



STANFORDS

ESTABLISHED 1879

Land northwest of Kemps Farm, Mersea Road, Peldon

Regulation 18 Representation on behalf of Mr T Sawdon

Call for Sites Reference: 10179



Revision	Purpose	Originated	Date
A	Draft Representation	MRD	09.01.25
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1.0 Summary and Purpose of Representation

1.1 This representation is submitted on behalf of the landowner for a site presented in the Call for Sites exercise in December 2023 allocated the reference 10179. Moving forward to Regulation 18 stage, this site was considered passed to Stage 2 but discounted on the basis that it is 'detached from the settlement and facilities, when compared against alternatives. A portion of the land is also within Flood Zones 2 and 3.' This representation aims to provide an overarching detailed assessment of Site 10179 to support the Council's decision making toward Regulation 19 stage.

1.2 The purpose of this representation is to:

- Confirm the landowner's position as able to provide a deliverable site in the short-term to support the sustainable development of Peldon;
- Demonstrate how Site 10179 aligns with the draft Plan's objectives including high-quality design, extensions to existing settlements, protection from coalescence, Biodiversity Net Gain and active and sustainable travel;
- Compare and contrast Site 10179 versus the draft allocation Policy PP49 as the only planned growth of the settlement; and
- Recommend the strategic policies aims and objectives are appropriately reflected in the adopted settlement boundaries given the clear shift in approach to settlements over the next Plan period.

1.3 It is requested that with the evidence and assessment discussed within this representation that the Council considers Site 10179 as a natural extension to the settlement of Peldon and includes the site within the settlement boundary as relative growth for the settlement. This representation seeks to ensure that the Regulation 18 draft Local Plan provides a clear, proportionate and deliverable policy framework which is centred around the character and appearance of each individual settlement and what they can provide to secure the sustainable development outcomes the Council is seeking.



2.0 The Site

- 2.1 Site 10179 is located on the northern side of Mersea Road at the southern end of the settlement of Peldon. Covering an area of 0.9ha with the benefit of the southern boundary comprising entirely road frontage, the site forms part of a wider agricultural holding which is an established arable business in southern Colchester.
- 2.2 The site is seen as an infill between detached cottages in a semi-loose ribbon character. The characteristics of this southeastern part of Peldon has undergone drastic changes in the last two years which are material in this instance. Adjacent to the two cottages flanking the eastern boundary of the site is Kemps Farm which both from the public realm and aerial imagery defines the end of the Peldon from one of the three main road tributaries creating the triangular form of Peldon itself. In addition to the agricultural use which still operates from Kemps Farm, barns no longer fit for purpose have been replaced with a building constructed to facilitate four commercial units and an indoor cricket training facility comprising two lanes. The commercial units have a zero-vacancy rate and a waiting list with the cricket facility benefitting from daily bookings since its opening. The diversification of the site has assisted the business in supporting the rural economy whilst bringing new facilities to the residents of Peldon and surrounding settlements south of the city centre.
- 2.3 The section of Mersea Road which adjoins Site 10179 is within the 30mph speed limit zone. The road frontage element is split into two straight sections met centrally by a bend in the road which provides straight clear visibility in both directions in excess of the required minimum 'Y' distance of 70 metres. There is ample opportunity to provide safe means of access point(s). The character of the site is open countryside with well-kept low hedgerow at its southern boundary.
- 2.4 Peldon provides a good level of village facilities including two public houses, a children's nursery, commercial premises and a community hall holding a wide range of services. There are two bus stops located 50m east of Site 10179 on Mersea Road which are served by four bus routes; No. 63, 67, 68 and 68A. These services connect the site to Colchester city centre and railway station, West Mersea, Tesco Highwoods,

Abberton and Colchester General Hospital daily between 6:33am and 11.45pm. It can therefore only be considered that Site 10179 is a highly sustainable location when the settlement's existing facilities and public transport links are coupled with the commercial and sports and leisure facilities offered at Kemps Farm. The sustainability of Site 10179 is therefore reinforced by the frequency and range of bus services operating daily, connecting residents to Colchester city centre, railway station, and key destinations such as hospitals and retail hubs. This accessibility, combined with existing village facilities and the mixed-use development at Kemps Farm, ensures a genuinely sustainable location for growth.

3.0 The Council's Vision, Approach and Draft Policies

- 3.1 When analysing the spatial strategy for the emerging Plan up to 2041, there is a clear shift in the Council's approach to planned growth which is a key material consideration in this instance. Policies ST3 and ST4 aim to supersede Policy SP3 (Spatial Strategy for North Essex 2017-2033). Please find these draft policies appended as Appendix MRD1 and MRD2 respectively. Policy ST3 discusses the need for growth in sustainable and accessible locations where there tends to be a range of employment opportunities, facilities, services and travel choices for future communities. The Justification and Alternatives section of the Draft Local Plan for Policy ST3 states that the alternatives included 1) continuing the existing spatial strategy 2) new Garden Communities and 3) new Garden Suburbs. However, paragraph 3.29 makes clear that:

3.29 The preferred spatial strategy draws together the positives from as many of the spatial options as possible, while ensuring the growth needs of Colchester are met. These include:

- Focus on the existing urban area and intensify where appropriate;*
- Significant scale of growth along transport corridors;*
- Growth in the other settlements, including some of Colchester's smaller villages, to support communities and provide opportunities to sustain and enhance facilities and infrastructure; and*
- Ensure protection and enhancement of the most sensitive environments.*

- 3.2 Other clear changes are to the understanding of the spatial hierarchy which has been reconfigured making it clearer and more detailed, moving away from ambiguous 'other village' and 'sustainable settlement' titles to 'large', 'medium' and 'small' settlements, beneath the Urban Area and Growth and Opportunity Areas listed at the apex of the hierarchy.
- 3.3 Turning to Policy ST4, this aims to create an independent framework for the Council's decision making toward development in the countryside which wasn't previously as overt. The policy states that the spatial strategy will inform the growth in the countryside balanced against any adverse impacts. The policy text then states that:
- Where residential proposals are located outside defined settlement boundaries, there should be consideration of the physical and functional connection to the defined settlement in the first instance. Residential proposals in the countryside should 1) conserve and enhance the character, quality and tranquillity of the landscape, and 2) it must be proved that they will protect and reinforce the rural character of the areas where a development is proposed (emphasis added).
- 3.4 The final element to highlight in the proposed spatial strategy are key transport corridors across Colchester which have been identified for their function and connectivity and potential to support growth most notably for the 'large' settlements.
- 3.5 Peldon has been subject to Stages 1 and 2 of the Settlement Evidence Review. Stage 1 acknowledges the settlement shape and pattern as 'two roughly equivalent areas of housing on either side of two of the three roads' forming Peldon in a triangular formation. The report further states that the community hall 'hosts a wide range of activities throughout the week... since 1833'. The sustainable travel section acknowledges the regular bus services. However, the 'high level constraint' identified is that growth opportunities are limited if they are to prevent further ribbon development away from existing village services and facilities, where character is more rural/or is open countryside. To challenge this statement, it is clear that the core character of Peldon is road frontage residential development along the three main road links, with the only example straying from this being the cul-de-sac at Newpots Close to the south

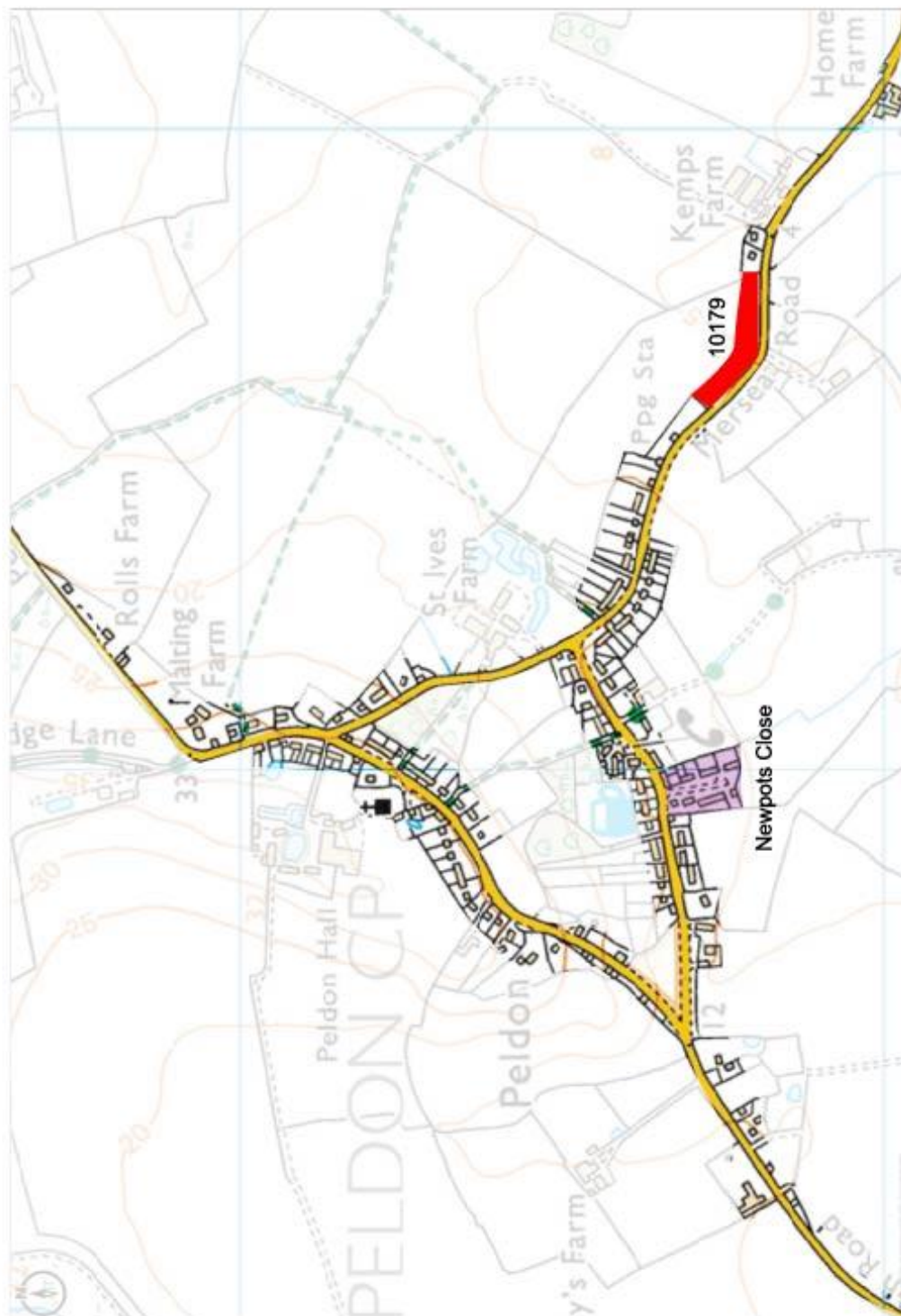
of the village. There are no other residential examples of development in this settlement other than along the road frontage.

- 3.6 Respecting historic settlement patterns is not only a matter of heritage but a key principle in landscape character assessments and draft Policy ST4, which requires development to reinforce rural character. Road frontage development is consistent with the Essex Design Guide, ensuring that growth integrates seamlessly with the existing village form while maintaining rural identity.



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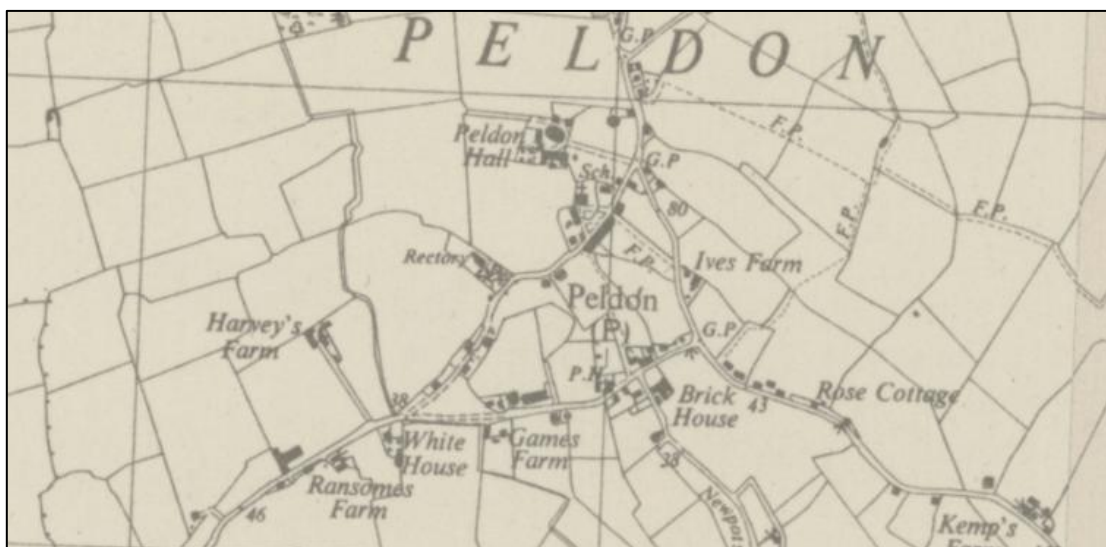
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- 3.7 This 'high level constraint' contradicts draft Policy ST4's objective for the physical and functional connections of sites to settlements as the first test. Further ribbon development in this instance would not be 'away from existing village services and facilities' given its proximity to the mixed-use development at Kemps Farm providing employment and leisure opportunities as well as closer access to the two existing bus stops opposite Kemps Farm. Turning to the Colchester Landscape Character Assessment (November 2024) prepared by LUC, the landscape strategy for Peldon makes clear that 'development should be sensitively integrated into the landscape using appropriate boundary treatments and to maintain the historic settlement pattern. Visually intrusive and incongruous development should be avoided, particularly on more visually open higher ground to the north [Abberton and Langenhoe]' (p.361). An assessment of the historic Ordnance Survey maps shows that the built form of Peldon has always been road frontage ribbon development and that is therefore unequivocally the historic landscape character.



OS Six Inch 1888-1915



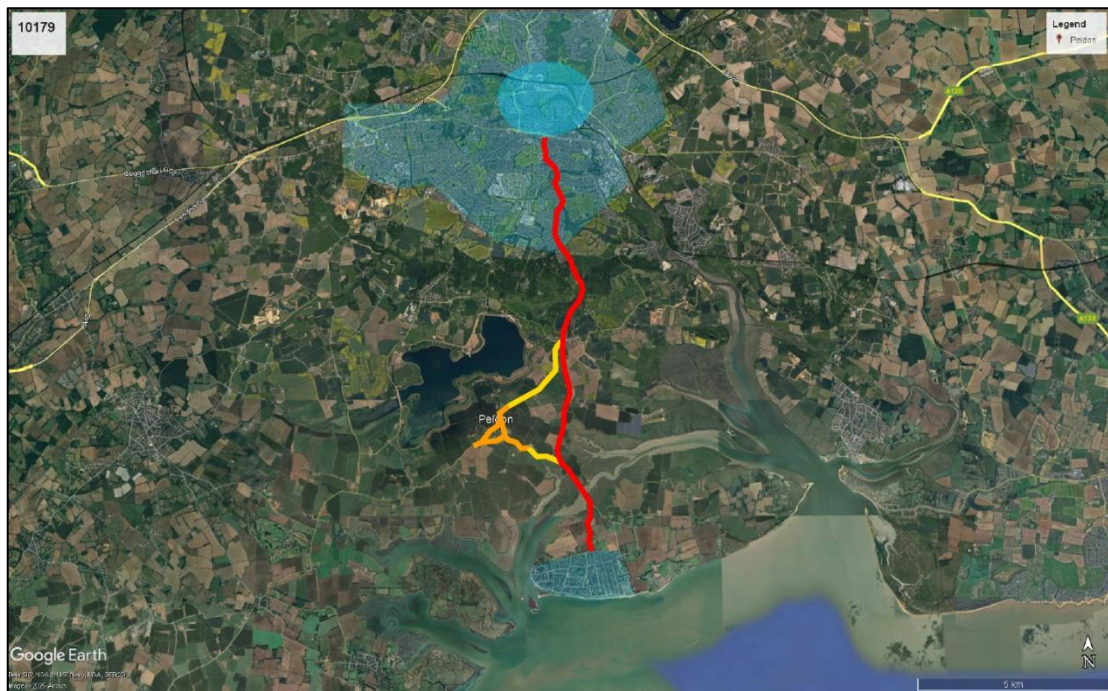
OS 1:25,000 1945-1965



OS 1:10,000 1949-1974

- 3.8 In terms of the settlement hierarchy, Peldon is currently categorised in the adopted Local Plan as an 'Other Village' and the proposed Local Plan has labelled Peldon as a 'Small Settlement'. This shift recognises the role that the smaller settlements have to play in the wider aims of the City's ambitions for development up to 2041 rather than their exclusion from development opportunities. A key characteristic that separates Peldon from the other smaller settlements is its juxtaposition to West Mersea which is categorised as a 'Large Settlement'. This means that West Mersea can provide a full range of services and facilities to its residents and accommodate a higher level of growth. The key characteristic is the B1025 key transport corridor connecting Mersea Island with the city centre, although oddly the Council has not identified this as a key transport corridor in its 'Key Diagram' under draft Policy ST3 (Appendix MRD1). It is undeniable that the B1025 is the main artery to the south of the city, with Peldon's road

network connected at two points; one to the north at Abberton and the other before The Strood to Mersea Island. This creates a direct link to the city centre services just 5 miles north and West Mersea 3 miles south which is a significant material consideration in this instance for the growth of Peldon. It must therefore be considered that there is existing infrastructure in the south of Colchester to support development even if that is not as significant as the A12 and A120 to the north. Residents of rural settlements are instrumental to the success of the rural economy, agriculture, sports, leisure and tourism and its growth should reflect the growing desire to live rurally.



- 3.9 The assessment of the draft policies in this section provides a clear image of the aim of the Council to extend existing settlements rather than provide large garden communities to reach a five-year housing land supply over the Plan period. The evidence also supports the settlement pattern of Peldon to be that of road frontage development historically and thus its extension would naturally include other road frontage sites already read as part of the settlement albeit historically omitted from the defined settlement boundary. Section 4 discusses the planned growth identified over the Plan period for Peldon with an assessment of Policy PP49.

4.0 Planned Growth for Peldon

4.1 The Colchester Local Housing Needs Assessment (September 2024) confirms that using the Standard Methodology for calculating housing need, there is a need for 1,300 new homes per year across the City. This equates to 20,800 new homes over the Plan period to 2041. For Peldon, the Council determined that a growth of up to 25 new dwellings would be appropriate at a site known as 'Land at St Ives Road'. This site is the only proposed extension to the settlement boundary of Peldon.

4.2 In the Summary of Sites Evidence (October 2025) this preferred options site was proposed as a mixed use residential and commercial allocation. It was deemed that the inclusion of this site would 'represent a logical extension to the village and lead to improved connections throughout the village, when compared against the alternatives' (p. 184). The below table summarises the Council's identified strengths and weaknesses of the site:

Strengths	Weaknesses
No contribution to coalescence;	Access constraints but not significant enough to affect the deliverability;
No neighbouring use issues;	Loss of greenfield land;
No known utility issues;	Loss of 3b classified agricultural land;
Site is not located in AONB, SSSI, SAC, SPA, RAMSAR or Ancient Woodlands;	Site is located within a Local Wildlife Site (LoWS), LNR or Coastal Protection belt;
Opportunities to enhance or create green infrastructure;	There is possibility of site contamination, but it can be remediated without affecting development viability;
No potential harm to archaeological or heritage assets;	Development will impact established grassland and likely native hedgerow with trees; and
Development would not result in the loss of public open space, public right of way or a bridleway;	The Biodiversity Protection & BNG Study concluded that development would result in the loss of an established grassland and would likely require some priority habitat hedgerow for access, leading to harm to biodiversity.
Site is wholly located in Flood Zone 1;	
Site is not located within a Critical Drainage Area;	
Site is vacant;	

The site does not rely on another piece of land; and	
Site is not within a Minerals Safeguarding Area or Waste Consultation Area.	

4.3 Site 10179 was ranked by the Council in the Summary of Sites Evidence similarly, with the differences being:

- The site is not located within a Local Wildlife Site (LoWS);
- The assumption that there are no opportunities to enhance or create green infrastructure;
- There are elements of Flood Zones 2 and 3;
- Little to no harm to biodiversity as the land has limited natural habitat value; and
- The development will not impact any established grassland and likely native hedgerow with trees.

4.4 The site at St Ives Road does not contribute to coalescence as it would comprise significantly of backland development behind the dwellings along Church Road and Lower Road. It would also introduce new housing on a side of St Ives Road where there is currently no built form; the only section of road in the settlement without existing established development. It can only therefore be considered that this allocation opposes the historic pattern of the settlement from road frontage ribbon development when compared with Site 10179 before the Council in this representation. Whilst settlement extensions through increasing settlement boundaries are seen as encouraging coalescence, it must be seen in its context and when the Plan is read as a whole. Peldon is over 1.5 miles from its nearest settlement of Great Wigborough and given the 'Small Settlement' category of each place, it is unlikely that this part of the city is at any risk of coalescence.

4.5 There is a road frontage section of approximately 100m of mature hedgerow long St Ives Road which would be lost as part of a development proposal. This has been identified as a biodiversity risk however also forms a risk to landscape character too. The new Local Plan policies aim to increase the protections to existing tree canopy

cover and hedgerow with development designed around existing landscape constraints rather than finding mitigation on or off-site as an automatic response. The necessity to remove significant mature planting at the St Ives Road site would directly conflict with criterion e) of draft Policy PP49 for this planting to be retained which calls into question the deliverability of this preferred option (Appendix MRD3). Site 10179 does not have the same existing planting constraints.

- 4.6 Site 10179 can provide opportunities for extensions to the green network with the inclusion of the area to the south which is inside the Flood Zones 2 and 3 for Biodiversity Net Gain. It has been found in research from the London School of Economics' Grantham Research Institute on Climate Change and the Environment¹ that England's Biodiversity Net Gain legislation can create a nature-based solution with the drive for natural flood risk management on-site by working with the existing natural features of sites to enhance biodiversity. Sherry and Kassian (2024) highlight that guardrails are needed to mitigate against technically permissible, but detrimental, trade-offs or overly simplistic solutions. Innovative solutions will help to avoid such unintended consequences. This flood zone area could be used to tree plant, contributing to the Council's drive for greater tree coverage in this Plan period and woodland is a natural flood management solution to slow down runoff and store floodwater. Beyond flood control and biodiversity, these natural features provide numerous other benefits such as ecosystem services, including improved water quality through natural filtration, carbon sequestration, soil stability, and enhanced habitats for a wide range of wildlife. Therefore, there is evidence that there are opportunities to enhance or create green infrastructure with a Biodiversity Net Gain using the existing flood zones site constraint without convolution. It is clear that the two key losses of established landscaping and rich biodiversity for the preferred options site at St Ives Road as a Local Wildlife Site would not apply to Site 10179.

- 4.7 Policy PP49 states that vehicle access should be gained from the connection with St Ives Road to its eastern boundary. Notwithstanding the mature planting loss to create a new access and facilitate its visibility splays, it would be in close proximity to the triangular junction with Lower Road where there are two bus stops and the sole vehicle

¹ Sherry, M. & Kassian, J. (2024) *Harnessing England's Biodiversity Net Gain legislation to amplify urban flood risk management*. London School of Economics' Grantham Research Institute on Climate Change and the Environment: London.

entrance to St Ives Farm Buildings which are home to at least four commercial businesses. 25 dwellings could accommodate 50 parking spaces and with an average of 4 vehicle movements a day per household, 100 daily movements would intensify the use of this section of St Ives Road when considering the potential conflict with a regular public transport service and the business park opposite the site. Site 10179 could accommodate individual accesses to each dwelling maintaining the existing design cues in Peldon with the benefit of the 30mph speed limit restriction. This section of Mersea Road is straight and visibility in each direction is clear. There are not conflicting uses in the immediate vicinity which would compromise this arrangement.

- 4.8 While biodiversity and access are highlighted as critical factors, Site 10179 also benefits from proximity to existing infrastructure and utilities, reducing delivery risk. This comparative emphasis reflects the most material differences between the two sites, strengthening the case for Site 10179 as the more sustainable and policy-compliant option.
- 4.9 Finally, it is pertinent to spotlight that no allocations were afforded to Peldon for the currently adopted Local Plan over the period 2017 to 2033 nor any non-commercial allocations in the Local Development Framework Site Allocations back in October 2010 for Peldon. Therefore, it is reasonable to expect that there is overdue relative growth for the settlement with its advances in services. However, a key consideration for Peldon should be the diversification of development opportunities. If the preferred options site cannot come forward, the settlement boundary restrictions do not support alternative development.

5.0 Site 10179: Draft Policy Compliance

- 5.1 The below table provides summary of the criteria contained within relevant spatial policies ST3 and ST4 and how Site 10179 is compliant. This framework aims to assist the Council in its consideration moving forward to Regulation 19 to adopt areas read as part of the settlement of Peldon as part of its formal settlement boundary:



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Policy	Criteria	Compliance
ST3	Significant scale of growth along transport corridors identified for their function and connectivity and potential to support growth;	B1025 (Mersea Road) is the key transport corridor for the southern half of the city and has two direct access points to Peldon.
	Growth in the other settlements, including some of Colchester's smaller villages, to support communities and provide opportunities to sustain and enhance facilities and infrastructure;	Site 10179 directly supporting commercial and sports and recreation facilities at Kemps Farm.
	Ensure protection and enhancement of the most sensitive environments;	Utilisation of the site's flood risk constraint to its advantage as a natural flood defence management opportunity which will provide new tree planting and Biodiversity Net Gain.
	Avoid harmful coalescence; and	Nearest settlement is over 1.5 miles away; no risk of coalescence.
	Relative growth to the scale of the settlement.	Minor development opportunity for a 'Small Settlement'.
ST4	Where residential proposals are located outside defined settlement boundaries, there should be consideration of the physical and functional connection to the defined settlement in the first instance.	The physical relationship of the site to the settlement is direct: infill road frontage between existing housing. The functional connection is its distance to Kemps Farm as a commercial, agricultural and sports enterprise and the two bus stops opposite whilst the village centre is connected to the north.
	Conserve and enhance the character, quality and tranquillity of the landscape; and	Respecting the historic pattern of development and landscape character by avoiding incongruous built form or uses which may be at odds with its surroundings.
	It must be proved that they will protect and reinforce the rural character of the areas where a development is proposed.	Opportunity for detached cottage-style dwellings which are landscape led and driven by the Essex Design Guide.

6.0 Conclusions

- 6.1 This representation demonstrates that Site 10179 offers a logical, sustainable, and policy-compliant opportunity for modest growth within Peldon. The site's physical and functional connection to the settlement, its proximity to existing facilities and public transport, and its alignment with the historic pattern of road frontage development collectively support its inclusion within the settlement boundary. Unlike the preferred allocation at St Ives Road, Site 10179 avoids significant biodiversity and landscape harm, provides scope for Biodiversity Net Gain through innovative use of flood zone areas, and respects draft policies ST3 and ST4 by reinforcing rural character while contributing to strategic growth objectives.
- 6.2 In the context of the Council's revised spatial strategy, which prioritises extensions to existing settlements and supports relative growth in smaller villages, Site 10179 represents a proportionate and deliverable solution. It supports local economic diversification, enhances connectivity, and responds positively to the Plan's emphasis on sustainable development and environmental stewardship. For these reasons, it is recommended that Site 10179 be reconsidered for inclusion within the settlement boundary, ensuring flexibility and resilience in meeting housing needs while safeguarding the character and development quality of Peldon.



APPENDIX MRD1

The Spatial Strategy

- 3.17 The spatial strategy sets out the place-based approach for how growth will be guided across Colchester to 2041. This provides the framework for how the housing and employment needs will be met through allocations in the Local Plan, taking into account the unique characteristics of areas across the City.
- 3.18 The settlement hierarchy forms part of the spatial strategy. Growth will be allocated in accordance with the spatial strategy and settlement hierarchy. This recognises the relationship between the Urban Area of Colchester, growth and opportunity areas within and outside of the urban area (Marks Tey and TCBGC) and the larger settlements of, Tiptree, West Mersea and Wivenhoe. This also recognises the role that other settlements play in creating diverse places across Colchester, as well as the importance of the countryside that should be protected
- 3.19 In the first instance, development is directed to the City centre and the urban area of Colchester. This will enable greater use of brownfield sites to be realised and developments of a higher density. This approach is reflected in the NPPF.
- 3.20 The next tier in the settlement hierarchy is growth and opportunity areas. A number of sites are allocated for residential, employment / mixed use development within the urban area of the City. The Hythe which has seen significant changes over the years, notably through recently approved and built student accommodation is identified as an opportunity area where there are opportunities here for wider regeneration. This area is an established regeneration area that seeks to deliver sustainable, mixed-use neighbourhoods, identifying the River Colne as a feature and respecting the historic character of the area. Magdalen Street where regeneration could help deliver a new and improved gateway to the City Centre is also identified as an opportunity. There are a number of older commercial buildings suitable for reuse and or redevelopment to enhance this area. This tier in the hierarchy also includes the University of Essex, Knowledge Gateway and north Colchester.
- 3.21 Marks Tey is also identified in this tier as a growth area, recognising its potential opportunities for strategic scale growth and potential for improvements to infrastructure and placemaking. Its strategic location along with the benefits the train station brings, support the potential for expansion. However, there is also recognition that infrastructure improvements will be required in order to support development at the scale promoted. Tendring Colchester Borders Garden Community (TCBGC) is established and defined in a separate Development Planning Document. It continues to form an integral part of how this area of North Essex will develop up to 2041 and beyond. In recognition of the contribution it will make to towards the supply in this plan period for Colchester it is defined as a growth area in the hierarchy.
- 3.22 Key transport corridors across Colchester have also been identified for their function and connectivity and potential to support growth. The role of larger settlements outside of the urban area is also recognised. These larger settlements have the most facilities, services and opportunities. These settlements also have some of the largest populations of Colchester. As such, it is proposed to group, Tiptree, Wivenhoe and West Mersea as the next tier within the hierarchy as large

settlements. Growth in these settlements not only reflects their size but also considers the opportunities and constraints that apply to each location.

- 3.23 Creating a distinction between the large, medium and small settlements enables small scale development, which has been identified as a desire in some of the small settlements through engagement undertaken as part of the Issues and Options. The settlement hierarchy identifies medium and small settlements where growth is allocated appropriate to the size of the settlement and its constraints. Growth is not directed to all of the smaller settlements as appropriate land for growth was not identified for every small settlement.
- 3.24 The spatial strategy also reflects sustainable development principles underpinned by the NPPF which seeks to ensure all development meets the three dimensions of sustainable development; social, economic and environmental sustainability. All development will need to be in accordance with the spatial strategy and should meet the three dimensions of sustainable development.
- 3.25 The key diagram illustrates the spatial strategy for this Plan.

Policy ST3: Spatial Strategy

The Plan makes provision for growth and supporting infrastructure across the Colchester area to 2041. A sufficient number of homes have been provided in the plan to meet the overall housing requirement to 2041 as set out in Policy ST5.

Growth is directed across Colchester starting with the most sustainable and accessible locations in the urban area or close to, transport corridors and existing centres, where there tends to be a range of employment opportunities, facilities, services and travel choices for future communities.

Additionally, an appropriate level of growth is allocated within the large, medium and some small settlements, based on the opportunities and constraints of each settlement and informed by the wider evidence base. This can help support the long-term viability of services and facilities, which may otherwise be lost.

The growth needs of Colchester are balanced against the need to protect and enhance biodiversity, landscape and heritage. The highest areas of sensitivity are receiving the lowest levels of growth in this Local Plan. This approach also ensures that existing settlements maintain their distinctive character and role by avoiding harmful coalescence between them and through conserving their setting. New development will be required to respect the character and appearance of landscapes and the built environment and preserve or enhance the historic environment and biodiversity to safeguard the character of the City.

The Tendring Colchester Borders Garden Community (TCBGC) and other large-scale developments will deliver substantial growth, enabling significant community benefits to be realised. Opportunities for growth along key transport corridors, particularly with access to the rail network are favoured subject to sufficient capacity on the network and/or appropriate mitigation to support any enhancement required.

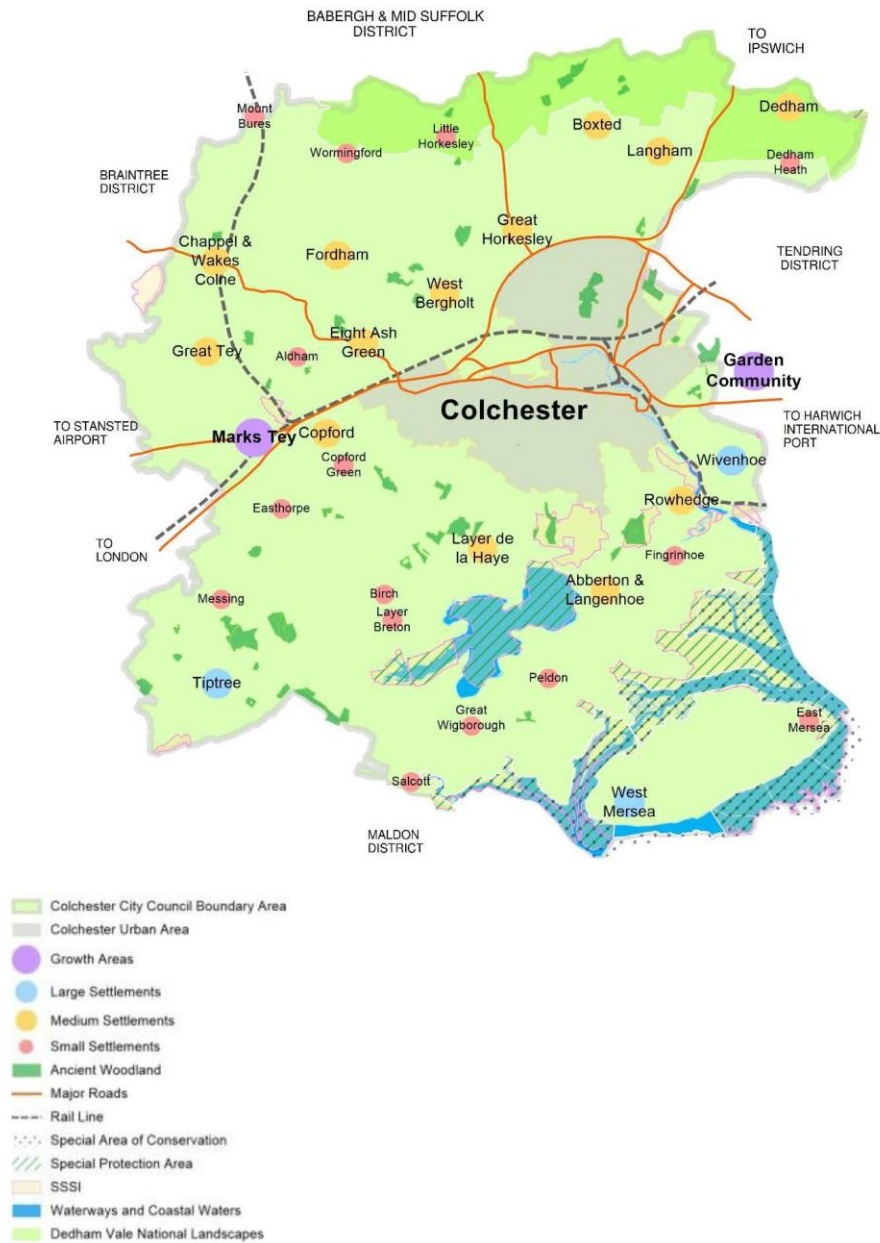
The re-use of previously developed land and developments of higher densities (particularly in the Urban Area of Colchester) will be supported where this enables a more efficient use of land. Opportunity areas are therefore identified at the Hythe and Magdalen Street.

The primary focus for growth is made through the allocations identified in this Local Plan, together with the existing commitments and TCBGC as set out in Policy ST5. Allocations are made in accordance with the settlement hierarchy set out below. The settlement hierarchy groups areas across Colchester based on their sustainability merits, size, function, opportunities and the services provided in each locality.

Settlement Hierarchy

Colchester Urban Area including City Centre
Growth and Opportunity Areas Hythe Opportunity Areas Magdalen Street Opportunity Area Marks Tey Growth Area Tendring Colchester Borders Garden Community Growth Area
Large Settlements Tiptree West Mersea Wivenhoe
Medium Settlements Abberton and Langenhoe Boxted Chappel and Wakes Colne Copford Dedham and Dedham Heath Eight Ash Green Fordham Great Horkesley Great Tey Langham Layer de la Haye Rowhedge West Bergholt
Small Settlements Aldham Birch and Layer Breton Copford Green Easthorpe East Mersea Fingringhoe Great Wigborough Little Horkesley Messing Mount Bures Peldon Salcott Wormingford
Countryside

KEY DIAGRAM



Justification

Purpose of the policy

- 3.26 The NPPF requires Strategic Policies in Local Plans to set out an overall strategy for the pattern, scale and design quality of places. Strategic Policies are required to provide a clear strategy for bringing sufficient land forward to address needs over the plan period, in line with the presumption for sustainable development. The Strategy must provide for social and economic needs, sufficient strategic and local infrastructure, whilst balancing the conservation and enhancement of the natural, built and historic environment, and address climate change, mitigation and adaptation.
- 3.27 The Spatial Strategy sets out the approach for how Colchester will develop to 2041. This informs where sites will be allocated for housing and economic growth, and where areas will be safeguarded and protected in this Preferred Options Local Plan.

Alternative

- 3.28 The alternative spatial options considered were:

- Continuing existing Spatial Strategy
- New Garden Community
- Garden Suburbs
- Intensification in the City Centre
- Transport Corridors
- Hubs and Spokes
- Environment Led

- 3.29 The preferred spatial strategy draws together the positives from as many of the spatial options as possible, while ensuring the growth needs of Colchester are met. These include:

- Focus on the existing urban area and intensification where appropriate largely within growth and opportunity areas;
- Significant scale of growth along transport corridors;
- Growth in the other settlements, including some of Colchester's smaller villages, to support communities and provide opportunities to sustain and enhance facilities and infrastructure;
- Ensure protection and enhancement of the most sensitive environments



APPENDIX MRD2

Policy ST4: Development in the Countryside

The Council will consider the requirement for new development within the countryside to meet identified development needs in accordance with Colchester's spatial strategy while supporting the vitality of rural communities. This will be balanced against ensuring development does not have an adverse impact on the different roles and relationships between settlements and their separate identities, valued landscapes, the intrinsic character and beauty of the countryside and visual amenity.

The intrinsic character and beauty of the countryside will be recognised and assessed, and development will only be permitted where it would not adversely affect the intrinsic character and beauty of the countryside.

Proposals must consider the role the landscape plays as an open buffer between settlements or areas of a settlement, and the resulting sense of separation and distinctive identity.

Within valued landscapes, development will only be permitted where it would not impact adversely and would protect and enhance the factors that contribute to valued landscapes.

Proposals for sustainable rural businesses will be supported if they are of an appropriate scale, meet a local employment need, minimise negative environmental impacts, and harmonise with the local character and surrounding countryside where they are being proposed.

Where residential proposals are located outside defined settlement boundaries, there should be consideration of the physical and functional connection to the defined settlement in the first instance. Residential proposals in the countryside should conserve and enhance the character, quality and tranquillity of the landscape, and it must be proven that they will protect and reinforce the rural character of the areas where a development is proposed. Proposals will need to demonstrate that the scheme respects the character and appearance of landscapes and the built environment and preserves or enhances the historic environment and biodiversity. Opportunities to maximise access to sustainable modes of travel for future residents must be demonstrated.

Justification

Purpose of the policy

- 3.30 The purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF recognises that there are three dimensions to sustainable development: economic, social and environmental. Settlement boundaries are an essential tool for the management of development and contribute to the achievement of sustainable development by preventing the encroachment of development into the countryside, protecting rural character. The spatial strategy (Policy ST3) directs development to the most sustainable locations across Colchester.

- 3.31 Areas outside of settlement boundaries are defined as 'Countryside'. Within the countryside, there are a number of very small villages and hamlets and isolated clusters of dwellings which lack any community facilities or access to services or public transport and rely on nearby larger settlements to meet their daily needs. It is essential that development is restricted in the countryside to protect landscape, character, quality and tranquillity.
- 3.32 Development within the countryside will accordingly be limited to activities that either require a rural location or help sustain a rural community and local economy and which help protect the rural character of the areas where a development is being delivered.
- 3.33 The NPPF includes examples of exceptions whereby proposals for isolated dwellings in the countryside may be acceptable. The Council's interpretation of 'isolated' are sites that are physically isolated relative to existing settlements, and sites that are functionally isolated relative to services and facilities.

Alternative

- 3.34 The alternative is to rely on national policy and guidance or the spatial strategy and housing allocations policies.



APPENDIX MRD3

Peldon

12.46 Housing in Peldon is laid out in a triangular pattern around three roads. The settlement boundary in Peldon currently comprises two roughly equivalent areas of housing on either side of two of the three roads. The triangular residential area is surrounded by arable farms. The village lies within the Coastal Protection Belt.

Policy PP49: Land at St Ives Road, Peldon

In addition to the infrastructure and mitigation requirements identified in Policy ST 7 and subject to compliance with all other relevant policies, development will be supported on land within the area identified on the policies map which provides:

- a) Approximately 25 new dwellings of a mix and type of housing to meet evidenced needs and be compatible with surrounding development;
- b) Safe and suitable site access to required highway design standards. The point of vehicular access is to off St Ives Road to be agreed with the Highway Authority and it will need to be demonstrated that the proposal would not be detrimental to highway capacity and safety;
- c) Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way. Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement;
- d) 'Enhanced Open Space' as shown on the Policies Map substantively in excess of 10% of the allocation area must be provided as open space. This should include a minimum of 0.6ha of open space within the site;
- e) Mature trees and hedgerows within the site should be retained;
- f) Screening comprising locally appropriate hedgerows and/or woodland will be required along the site boundaries to ensure that development is sensitively integrated into the landscape to reflect and reinforce rural character;
- g) Respect the setting of and conserve the local distinctiveness of the Church of St Mary (Grade I Listed Building) at Peldon which forms a prominent landmark, visible from much of the surrounding landscape due to its location on a localised knoll;
- h) Development must conserve, and where appropriate, enhance the significance of heritage assets (including any contribution made by their settings). Designated heritage assets close to the allocated site includes one Grade I, one Grade II* and fifteen Grade II Listed Buildings as informed by the stage 1 HIA;
- i) Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development;

- j) Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions to the satisfaction of the Council and Anglian Water;**
- k) A range of measures in addition to prioritising SuDs (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including:**
 - i) Removal of unrequired network flows;**
 - ii) Targeted education to include new residents of the development;**
 - iii) Reduction in the demand for potable water.**