character Assessment and Church Farm House as Church Farm.

POLICY MT07 NON -DESIGNATED HERITAGE ASSETS

The following buildings and assets have been identified as non-designated heritage assets.

Proposals should seek to conserve or enhance the significance of the heritage assets listed in this policy as well as any additional non-designated heritage assets which are located in the plan area and included in the most up to date Colchester Borough Local List.

Where proposals have any effect on a non-designated heritage asset, a balanced judgement will be applied having regard to the scale of any harm or loss and the significance of the heritage asset.

Character Area 2a – Long Green:

1. White Essex weather boarded old farm cottages 91 and 93 Coggeshall Road
2. The Old Thatched Cottage 85 Coggeshall Road
3. 25 Coggeshall Road

Character Area 2b – Potts Green:

4. Hammer Farm House, Doggetts Lane
5. Site of former Potts Green

Character Area 3a – Roman River:

6. Church Farm House and outbuildings
7. Railway station (original building waiting room and section of original canopy)

Character Area 3b – the Village:

8. Old Rectory Court, Station Road
9. The Old Cottages, Old London Road
10. Former Methodist Church, London Road
11. Wynscroft, Number 1 London Road (previously known as Butcher's Cottage)

6.10 Policy MTo8 – Rural lanes

Context and rationale

6.10.1 There are a number of rural lanes in the parish which are highly valued by local people. In a parish otherwise dominated by transport infrastructure corridors disrupting connectivity, these rural lanes provide vital access to the countryside in which the village is set. As well as having amenity value in themselves they also provide rural walking routes helping to connect different parts of the parish.

6.10.2 Policy MTo8 complements the landscape management guidelines (set out in the Colchester Borough Landscape Character Assessment published in 2005) for the character area in which Marks Tey falls (B2: Easthorpe Farmland Plateau) which includes the guideline to “conserve historic lanes and unimproved roadside verges”

6.10.3 The rural lanes are:

- Doggett’s Lane. An ancient lane along which Potts Green is reached.
- Dobbies Lane allows residents to cross the railway bridge and walk from Marks Tey Estate to Marks Tey Village Hall
- Mott’s Lane. This is a rural lane to the north of the A120. There is a public right of way which runs from the A120 junction along the length of Mott’s Lane and a further public footpath which joins Mott’s Lane from the west. There is no through route for motorised vehicles along Mott’s Lane.
- An ancient green lane in Little Tey leading from the church to the old rectory situated on the Great Tey Road. The lane is classified as a Byway.
- Granger’s Lane leading from Long Green to Broom’s Farm. Appendix B to the Character Assessment provides a detailed description of this lane. The lane once formed part of a link road between two roads known to be Roman, Stane Street, (now A120) and the road to London (A12) although both these roads could have earlier origins and were up-graded by the Romans. This lane has as at 21 October 2020 become recognised as a formal public right of way through the Essex County Council Definitive Map Modification No. 677, Footpath 13, Marks Tey.

6.10.4 The green lane in Little Tey and Granger’s Lane are particularly valued as having landscape and biodiversity value. They have been found through the character assessment work to be in a similar condition to what they have been in for several centuries with earth surfaces and a natural hedge of either side. They are mostly free from motorised vehicles with the exception of occasional farm vehicles in Little Tey.

6.10.5 Further information on these rural lanes can be found in Chapter 4 of the Character Assessment as well as Appendix B – Granger’s Lane.

POLICY MT08 - RURAL LANES

The following rural lanes (as identified on Maps 4.3 to 4.7) are identified as Marks Tey Important Features of Local Value.

Their amenity value and biodiversity value shall be protected or enhanced.

- Dogget's Lane.
- Dobbies Lane
- Ancient Green Lane in Little Tey
- Granger's Lane leading from Long Green to Broom's Farm
- Motts Lane

Where applicable, opportunities will be sought to seek increase their amenity, landscape and biodiversity value (for example through providing additional pedestrian access to Dobbies Lane through Anderson's employment site).

A STRONGER COMMUNITY

Objective 4: Existing community facilities including open space will be protected and opportunities to improve existing provision will be realised

Context

6.11.1 As described in Chapter 2, the parish has a wide range of community facilities and a generous amount of formal amenity space. Due to its position on the A120 and the A12 junction 25, the parish has become a hub serving the communities beyond its boundaries. The village hall, for instance, is often hired out to community groups from outside the parish. The hall has been established since 1994 and, due to its size, variety of rooms, plentiful parking and a location close to the A12, has become a major venue on the west side of Colchester for a very wide range of voluntary groups and activities. Over recent years the hall has become a resource both for local people and others who live in Colchester and the surrounding villages and the playing field is popular with dog walkers, young families, skate boarders and local football teams.

6.11.2 Formal open space in the parish is limited to the recreation ground on the parish hall grounds and the open space at the heart of the Estate (which comprises Colne Park Estate to the west of Jay's Lane and Little Marks Estate to the east of Jay's Lane). The parish hall recreation ground is valued, due to its openness and accessibility, by many local families. During consultation work (see section 3) it was often identified as a positive attribute by the wider community (see section 3).

6.11.3 Notwithstanding this, the Out Design masterplanning support document notes its location and access as a shortcoming:

"... given its location, lack of prominence and indirect access, particularly for pedestrians, it can feel disconnected from other parts of the village."

6.11.4 Within the village settlement boundary of Marks Tey village, green infrastructure comprises the Parish Hall recreation grounds as well informal areas of green open space within Marks Tey housing estate and road side landscaping (e.g. near the A120/12 interchange). The five character area maps identify all area of locally valued green space and these are described in the character assessment itself. Outside Marks Tey village, there is a richer and more varied source of green infrastructure that is enjoyed by parish residents. These includes local views of the countryside as illustrated on the Character Area maps, enjoyed from key points within the village but also from points on the rural footpath network (e.g. Long Green beyond the built-up areas, areas providing wildlife habitat including mature trees, hedgerows and the Brick Pit SSSI).

6.11.5 It is clear from the ongoing community engagement work from 2015 through to 2018 that access to green infrastructure (comprising the open countryside, features of wildlife value and open space) is a top priority for residents.

6.12 Policy MT09 – Local green spaces

Context and rationale

6.12.1 The National Planning Policy Framework (NPPF) allows communities to designate areas as Local Green Space. Once designated, a Local Green Space is safeguarded as an open space and protected from development. A Local Green Space must meet the criteria set out in paragraph 100 of the NPPF. This states:

"The Local Green Space designation should only be used where the green space is:

- In reasonably close proximity to the community it serves;*
- Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
- Local in character and is not an extensive tract of land."*

6.12.2 An assessment has been undertaken of the green spaces within the parish. This work has resulted in the identification of the following spaces as suitable Local Green Spaces.

- Colne Park Estate Play Area
- Colne Park Estate Recreation Area
- Pond and Seating Area by Little Tey Church
- Parish Hall Recreation Ground

Policy Intent

6.12.3 Because of their special value to the Marks Tey community, we wish to identify the following as Local Green Spaces

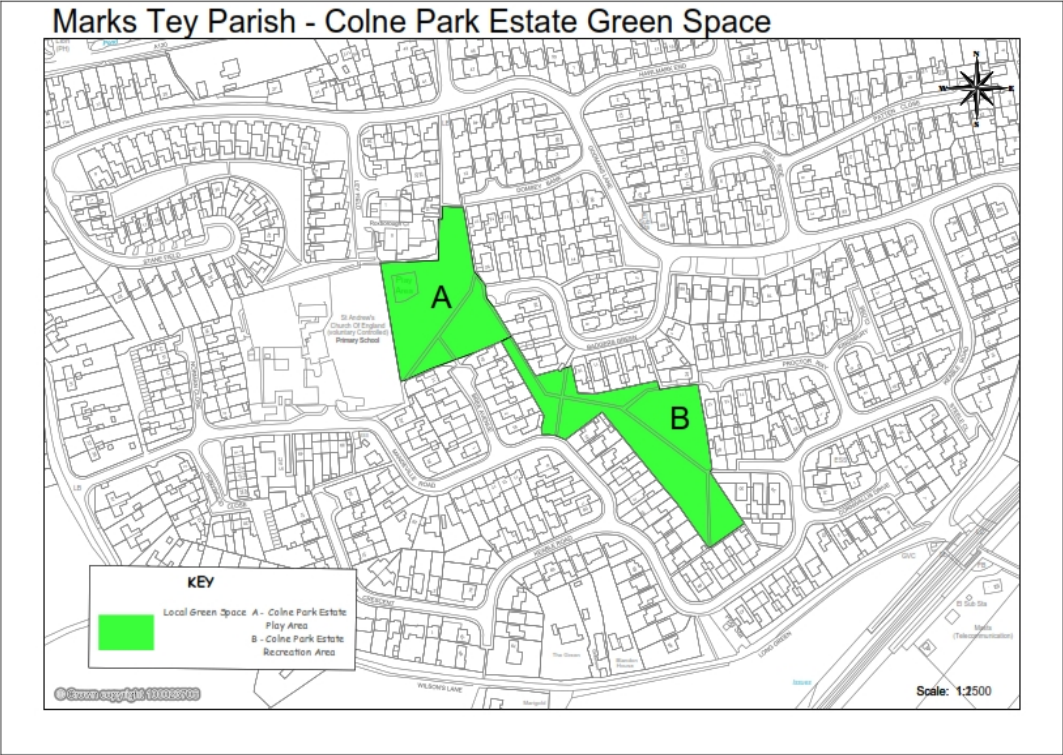
POLICY MT09 - LOCAL GREEN SPACES

The following green spaces, which are also shown on the maps below, are designated Local Green Spaces as defined in the National Planning Policy Framework.

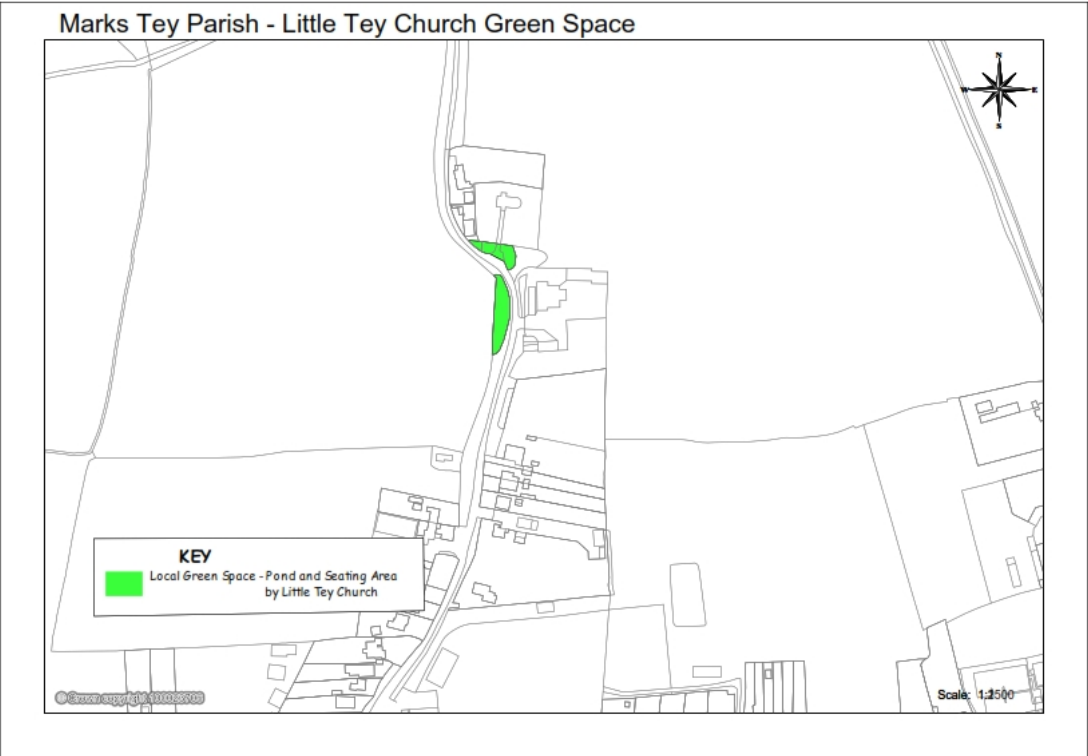
- Colne Park Estate Play Area
- Colne Park Estate Recreation Area
- Pond and Seating Area by Little Tey Church
- Parish Hall Recreation Ground

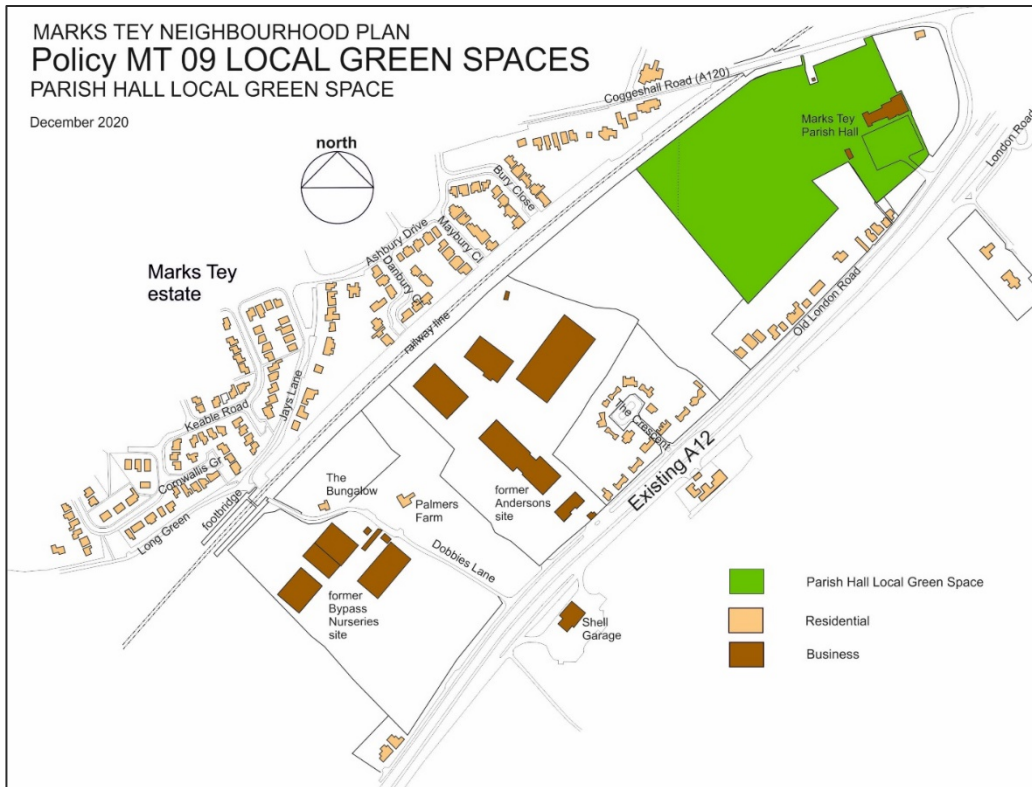
Proposals for any development on Local Green Spaces will be resisted other than in very special circumstances. In the case of the Parish Hall Recreation Ground, very special circumstances would apply if better provision in a location which is more accessible by foot for parish residents (to be informed through community consultation) is secured during the plan period.

Map 6.3 Colne Park local green spaces



Map 6.4 Pond and seating area by Little Tey Church





Map 6.5 Marks Tey Parish hall recreation ground local green space

6.13 Policy MT10 – Protecting and enhancing the quality and quantity of our green infrastructure

Context and rationale

6.13.1 The existing green infrastructure in the parish is highly valued but provision of green infrastructure within the built-up area is of limited quality and there is scope to improve this. The character assessment identifies opportunities to enhance existing green space in the parish including the rural lanes listed in Policy MT08 and the reinstatement of the historic green at Potts Green into a public open space. A number of opportunities have also been identified in the masterplanning support document on this:

Green Corridors:

- The Greens: the creation of a continuous, accessible green corridor to the west of Marks Tey incorporating Long Green and Potts Green. This aspiration is illustrated on the emerging framework plan in the Masterplanning support document (see Map 6.1 in this plan), an extract from which is provided below in Map 6.6, and would increase the amenity value considerably of the pedestrian route from the Parish Hall recreation ground through to Long Green (via the railway bridge). This route could also be accessed by commuters travelling by train.

Map 6.6: the creation of a continuous, accessible green corridor to the West of Marks Tey. Extract from Figure 5.3 Out Design Masterplanning Support document.



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- Roman River: the creation of a continuous accessible green corridor to the north of Marks Tey broadly following Roman River Corridor and the surrounding countryside to encourage active lifestyles. A potential new walking connection under the railway line north of Marks Tey station could be explored. The corridor would also function as a visual and physical separation from Copford. See Map 6.7 below.

Map 6.7: the creation of a continuous accessible green corridor to the east of Marks Tey broadly following the Roman River Corridor and the surrounding countryside to encourage active lifestyles. Extract from Figure 5.3 Out Design Masterplanning support document.



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The Parish Hall recreation grounds

- a landscaping strategy to better integrate play and sports facilities within the grounds
- the provision of better pedestrian access to the Parish Hall and improved cycle facilities
- the provision of habitat-rich tree and shrub planting.

Marks Estate public open space:

- introduce more habitat rich tree and shrub planting
- improve play provision

6.13.2 The Colchester Local Plan includes policy DP15 Retention of Open Space and Indoor Sports Facilities which protects existing open spaces as identified on the Borough proposals map, unless exceptional circumstances exist and alternative provision can be made.

Policy Intent

6.13.3 The purpose of the policy is to highlight the existing priorities and aspirations regarding future green infrastructure provision in the parish. All development proposals will be expected to contribute towards green infrastructure provision and this provision should accord with the priorities identified in this plan.

POLICY MT₁₀ PROTECTING AND ENHANCING THE QUALITY AND QUANTITY OF OUR GREEN INFRASTRUCTURE

New development proposals will be expected to contribute to the provision of green infrastructure in the parish in terms of both quality and/or quantity having regard to the following priorities and aspirations:

Priorities and aspirations regarding the creation of new open space:

- i. Connecting and interlinking existing green infrastructure;
- ii. The creation of new public footpaths which link in with existing public rights of way network and offer enhanced access to the countryside;
- iii. An aspiration to create a continuous, accessible green corridor to the West of Marks Tey;
- iv. An aspiration to create a continue accessible green corridor to the east of Marks Tey broadly following Roman River Corridor and the surrounding countryside; and
- v. Reinstating the historic Potts Green as a public open space.

Priorities and aspirations regarding improvements to the quality of green infrastructure:

- vi. Improved landscaping scheme that benefits wildlife in the recreation ground;
- vii. Improved pedestrian and cycle friendly access from residential areas to the recreation ground;
- viii. Improved planting on the Marks Tey residential estates;
- ix. Improved play facilities on the Marks Tey residential estates; and
- x. Enhancements to the rural lanes identified in Policy MTo8.

A HEALTHIER ENVIRONMENT

Objective: We wish to protect and foster the natural environment for the benefit of people, flora and wildlife

6.14 Policy MT11 – Protecting and enhancing our natural environment

Context and rationale

6.14.1 The parish is home to a variety of wildlife and habitats both in the countryside and within the village including in peoples' gardens. A search using the mapping tool at www.magic.gov.uk identifies nine areas of broadleaved deciduous woodland (a priority habitat for England), three additional areas of woodland and a range of bird life and mammals in the parish.

6.14.2 The first non-statutory wildlife sites in Colchester Borough were identified in 1991 by Essex Wildlife Trust following a county wide Phase 1 habitat survey. At the time they were known as Sites of Importance for Nature Conservation (SINC) and they were selected on the basis of being the most important wildlife habitats in the District, with the already nationally designated and legally protected Sites of Special Scientific Interest (SSSI) included within the network. They were reviewed again in 2008. In 2015, a further review was undertaken by Colchester focussing only on areas that are likely to come under pressure for development, and this included the Marks Tey NP area. The 2015 review did not result in any changes to the Marks Tey designated local wildlife sites which are still:

1. Little Tey Churchyard (reference Co14).
2. Marks Tey Brick Pit (reference Co31)

6.14.3 Additional information on local wildlife has been collected by the NP steering group. A hedgerow survey of Granger's Lane was undertaken in 2016 and 2017, the results of which are reported in Appendix B to the Marks Tey Character Assessment. Further information on wildlife in the parish is reported in Appendix C to the Marks Tey Character Assessment. This includes information collected as part of the RSPB Big Garden Birdwatch in January 2016 and Neighbourhood Plan consultation work undertaken in January 2017. The surveys revealed the presence of a wide variety of birdlife throughout the year and many small mammals including bats and amphibians.

6.14.4 The deciduous woodland behind the Methodist Church along the Old London Road is also identified as a locally important parish wildlife site since it is one of very few areas of deciduous woodland in the parish.

6.14.5 The existing flora and fauna in the parish is precious and highly valued by the community. The hedgerows running alongside the rural lanes, mature trees around the Brick Pit SSSI area and even tree planting at the A120 and A12 interchange are all highly precious environmental assets in a parish which continually is subjected to the noise, air, light and dust pollution generated by the three strategic transport corridors running through the parish.

6.14.6 A priority for the community is to protect the natural environment but also to improve the ways in which the natural environment can help to mitigate the negative impacts of urbanisation on the Marks Tey community.

6.14.7 Parts of the designated NP area for Marks Tey lie over source protection zones. Policy MT₁₁ therefore requires development proposals on land that may be affected by contamination to be accompanied by a preliminary risk assessment so that any risk to water quality can be understood and addressed accordingly.

Policy Intent

6.14.8 We wish to protect our existing natural environment assets and we seek opportunities to increase these as part of any new development.

POLICY MT₁₁- PROTECTING AND ENHANCING OUR NATURAL ENVIRONMENT

The sites identified on Maps 6.8 (a, b, c and d) and listed below have been identified by the local community as parish wildlife sites and as being important for purposes of maintaining and enhancing biodiversity in the parish. To be supported, development proposals must protect or enhance the biodiversity value of these sites.

- Little Tey Churchyard Local Wildlife Site
- Granger's Lane
- Marks Tey Brick Pit SSSI Local Wildlife Site
- Area of deciduous woodland behind the Methodist Church on Old London Road

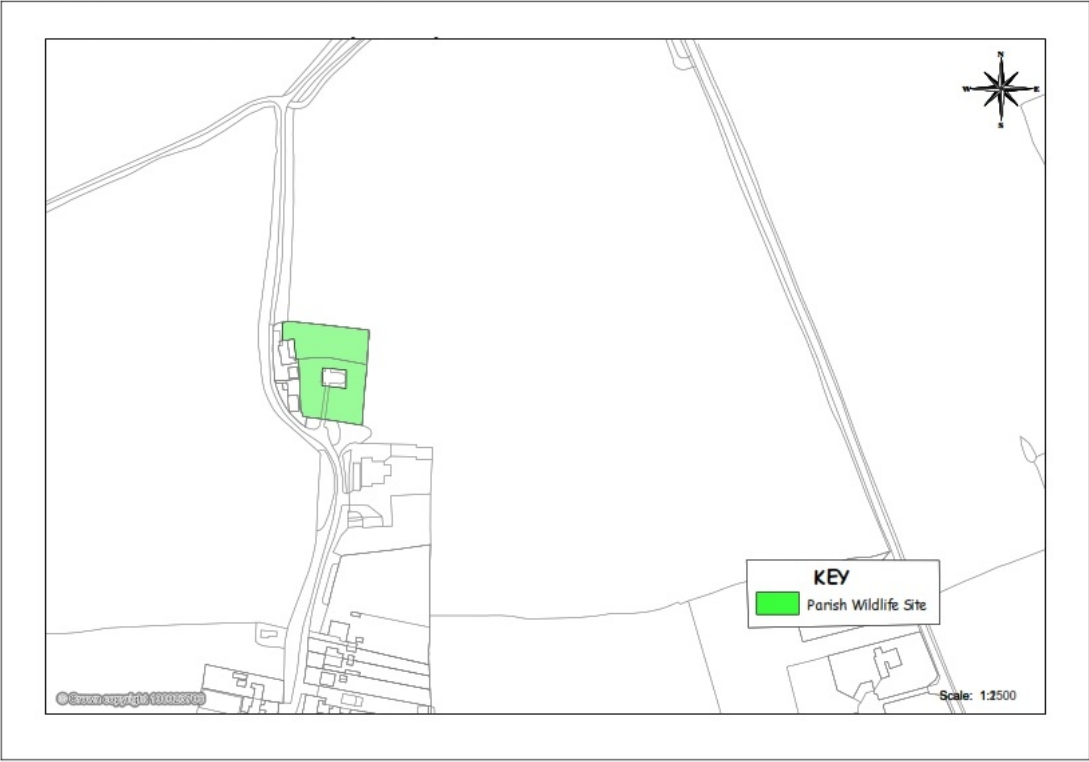
Other assets of biodiversity value in our parish are also precious including the Roman River, our ponds, hedgerows and trees including those indicated on the Character Assessment Character Area maps.

Development proposals will be expected to retain existing features of biodiversity value and provide a measurable net gain in biodiversity through for example:

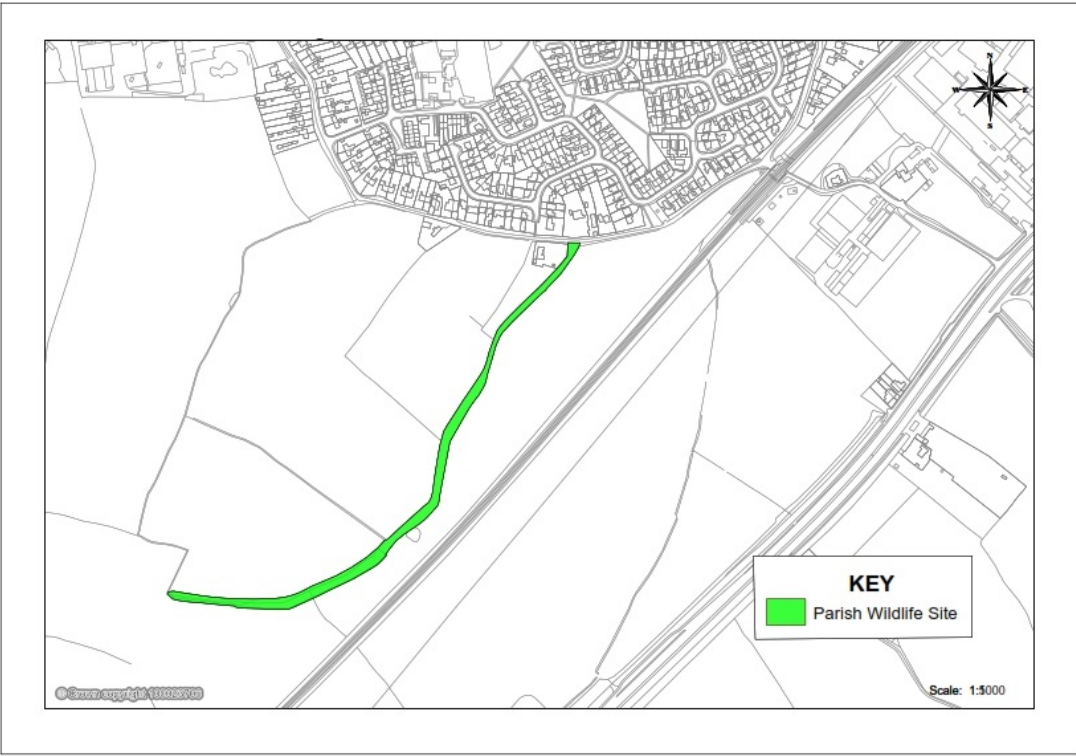
- The creation of new natural habitats;
- The planting of additional trees and hedgerows; and
- Creating new wildlife corridors linking up existing ones.

In the case of development proposals coming forward on land that may have been affected by contamination (for example, as a result of its previous use and that of the surrounding land or development that potentially may cause contamination), sufficient information should be provided with the planning application to satisfy the requirements of the NPPF for dealing with land contamination. This should take the form of a Preliminary Risk Assessment (including a desk top study, conceptual model and initial assessment of risk) and provide assurance that the risk to the water environment is fully understood and can be addressed through appropriate measures.

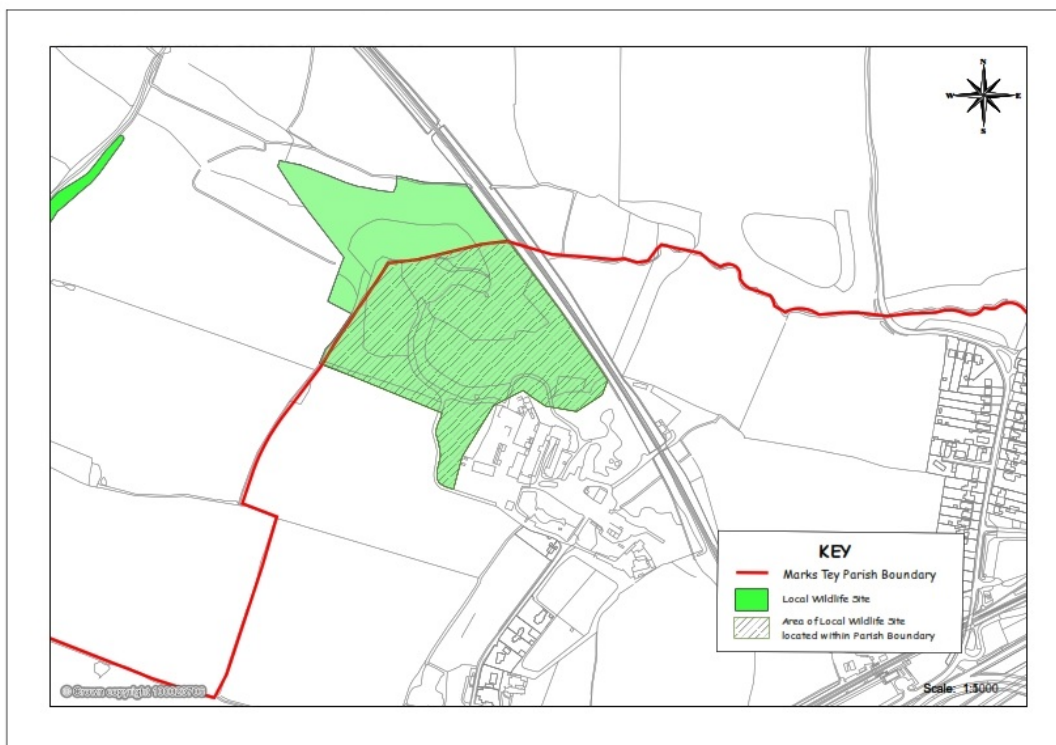
Map 6.8 a Parish Wildlife Site at Little Tey (also a Colchester Borough Local Wildlife Site)



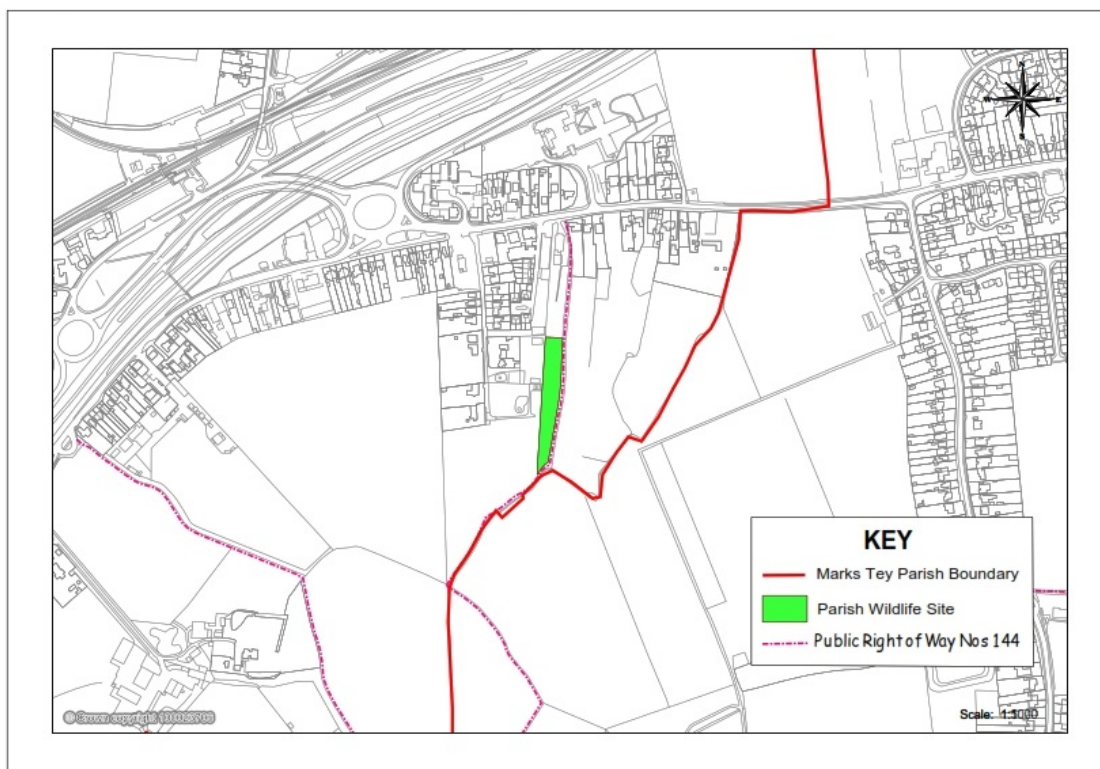
Map 6.8 b Parish Wildlife Site at Granger's Lane



Map 6.8 c Parish Wildlife Site at Marks Tey Brick Pit (part of Colchester Borough Local Wildlife Site)



Map 6.8 d Parish Wildlife Site. Woodland off Old London Road



6.15 Policy MT12- Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS)

6.15.1 Under the Conservation of Habitats and Species Regulations 2017 (commonly referred to as the Habitat Regulations) a Habitat Regulations Assessment (HRA) is required for land use plans and for planning applications, which are likely to have significant effects on a Habitat Site.

6.15.2 The Essex Coast is rich and diverse and has many European protected habitat sites (the Colne Estuary, the Blackwater Estuary, the Abberton Reservoir Estuary, the Essex Estuaries, and Stour and Orwell Estuaries). There are a number of Local Plans in preparation in Essex which seek to deliver a significant number of homes over the coming 15-20 years. These new homes have a potential to bring new visitors to sensitive coast areas, resulting in potential impacts on protected sites both individually and in combination through recreational disturbance. As a consequence, Natural England in September 2017 advised that 11 districts/boroughs Councils across Essex should jointly prepare an Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS). The strategy sets a strategic approach to identifying the scale of recreational disturbance to Special Protection Areas, Special Areas of Conservation and Ramsar sites along the Essex Coast and proposes measures to mitigate impacts.

6.15.3 The area covered by the RAMS includes the entirety of Marks Tey parish. Once the Essex Coast Recreational Disturbance and Avoidance and Mitigation Strategy has been adopted, all proposals in Marks Tey parish will be subject to a financial contribution in line with that strategy. At the time of writing the RAMs was not yet adopted but once it is adopted, it will comprise a package of strategic mitigation measures to address the effects of residential development to be funded through developer contributions. In the meantime, until the RAMs is in place, Natural England's advice is that recreational impacts of the residential schemes are assessed through a project-level Habitats Regulation Assessment.

Policy Intent

6.15.4 The intent of Policy MT12 is to ensure that any additional dwellings coming forward in Marks Tey parish are accompanied by a project level HRA (that demonstrates through mitigation measures that there will be no additional recreational disturbance on the Essex Coastal European sites through new dwellings coming forward in the parish) in order to avoid and mitigate adverse effects from increased recreational disturbance to ensure that Habitat Sites are not adversely affected and the proposal complies with the Habitat Regulations.

POLICY MT₁₂- ESSEX COAST RECREATIONAL DISTURBANCE AVOIDANCE AND MITIGATION STRATEGY (RAMS)

All residential development within the zones of influence of Habitat Sites will be required to make a financial contribution towards mitigation measures, as detailed in the Essex Coast RAMS, to avoid adverse in-combination recreational disturbance effects on Habitat Sites. In the interim period, before the Essex Coast RAMS is completed, all residential development within the zones of influence will need to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations and Habitats Directive

6.16 Objective: Noise, air and light pollution will be effectively managed.

6.16.1 The transport infrastructure corridors that run through the parish have noise, air and light pollution impacts. These impacts are primarily experienced by residents when they are outside of the residential areas and at the shops or walking along the roads such as the A120 Coggeshall Road.

6.16.2 There are a number of Air Quality Management Areas (AQMA⁵) within Colchester but none in the Marks Tey NP area. However, there are three air quality monitoring points located on London Road (the A12) in the parish along the roadside and there are three air quality monitoring points located on the A120 in the parish. They are used to monitor nitrogen dioxide levels. Colchester Borough Council publishes air quality annual status reports and the most recent one published at the time of writing was in June 2019. This reports that in 2018, the borough recorded exceedances of the NO₂ annual mean objective within three existing AQMAs at twelve sites in the borough. The nitrogen dioxide levels in Marks Tey parish did not exceed the annual mean air quality objective of 40µg/m³. Importantly however, Highways England readings taken in 2017/18 show that one of their monitoring sites at London Road in Marks Tey does record levels of air pollution around 40 µg/m³ and are the highest levels of air pollution compared to other monitoring stations on the A12 between Marks Tey and Chelmsford.

6.16.3 Should the A120 (and A12) realignments take place as planned by the County Council and Highways England, it is possible that the environment along the A120 will improve as a result of traffic movement reduction (particularly a reduction in HGV movements) in the section that runs through Marks Tey Village. However, it may increase along the A12 depending on which improvement route is chosen. For the benefits of this to be fully realised it is essential that environmental enhancement measures are implemented along the A120 including those listed in the supporting text to MT₀₃

6.16.4 Whilst there are no specific planning policies proposed here, this objective is met through Policy MT₀₃ and Policy MT₁₂ above.

⁵ Quality Management Areas (AQMA⁵) are declared when there is an exceedance or likely exceedance of an air quality objective.

HOUSING

Objective: New housing will include variety and choice and will meet existing local needs (in terms of type and tenure)

6.17 Policy MT13 – Housing mix and housing choice

Context and rationale:

Rural Community Profile for Marks Tey

6.17.1 The Rural Community Profile⁶ for Marks Tey Parish brings together quantitative data for the plan area. The data is collected around the themes of social and cultural, equity and prosperity, economy, housing and the built environment, transport and connectivity, services, environmental and governance

6.17.2 Data relevant to housing needs is:

- There is a high proportion of married households
- There has been a decrease in population between the period 2008 and 2011
- There is higher than average proportion of economically active residents (those working or unemployed)
- There is a higher than average proportion of people in employment between ages 16 to 74
- 51% of dwellings are detached compared to national average of 22.3% (and Essex average of 30.4%) where as only 2.9% of the dwellings are terraced compared to 24.5% nationally and 21.3% in Essex
- The vast majority of housing (80.6%) is owner occupied

Marks Tey Estate Agent Survey 2017

6.17.3 A survey of estate agents undertaken in July 2017 by the Marks Tey NP steering group which involved face to face interviews with Boydens, Elms Price and Haart found that

In terms of:
<ul style="list-style-type: none">• the demand for housing in Marks Tey and Colchester as a whole...
<i>There is significant demand for housing of all types, whether it is for 1 bed flats, 3 bed detached or bigger.</i>
<ul style="list-style-type: none">• what type of housing was being sought in both areas...
<i>The type of home sold is determined by price and mortgage availability. People are willing to purchase 1 bed home with the view of trading up to a bigger property when their circumstances allow. Flats and smaller 2 or 3 bed houses were popular in Colchester town with 3 or 4 bed houses popular outside the town centre</i>

⁶ Published by Rural Community Council of Essex (RCCE), OCSI and ACRE in 2013.

<ul style="list-style-type: none"> • where the demand was coming from...
<p><i>Housing demand was split between those who lived in the area already and those who were coming into the Borough from outside. Boyden's put the split as 60% local and 40% outside for purchases whereas Elms Price and Haart put the split at 50% each. The eastern side of London such as Romford was mentioned as a place that many of the outside people coming into the borough were coming from. Schooling, travel links to London and house prices.</i></p>
<ul style="list-style-type: none"> • why people were coming to Colchester or Marks Tey...
<p><i>The estate agents felt that there was demand in Marks Tey just as much as Colchester although the most desired areas were Lexden and Stanway due to the catchment area of the local schools.</i></p> <p><i>People were "forced/drawn" out of London to Colchester as there are new homes being built within budget of London workers or those selling London homes.</i></p>
<ul style="list-style-type: none"> • were people wishing to buy or rent...
<p><i>Most of the demand for housing involved people wishing to purchase but there were areas around the university and the hospital where renting was popular due to the nature of the local employment, short term or fixed term contracts. The further away from these areas the renting demand was less although it was mentioned by all 3 estate agents that people would consider renting around some of the local schools so that their children could attend the school with the view of purchasing in the near term in that area or near that area. These rentals were not envisaged to be long term.</i></p>
<ul style="list-style-type: none"> • time on the Market...
<p><i>Haart and Elms Price put a few weeks on the time needed to sell a home, provided people were "realistic" on the value.</i></p>

Marks Tey NP questionnaire 2017

6.17.4 In January 2017, a 16 page householder questionnaire was sent out to all homes in the parish. Questions 12 to 17 of the questionnaire covered housing:

6.17.5 The survey received over 300 responses and proportionally there was a higher response rate from the over 55 age group (see survey). Key results from the survey were:

- There was agreement for a need for a range of property types (1 and 2 bedroom properties, 2 and 3 bedroom properties, 3 and 4 bedroom properties, bungalows, terraced properties, semi-detached properties, detached and retirement properties) but not for flats and apartments or 4 + bedroom properties.
- There was overall agreement that new properties should have a minimum garden size and that flats and apartments should have access to a shared garden space in addition to parking.
- The majority of respondents lived in 3 to 4 bedroom houses and 20% lived in bungalows
- Just under 20% said they would be looking to move in the next 5 years and 15% in the years following this.

- Of those looking to move, over 50% were looking for 1-2 bedroom properties, 30% for a 3-4 bedroom property. Over 40% were looking for a bungalow and just under 40% would look for a house.
- Ten per cent of respondents said they had family who had moved away from the parish because they were unable to find suitable accommodation

6.17.6 Existing dwelling stock mix, January 2017 survey results and the July 2017 estate agent survey provide a clear indication that there is a need to increase the number of houses in the plan area and that these should meet a variety of needs.

Borough-wide housing needs

6.17.7 Information on housing needs at a borough level is reported in the Strategic Housing Market Assessment published in December 2015 by consultants Planning and Development on the behalf of four local authority areas: Colchester Borough Council, Chelmsford City Council, Tendring District Council and Braintree District Council. This report works on the premise of a housing market area covering the geographical extent of all four local authority areas. The work concludes that there is an overall annual housing requirement of 920 in Colchester Borough during the period 2013 to 2037 and that 30% of these are needed as affordable homes. In terms of size, Table S.17 in the Executive Summary sets out the following annual housing requirements for new housing in Colchester borough during the period 2013 to 2037.

Table 6.10: Annual requirement for all new housing in Colchester, Source: Executive Summary of the Braintree, Chelmsford, Colchester and Tendring Council's Housing Market Area, Planning and Development December 2015				
	No of bedrooms			
	1	2	3	4
Market Housing	28	166	294	154
Shared Ownership	9	3	0	0
Affordable rent/social rent	81	86	62	37
Total	118	255	356	191

6.17.8 A logical conclusion from the various sources of evidence on housing needs in Marks Tey is that there is need for additional housing across all tenures. In terms of size, the predominant need is for 3 and 4 bedroom homes but within the affordable housing sector the predominant need is for additional 1 and 2 bedroom homes.

Innovative housing

6.17.9 There are examples of innovative housing in Marks Tey, for example Stanefield, built according to the Radburn approach (separation of pedestrian and vehicular movement) and Roxborough Close (see below under self-build). Innovative examples of housing design should be encouraged and expanded to include flexible and adaptable housing to meet future needs.

6.17.10 This includes homes that can be expanded or subdivided to suit changing needs but also homes that are built from the outset to be accessible and adaptable. Part M of the Building Regulations addresses access to and the use of buildings. The M4 (2) standard ensures that new dwellings are accessible and adaptable. To satisfy this standard, reasonable provision must be made for people to gain access to the dwelling and use the dwelling and its facilities. This provision must be sufficient to meet the needs of occupants with differing needs, including some older people and disabled people. The dwelling should allow adaptation to meet changing needs of the occupants over time. The M4(2) standard is not compulsory part of building regulations but can be required via a Local Plan policy where the evidence is in place to support such a need.

Meeting the demand for self and custom build homes

6.17.11 Paragraph 61 of the 2019 NPPF states that the needs of people wishing to commission or build their own homes should be assessed and considered in planning policies. As noted in the NPPF, under section 1 of the Self Build and Custom Housebuilding Act 2015, local authorities are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom house building. They are also subject to duties under sections 2 and 2A of the Act to have regard to this and to give enough suitable development permissions to meet the identified demand. Self and custom-build properties could provide market or affordable housing.

6.17.12 Colchester Borough maintain a self-build register. As at October 2019, borough officers report there were 188 individuals on the register and one group. In the submitted Local Plan, Policies SP7 - Development and Delivery of New Garden Communities in North Essex and SP9 – Colchester/Braintree Borders Garden Community establishes the principle of development including self and custom build homes. In part 2 of the submitted Local Plan, Policy DM10 Housing Density states the local planning authority will support proposals for self build or custom built homes.

6.17.13 Self and custom build housing is about people bringing forward homes they want to live in, having an input in the design and layout so that it is suitable for their needs. Custom build housing is A more consumer-friendly form of self-build where the developer provides serviced plots. Marks Tey parish already has a tradition of custom and self-build properties. In 1997, five bungalows were completed in Roxborough Close in Marks Tey parish which had been designed and built for by people with disabilities. The Walter Segal construction⁷ method was used.

⁷ The Walter Segal self build approach to construction is uniquely organised so that anyone who can use basic tools such as a saw, hammer, drill/driver, tape measure, etc. can build a house

Policy Intent:

6.17.14 The purpose of this policy is to ensure that all residential development proposals are designed to meet identified local needs. Schemes of more than 3 units should include mix of sizes. Schemes larger than this should include an element of smaller homes so as to ensure the provision of a wider choice and mix of homes in the parish.

6.17.15 The policy requires larger schemes to include serviced plots providing opportunities for self build or custom build. For the purpose of this policy a larger scheme includes schemes of 30 dwellings or more.

POLICY MT₁₃ HOUSING MIX AND HOUSING CHOICE

New residential development proposals will be expected to provide a choice in terms of housing mix and tenure and the overall mix should reflect latest evidence on existing local needs. Special regard should be had for those looking for smaller properties which would be suitable for first time buyers as well as the growing older generation.

In order to achieve thriving and safe neighbourhoods, there should not be an overconcentration of any one type of housing in any one scheme and affordable housing should be designed as integral to the development as a whole.

Unless evidence is presented demonstrating no demand in the parish for self-build or custom build plots, larger schemes will be expected to include serviced plots providing opportunities for self-build or custom build. Where plots are made available and marketed at a reasonable price but not sold after one year, this requirement will lapse.

Innovative ways of providing housing solutions will be welcomed, particularly housing which allows for expansion and subdivision as needs change as well as housing which is built to the accessible and adaptable dwellings (M4(2) standard).

BUSINESS AND EMPLOYMENT

Objective: Businesses will continue to thrive in the parish

6.18.1 Marks Tey offers excellent road and rail connections (present and proposed schemes) for new business development and could easily be developed as hub location for new university, hospital, retail distribution centre, civil administration or emergency services facilities. This is supported by the high speed internet infrastructure on the A12. The NP is supportive of all existing businesses across the parish. As reflected in policies MT13 and MT14 below, the NP is, in principle, supportive of new business development along the A12 corridor. Business facilities alongside major trunk roads reduces noise, light and air pollution from roads affecting housing areas. New businesses would benefit from any new housing development nearby, offering local working and less commuting traffic.

6.19 Policy MT14 – London Road centre

Context and rationale

6.19.1 The London Road parade of shops is identified in the adopted Local Plan as a Neighbourhood Centre. Policy DP7 – Local Centres and Individual Shops safeguards the retail function of neighbourhood centres. This means that proposals leading to the loss of retail units in the London Road Parade will be resisted under existing policies. The shops here are much valued by Marks Tey residents as well as residents of neighbouring areas such as Aldham. The shop footfall benefits from passing A12 traffic, in particular because of the split junction (southbound traffic can conveniently leave the A12, stop at the shops, and re-join the A12 further down). This also means that traffic congestion around the shops can present a real health and safety hazard and it is important that vehicle dominance is reduced overall whilst parking provision improved in a way which also improves pedestrian safety and accessibility. The re-routing of the A12 and/or the A120 may well have impact on the viability of the shops and the community would therefore support proposals that retain convenient access to Marks Tey shops from any new junction.

6.19.2 The area of London Road in front of and adjacent to the shops is generally of poor environmental quality and in need of improvement in terms of streetscape, landscape quality, parking, and access to the shops themselves. It is a significantly important area as it is one of the two main approaches to the village. Anybody approaching the village from the North will do so from the A12 or the London Road from Copford, both via the Prince of Wales roundabout. By either route, one is met by a blank brick wall with advertising and the noise and roar from the A12. This is offset to some extent by the cul-de-sac of housing created by a truncated piece of the London Road when the roundabout was created.

6.19.3 Once in front of the shops, there is a straight linear road that also serves as an acceleration lane to join the A12 south, with limited curb parking on the shop side. This parking is augmented with 12 public parking spaces on the car park to the former Food Store premises. The other side on the road has waiting restrictions which are largely ignored by HGVs visiting the food outlets and shops, and the ever present A12 in a cutting to the side. The side of the A12 is well landscaped although much of this may

be lost with any expansion of the A12 as is currently planned. It is also littered with rubbish from passing motorists and the HGVs.

6.19.4 Access to this area is mainly vehicular, with pedestrian access from the bulk of the village by the small footbridge over the wide A12. The viability of the area comes largely via vehicles and its immediate access to junction 25 of the A12.

6.19.5 The Parish Council would very much like to see imaginative proposals that seek to:

- increase cross A12 pedestrian and cycling communications;
- increased contact between the shops, the station and the village;
- increased parking provision for the shops preferably in a discrete form;
- increase in the viability of the area possibly with housing associated with more retail; and
- improvements to the streetscape with quality physical improvements and softening with landscaping and trees.

6.19.6 In the above context, there has been some discussion of the idea of a 'green bridge', a widened, landscaped platform crossing the A12 from the shops. We will seek to secure this green bridge when the detail of the A12 strategic road improvements come forward. See Community Action 8 in Chapter 7 of this plan.

6.19.7 The NP group have looked at all the different land uses in and around the London Road centre. Appendix 1 to this NP shows the results of this assessment. This work has resulted in the drawing up of an extent encompassing the variety of different land uses that are considered to make up the village centre uses in this part of Marks Tey parish. To reflect more accurately the variety of different village centre uses that Marks Tey residents may use when visiting this area, this boundary extends beyond the boundary defined in the Local Plan as the London Road Parade. This boundary is appropriate considering the changes made to the Use Classes Order⁸ that introduced the new Use Class E which now provides one use class for shop use, financial and professional services, café/restaurants, office use and other commercial uses often associated with town centres.

Policy Intent

6.19.8 London Road parade is already protected by the adopted Local Plan. The purpose of this policy is to:

- i. encourage new uses at the London Road Centre where these uses will help strengthen the commercial viability of the London Road Centre, thereby securing the provision of essential services (such as the post office) to parish residents.
- ii. Encourage improvements to the accessibility of the London Road Centre shops particularly for pedestrians and cyclists. The pedestrian environment should be made safer and more

⁸ Through the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020

welcoming. In addition, we wish to increase the amount of off-street car parking that is available for customers to use.

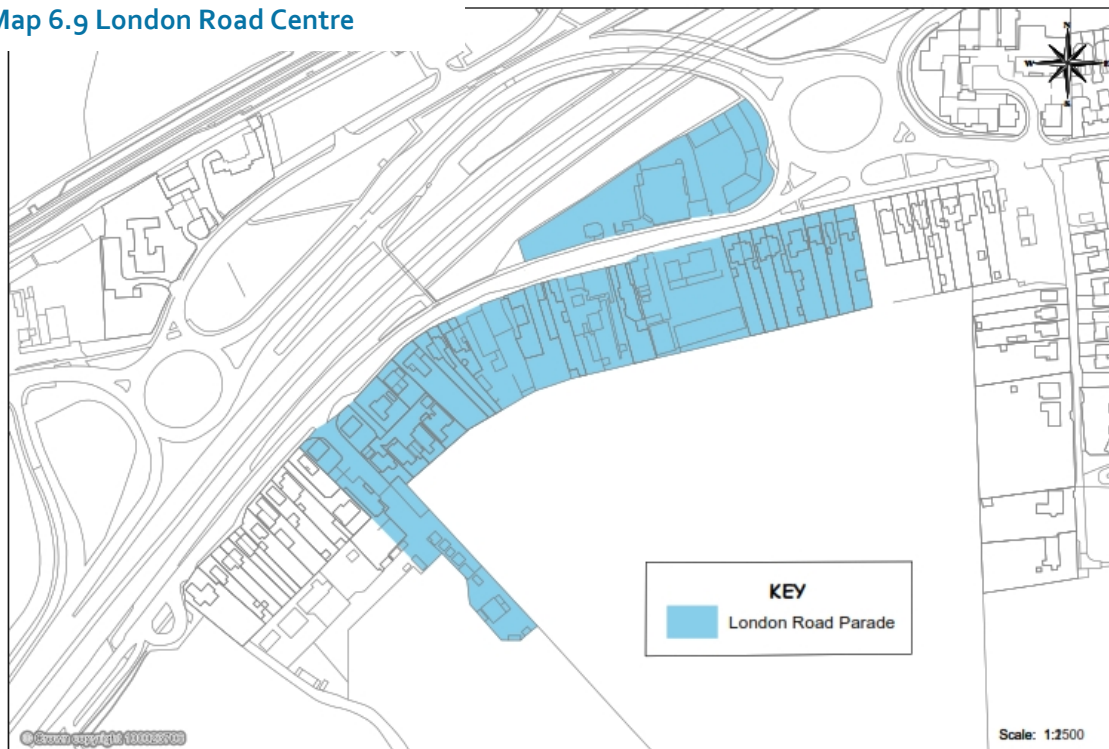
POLICY MT₁₄ – LONDON ROAD CENTRE

To be supported, development proposals coming forward in the London Road Centre (as shown on Map 6.9) must:

- maintain or enhance the range of local shops, services and community facilities;
- utilise opportunities to enhance the street scene environment;
- provide for customer car parking where this is needed by the proposed scheme; and
- maintain or enhance residential amenity for existing and future residents (particularly in relation to car parking, noise and hours of operation)

Proposals which enhance the street scene environment for pedestrians for example through continuous footpaths, tree & shrub planting, new cycle facilities and street lighting area will be particularly welcomed.

Map 6.9 London Road Centre



6.20 Policy MT15 Anderson employment site and former By-Pass Nurseries site

Context and rationale

6.20.1 The Anderson Employment site is identified as an employment zone in the adopted Local Plan (see Site Allocations DPD). The site allocations document comments that the following is required as part of any further development or extension of the site:

- Contributions to assist with any junction improvements required by Highways Agency and Essex County Council.
- Improvements / contributions towards public transport, cycling and walking links
- A Travel Plan
- Contributions to increase capacity of Copford Sewerage Treatment Works.
- Retention of hedgerows
- Incorporation of SuDS scheme

6.20.2 Policy DP5 in the Development Policies DPD also applies to the Anderson's Employment site. Policy DP5 safeguards the land use on the site as an employment site. Emerging Policy SS11: Marks Tey in Section 2 of the Local Plan allocates the Anderson Employment site as a Local Economic Area. Emerging Policy SG4: Local Economic Areas safeguards the Anderson Employment site primarily for B class uses to provide, protect and enhance employment provision.

6.20.3 The Neighbourhood Plan supports the approach taken in the adopted and emerging Local Plan. We note however that the extent of the employment areas is larger in the adopted Local Plan when compared to the emerging Local Plan (see Maps 3.1 and 3.2 in this NP) As identified in the masterplanning emerging framework plan, there are specific benefits which new development at the Anderson Employment Site could bring for the parish; it provides the opportunity to deliver a much-needed pedestrian connection between the Parish Hall, Marks Tey station and the west of Marks Tey via the Dobbies Lane railway footbridge. If this site is redeveloped, it should allow the provision of a footway from the railway bridge at Dobbies Lane to the Parish Hall as detailed in Neighbourhood Plan Policy MT01.

6.20.4 The new footway connection is consistent with proposals set out in the Out Design masterplanning support document. This connection:

- would encourage active travel for residents and potential employees;
- should include a wide footpath and ideally a segregated cycle facility;
- should incorporate generous tree and shrub planting to connect the site into the surrounding landscape; and
- any new development should front onto and overlook the route to provide active surveillance.

6.20.5 The Parish Council will work with adjacent landowners to secure the remaining section needed to deliver the route to Dobbies Lane.

6.20.6 The existing site is being used by two or three companies including SIG Insulations. At the time of writing, a number of the buildings are in need of demolition or major refurbishment.

6.20.7 The NP group is concerned with respect to the current substandard access to the A12 from the Old London Road. Highways England shared these concerns. The NP would not support any development proposals which would lead to increases in the use of the access from Old London Road to the A120. The NP therefore supports the allocation of additional employment uses at Anderson's employment site once the improvements to the A12 have taken place. The A12 Chelmsford to A120 widening schemes is a current project identified by Highways England and planned for commencement in 2023 – 24 and completion by 2027 – 28.

Policy Intent

6.20.8 The purpose of this policy is to highlight the development potential at the Anderson Employment site and to encourage new employment uses to come forward.

6.20.9 To reflect the capacity and deliverability of employment development at this site, the NP brings forward the Local Plan allocation to cover the existing Anderson Employment site as defined on Map 6.10.

6.20.10 Where required to make development viable, the NP allows a limited amount of residential development to come forward but only where this does not prejudice the primary function of the employment site. Any scheme must incorporate a wide footpath and ideally a segregated cycle facility providing access through the site from Marks Tey Parish Hall to west of Marks Tey

Former By-Pass Nurseries site:

6.20.11 The NP also safeguards the former By-Pass Nurseries site as a valued employment site. The site of the former By-Pass Nurseries is set within open countryside. In contrast to the adjacent Anderson employment site, it has an agricultural feel to it. The current lawful use on most of the site is as a sui generis nursery site. A smaller section of the it has permission for B8 storage. Due to highways constraints and residential amenity issues, this is not considered an appropriate location for increased HGV transport movements. However, the NP supports the principle of employment uses here.

POLICY MT₁₅ – ANDERSON EMPLOYMENT SITE AND FORMER BY-PASS NURSERIES SITE

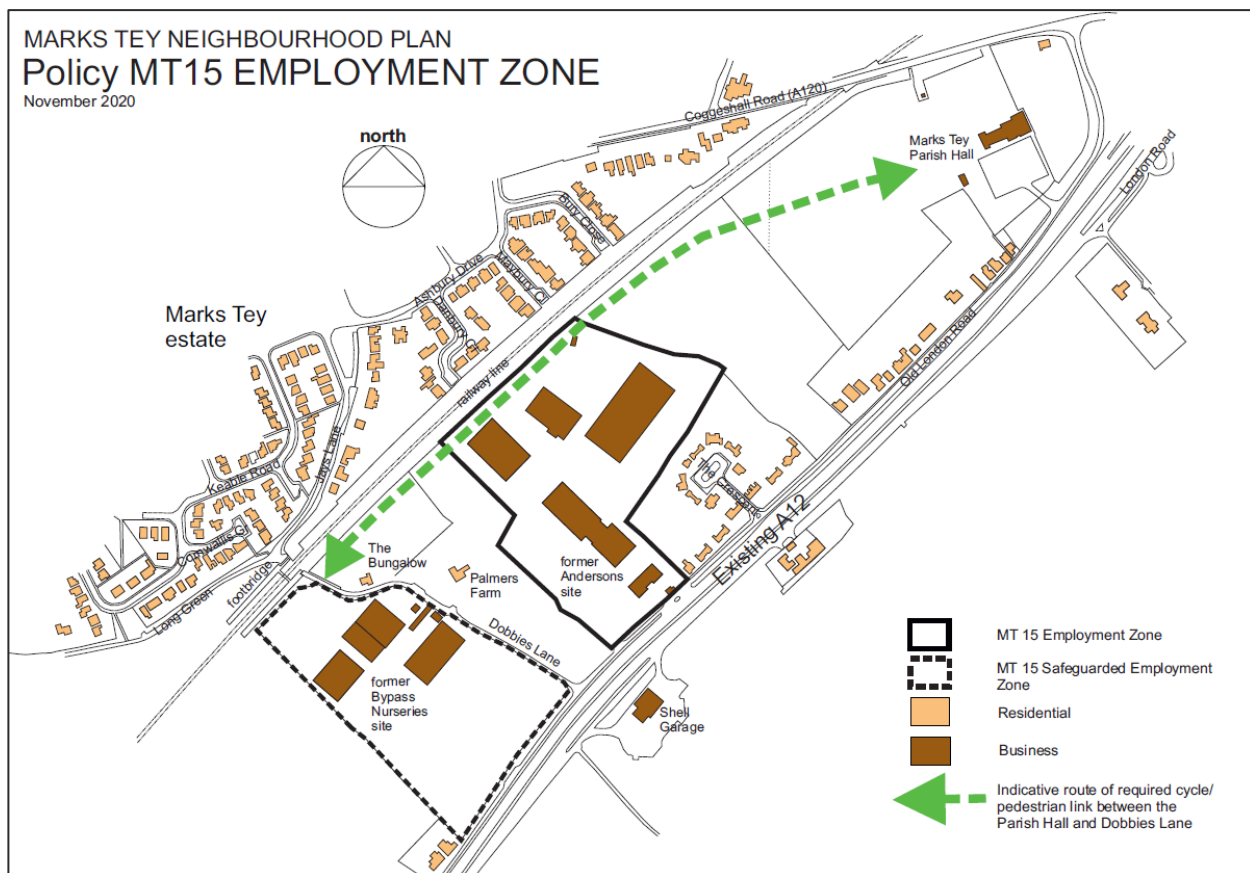
The Anderson Employment site shown on Map 6.10 is allocated for employment uses. Development is anticipated to come forward in 2028.

The following site-specific requirements apply:

- all schemes must maintain or enhance residential amenity for neighbouring houses or for future occupiers of any new residential development;
- all schemes must incorporate a new pedestrian and cycle way connection providing a safe and attractive route from Marks Tey Parish Hall through to Dobbies Lane;
- access to and from the site is via an improved direct access on to the A12 and once the planned improvements to the A12 by Highways England have been implemented and the adjacent existing road has been detrunked; and
- provision of a work-place travel plan in line with Essex County Council guidance

Subject to any scheme not prejudicing the primary function of the site as employment sites, limited residential development will be allowed where this is needed to make redevelopment of this site viable.

The adjacent former By-Pass Nurseries site shown on Map 6.10 is safeguarded for employment use subject to those uses being consistent with the existing edge of settlement rural location. All schemes must maintain or enhance residential amenity and landscape character.



7.0 COMMUNITY PROJECTS

7.1 The neighbourhood plan work highlighted a number of issues, opportunities and challenges which could not be addressed through planning policies in the neighbourhood plan because they fell outside of the scope of a planning policy or because they fell outside the scope of a neighbourhood plan. One of aspects which the NP steering group initially wanted to address through the NP was to steer the direction of development through the actual allocation of development sites to come forward during the plan period. However, we still don't know the routes of the A12 and A120 and without this certainty it would be premature to undertake this work.

7.2 Seven community actions are identified here to establish areas of work which the Parish Council wishes to commit to as a way of complementing the NP vision, themes, objectives and policies.

Community Action 1 – A120 Improvements

We will continue to campaign for a 20s plenty campaign on the A120 (Coggeshall Road) which runs through the village.

We will work with stakeholders and seek the implementation of environmental measures which would help make the A120 into a Quality Street for all.

Related policy link: MT03

Community Action 2 – Parish-wide street scene, pedestrian accessibility and environmental improvements

We will work with stakeholders to seek improvements to the street scene, pedestrian accessibility and other environmental improvements parish-wide including the measures set out in Tables 6.1 and 6.2 of this plan.

Related policy link: MT01 and MT03

Community Action 3 – London Road Centre Improvements

We will work with stakeholders including the landowners, county and borough councils and tenants to bring about shop front improvements, street scene improvements and increased off-street parking provision particularly seeking if it is possible to link this with station related car parking.

We will seek management arrangements to control HGV parking.

Related policy link: MT₁₄

Community Action 4 – Marks Tey Station Better provision and management of parking.

We will seek increases in off street parking to serve our train station particularly in relation to Community Action 3.

We will work alongside stakeholders to develop a strategic long-term plan for the efficient provision of formal and managed station-related car parking as well as more informal station-related car parking.

Related policy link: MT₀₁ and MT₁₄

Community Action 5 – Marks Tey Station. Passenger accessibility to and through the station

We will explore with other agencies to see if pedestrian access across North Lane rail bridge could be improved by working with RailTrack initiatives to enable disabled access through the station.

Related policy link: MT₀₁

Community Action 6 – Reinstatement of Potts Green

We will seek the reinstatement of Potts Green as a publicly accessible open space.

Related policy link: MT10 & MT07

Community Action 7 – Non designated heritage assets and the Borough's Local List

We will work with the borough and seek the inclusion of our locally important heritage assets onto the Borough Local List.

Related policy link: MT07

Community Action 8 – A12 and A120 strategic road improvements

The Parish Council will seek a partnership commitment with the Highways Agency and Essex County Council to significantly reduce traffic and congestion in the village while pursuing the A12 and A120 strategic improvements

Related policy link: MT07

Community Action 9 – A new pedestrian and cycle route from the parish hall recreation ground to Dobbies Lane

Alongside Policy MT15 of this plan, the Parish Council will work with landowners and stakeholders to secure the delivery of the pedestrian/cycle route from the parish hall recreation ground to Dobbies Lane.

Related policy link: MT15

APPENDIX ONE – LONDON ROAD CENTRE

