

LAND WEST OF MARKS TEY COLCHESTER

Policy PP17, Land South of A12, Marks Tey Growth Area
Allocation Document

January 2026

On Behalf of R. F. West Ltd



R.F. WEST LTD



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An aerial photograph of a farm complex, including several large barns, a residential house, and surrounding fields. The image is semi-transparent, serving as a background for the text.

1. Introduction

Introduction

This document has been prepared as an addendum to the previous allocation document prepared for Colchester City Council's 2024 Local Plan Call for Sites engagement. The site has now been allocated for development of 1500 dwellings and supporting uses and infrastructure under Policy PP17 of the Regulation 18 Local Plan. At the time the original document was prepared for the Call for Sites, there was a Development Consent Order (DCO) in place to widen the A12, and the route for these works was partly through the respondent's land. However, following the conclusion of a Spending Review, the Government has taken the decision to cancel the A12 Chelmsford to A120 scheme and the DCO is to be dissolved. As that scheme has now been abandoned, the land sterilised by the road widening scheme in the respondent's ownership is now available, and the opportunity exists to increase the number of dwellings in the Marks Tey Growth Area to up to 2000. Attached to these representations is the respondent's Promotion Document that includes a concept masterplan that illustrates a possible development without the A12 widening, which accommodates up to 1500 dwellings (Option 1), along with a Neighbourhood Centre, Primary School site, Commercial Development and associated infrastructure. However, in addition, a second concept masterplan is included within this document that accommodates up to 2000 homes, with the same supporting development and infrastructure (Option 2) titled "Alternative 2000 Units PP17 with PEP5."

PEP5 relates to the emerging allocation of employment land also on the respondent's land south of the A12 Marks Tey, which is illustrated on both Option plans.

About R.F. West Limited

R.F. West Limited are experienced developers and land promoters having successfully delivered hundreds of homes within Colchester and Tendring, through the local plan process over the last 20 years. The company has a first class track record of working with Local Planning Authorities and partnering major national house builders to deliver high quality inclusive housing developments.



Marks Tey Train Station sourced from <https://esscrp.org.uk/stations/marks-tey/>



Marks Tey Village Name sign © Geographer - <https://www.geograph.org.uk/photo/5980551>

Identifying Land for Homes

The National Planning Policy Framework 2023, (the Framework) at paragraph 74 advises amongst other things as follows:

“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes). Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way”.

In order to meet the expectations of paragraph 74, planning authorities are advised that they should select sites having regard to criteria a) to e) within the following pages. With the exception of e) above, which is not relevant to Colchester, the allocation of this land at Marks Tey, as envisaged by these proposals, would comprehensively meet the relevant criteria; as set out in blue text beneath each of the criteria.

The proposed allocation of land at Marks Tey as introduced by this document, will comprehensively meet this fundamental objective of Government Planning Policy. It will result in a large number of new homes as an extension to an existing village, taking strategic advantage of its existing and accessible high quality public transport facilities, whilst providing new on-site community, retail and commercial facilities; along with land for a new school. Located so that the new housing will be accessible to a genuine choice of existing transport modes, these proposals are the ideal

a) Consider the opportunities presented by existing or planned investment in infrastructure, the area’s economic potential and the scope for net environmental gains;

The importance of the mainline rail station and existing public transport provision in Marks Tey cannot be overestimated in achieving sustainable development. The proposed site’s proximity and accessibility to these facilities is unique in Colchester and is key to delivering a sustainable community. The site also provides a strategic location for additional employment land directly on the truck road network (A12 / A120 interchange), whilst being accessible to significant areas of existing and proposed new housing, all within walking or cycling distance.

b) Ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;

The size of the proposed development would be such that it would not overwhelm the existing settlement, but add to the existing village community, bringing with it, new accessible services and employment opportunities. The extended settlement would have sufficient new infrastructure and accessibility to achieve a high degree of self-containment, reducing the need to travel to other centres by car or add to the congestion of the City centre.

Identifying Land for Homes

c) Set clear expectations for the quality of the places to be created and how this can be maintained (such as by following Garden City principles); and ensure that appropriate tools such as masterplans and design guides or codes are used to secure a variety of well-designed and beautiful homes to meet the needs of different groups in the community;

It is envisaged that the extension to the village would become the subject of a Masterplan Policy or Supplementary Planning Document, ensuring the delivery of the required infrastructure and a Design Code to secure a variety of types of homes to meet the needs of different groups in the community. Driven by a Design Code prepared in collaboration with the Council, a master plan can be developed which can ensure high quality design respectful of its village setting. Additional policy provisions would secure the preservation and enhancement of the heritage assets within the site.

d) Make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations); and

It is anticipated that the proposals would be phased, perhaps in three phases of 500 dwellings, with the Market Square, school site and restoration of the heritage assets secured within the earlier phases. The land is entirely controlled by a single landowner, which removes the complication often associated with larger schemes where the expectations of multiple landowners can slow down delivery. The landowner



Aerial view facing south of the site, showing the neighbouring dwellings to the proposed site.

Sustainability

Other than Colchester City Centre, there are no other significant settlements within the city boundaries, with the potential for growth, that are as sustainable in their location as Marks Tey. These proposals aim to place up to 1,500 homes within easy reach of frequent bus and train services, with on-site education and shopping facilities to meet day to day needs. In addition, the site will be accessible to nearby new employment opportunities and the Trunk Road Network, A12 and A120.

The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner. It is considered that the allocation of the land at Marks Tey will do just that, whilst meeting three of the objectives of sustainable development, economic, social and environmental sustainability.

Economic Sustainability

Social Sustainability

Environmental Sustainability

Economic Sustainability

Close to the trunk road intersection of the A12 and A120. The creation of this employment area will attract inward investment to Colchester, provide jobs close to housing and support new economic growth, innovation and improved productivity, due to its excellent location. Further investment in a new Primary School and local community facilities, alongside significant new housing will assist in supporting the vitality and viability of existing local services and businesses.

Social Sustainability

The development proposed will create a vibrant healthy community providing a range of different types of homes to meet different needs including a significant proportion of affordable homes for both present and future generations, adding to the existing community of Marks Tey. The Market Square and new school will assist in providing a new community focal point for the village where wider social interaction can take place and a sense of community can be fostered through good design, leading to a safe and sustainable place to live and work, with its own unique identity and sense of place.

Environmental Sustainability

Whilst some change to the natural environment will inevitably occur, it will take place in a location that does not lead to a loss of a valued landscape and where landscape features exist, they can be protected and enhanced. There will be no loss of land of biodiversity value, on the contrary, any loss of biodiversity will be compensated for plus a minimum of 10%, as part of a Biodiversity Net Gain Plan, to be developed at each planning application stage. The development would also secure the future of the Marks Tey Hall estate, a collection of Listed Buildings, which need restoration. The proposals would secure these heritage assets, safeguarding their setting alongside a 'Village Meadow' providing 4.0 hectares of Public Open Space.

Development Viability

The respondents took part in the consultation for the preparation of the Colchester Whole Plan Viability Assessment (October 2025) prepared on the Council's behalf by Newmark, which forms part of the Local Plan evidence base. Concerns were raised in that consultation in relation to some of the costs, values and inputs that were proposed to be used in the viability assessment. However, that consultation was solely in relation to costs, values and other related inputs, there was no indication of the proposed level of contributions that were likely to be expected from allocated sites. Since the consultation and at the behest of the Local Plan Committee, the final version of the viability assessment was published, just prior to the committee meeting that resolved to allow consultation of the Regulation 18 Local Plan. The final version of the Newmark Viability Assessment suggests a financial contribution of £25,000 per dwelling for s106 items and £35,000 per dwelling for infrastructure projects would be viable for all 'Strategic Allocations.'

Land south of Marks Tey is identified as a strategic site and as such, a combined financial contribution of £60,000 per dwelling would be required to be bound into a planning obligation at the planning application stage, having regard to Policies H1, H2 and ST7. In the preparation of these representations, the respondents commissioned Chartered Surveyors Morely Riches to undertake a Viability Assessment of the draft allocation for 1500 Dwellings at Marks Tey, using only Newmark's values and inputs and making provision for a combined s106 contribution of £60,000 and 30% affordable housing.

The result of that exercise resulted in the development making a resounding loss. Given that the Newmark inputs were the only variables used in this exercise, it was alarming to discover that the scheme would be wholly unviable. It was even more disturbing to hear at the Local Plan Committee, the Council's Strategic Growth and Infrastructure Manager advise Members, that Newmark had told her that the Colchester Viability Assessment, was one of the most viable Local Plans they had ever reviewed. The respondents have not had access to Newmark's viability model, so it might be that if access was granted, then it could be shown that the development would prove to be viable. However, the model used by Morley Riches, is the industry standard, so the massive discrepancy is unlikely to be as a result of applying a different modelling method.

Prior to making these representations, a virtual meeting was held with the Council's Strategic Growth and Infrastructure Manager to alert her to the respondents' grave concerns with regard to the Newmark viability assessment. Rather than objecting to the plan, the respondents were advised by the Strategic Growth and Infrastructure Manager to raise their concerns in these representations, which we have done. The respondent was further advised that once the consultation deadline had passed, she would instigate a review of the viability assessment and a meeting with Newmark and relevant stakeholders to assess the viability assessment and to perhaps allow access to the Newmark model.

(Text continued on adjacent page)

Land owners and promoters need to be confident that the final and adopted Colchester Whole Plan Viability Assessment will demonstrate that the level of contributions expected from strategic and other development would be at a level that allows development to proceed. The respondents reserve the right to make further representations to the Council and to the examining Inspector in relation to the viability assessment, in the event that the concerns raised now are not allayed.

The respondents would also like to raise their grave concerns as to the infrastructure costs that have informed the level of contribution required within the viability assessment of £35,000 per dwelling.

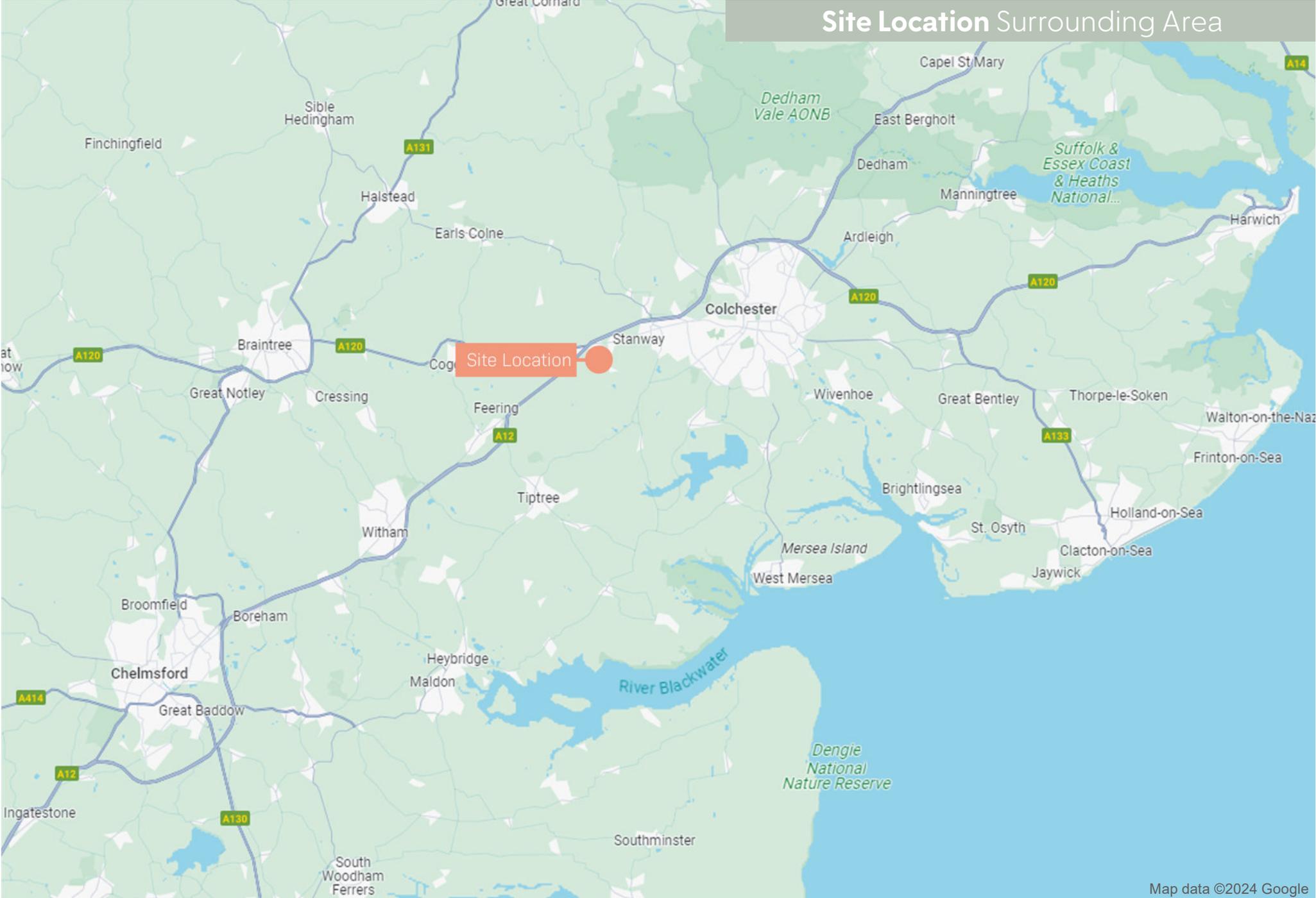
It would appear that amongst other infrastructure requirements that two key elements of proposed infrastructure are, The RTS 2, Colchester City Centre to Marks Tey, which has been costed at £37 million and the Park and Choose site at Marks Tey, which is understood to have been costed at £67 million. The cost of these and other infrastructure development have been contributors to setting the level of £35,000 per dwelling, that makes up the majority of the £60,000 per unit contribution. However, there are no schemes or publicly available plans of these proposals available, they are at this stage simply ideas, and whilst it might be possible to estimate a cost for their delivery, it cannot be the case that estimated costs for infrastructure that is yet to be shown to be deliverable, can reasonably be used to set what will be a lasting land compelling level of financial

contribution embedded within the evidence base. If nothing else, the cost of this infrastructure must be known in detail, and informed by actual and deliverable proposals, before they can be used to set expected infrastructure payments from development under policy ST7.

An aerial photograph of a farm complex. The image shows several large, dark-roofed buildings, likely barns or warehouses, arranged in a cluster. A road or driveway runs through the center of the complex, leading to a smaller building. The surrounding area is a mix of green fields, some with visible crop rows, and a dense line of trees with autumn foliage. The overall scene is a rural farmstead.

2. The Site

Site Location Surrounding Area



Map data ©2024 Google

Site Imagery



Notes: Red dashed line indicates boundary as estimation.



4. Panoramic Aerial View Facing South

Notes: Red dashed line indicates boundary as estimation.

The site imagery provided offers an aerial view of the site, providing a wider context for the proposed development.

Within image 1, an Marks Tey Hall can be seen, screened with dense hedging and trees.

Marks Tey Hall should be retained, and careful consideration should be made within the design process to retain its existing landscape character which in turn, will allow for it to blend

in seamlessly within its surroundings. An existing site with caravans stored, as well as caravan services can be seen within close proximity to the proposed entrances. This is outside of the land of the site.

The A12 can be seen to the right of the above image, which serves as an important link between towns and cities.

To the left of the A12 in the above image is London Road, which is the main



5. Aerial View Facing North

Heritage Assets

Within the proposed allocation land are three important heritage assets along with their associated curtilage buildings. These buildings include Marks Tey Hall, The Chapel Barn, both Listed Grade II and the Barn, Grade II*.

A comprehensive Heritage Impact Assessment has been undertaken to understand the significance of these assets and their setting, along with consideration of any impact upon their setting, as a result of the potential for new development nearby.

The initial master plan proposals identify a 3.0 hectare setting for the listed buildings, with a further 4.0 hectare area adjacent to become a "Village Meadow," providing Public Open Space.

The listed buildings are not in a good state of repair with the Grade II* Barn being on the Heritage England's At Risk register. These proposals will enable the restoration and enhancement of these heritage assets, better revealing their significance by introducing new opportunities to view the buildings in and around the development, in their original historic setting.





Marks Tey Hall

Marks Tey Hall is a Grade II Listed Building which dates back to the 16th Century, however, it is multi-phased, many of the buildings fixtures and fittings date back to the 20th century or have been installed from other buildings.

The brick cellar survives as one of the earliest parts of the building.

The Marks Tey Hall is a significant building as it was formerly the manor house of the parish which later became a farm.

The Barn

The barn situated close to the entrance of the property curtilage is a grade II* listed building, with a medium to high evidential value as it can further the understanding of medieval timber frame buildings.

However, the building itself is not associated with any specific historic event but formed part of the property of the manor and is likely associated with the earlier manor house, which predates the existing building.

It is essential that conservation works are undertaken at the earliest opportunity as the building is in a poor state, with rotten timber noted throughout which is the frame for the property.

The Chapel Barn

The Chapel Barn does not have historic evidence to support its name, however, it is a Grade II listed building which is included within the Buildings at Risk Register for Essex.

The Chapel Barn's structure dates back to the 17th century, therefore it is associated with the manor house. Aesthetically it is a high status outbuilding which may have used brick from the local Layer Marney Towers, of pre-imperial measure size and the only building constructed with this material within the site.



View of Marks Tey Hall from North

Additional properties within the curtilage of Grade II listed Marks Tey Hall include The Coach House, Garden Shed, Bunker, partially collapsed farm outbuilding, a hay shed, a collapsed barn and a stable.

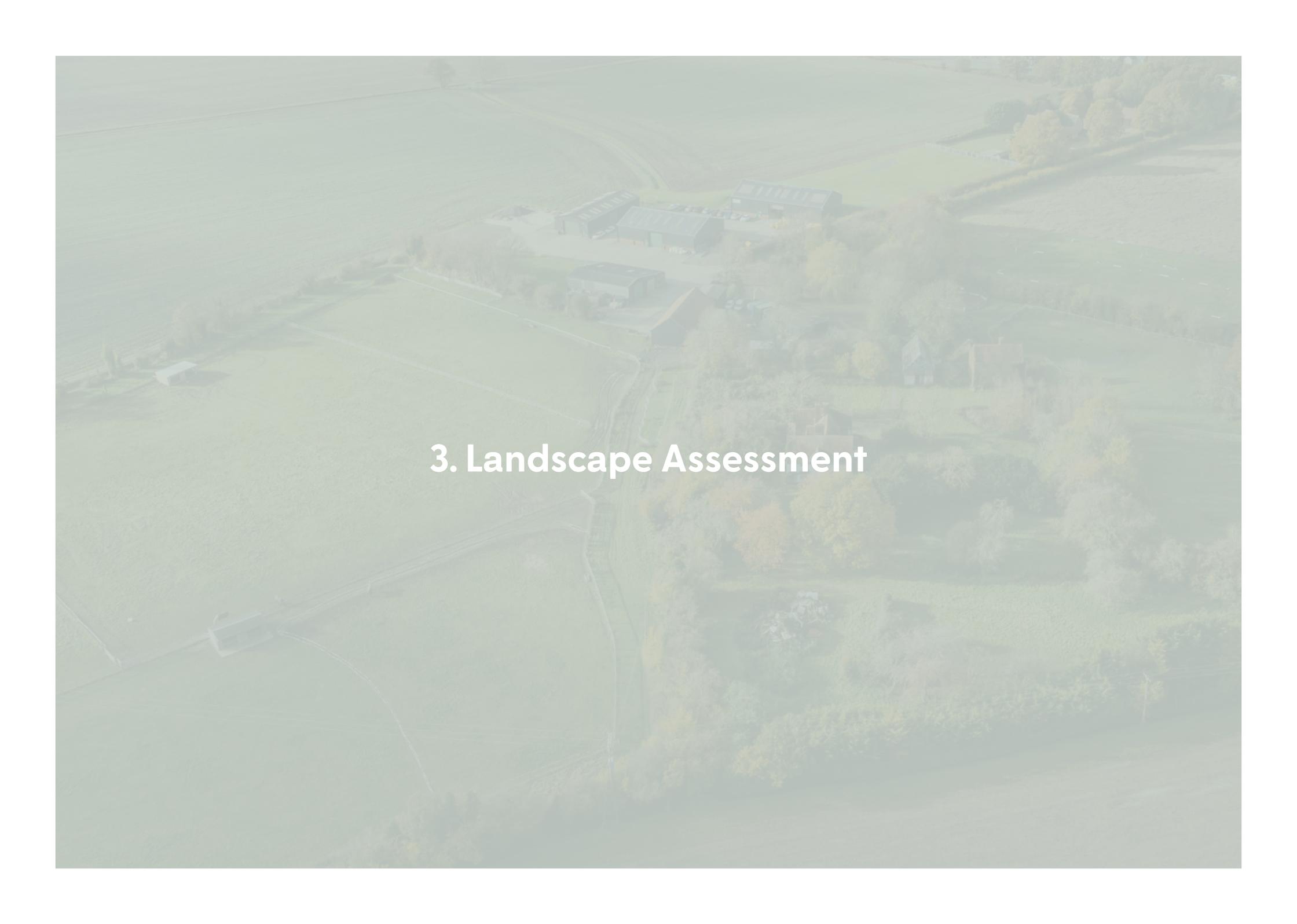
These buildings originate from the 18th, 19th and 20th century.

The former Coach House / Garage derives from a later phase within the site and is considered to be of low heritage significance.

The former Coach House, Garden Shed, Partially Collapsed Outbuilding, Hay Shed and Stable are all considered to be of low heritage significance.

The bunker derives from the 20th century, and is suggested to be of a World War II air raid shelter, it provides a medium rating of evidential value.

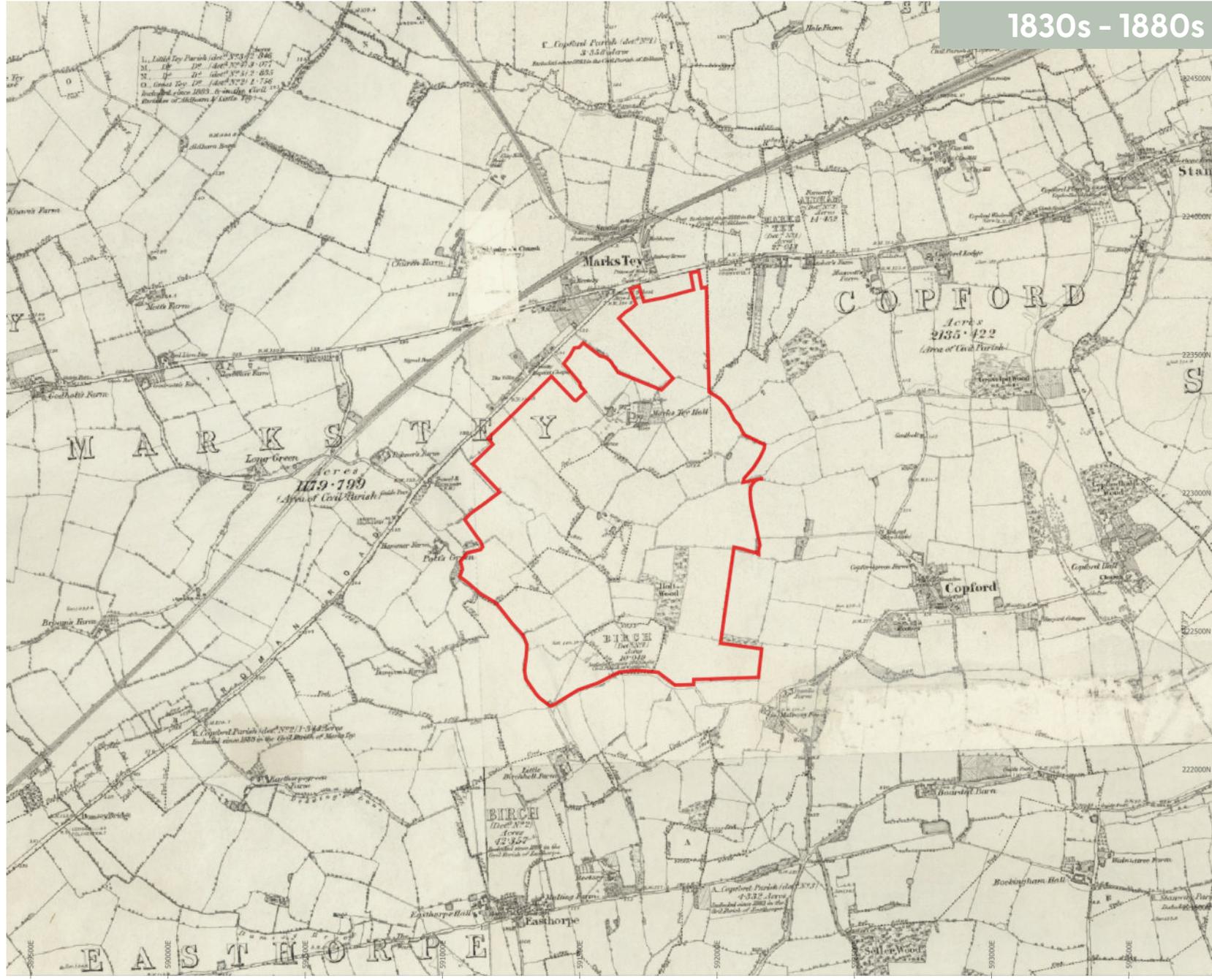
The collapsed barn is believed to be the structure shown on the Tithe

An aerial photograph of a farm complex. The central part of the image shows several large, dark-roofed buildings, likely barns or warehouses, arranged in a cluster. To the right of these buildings is a dense area of trees with some autumn-colored foliage. Further to the right, there are smaller, more traditional-looking houses or farm buildings. The surrounding landscape consists of large, open fields, some of which appear to be planted with crops like corn. A road or driveway runs through the center of the farm, connecting the buildings to the surrounding fields. The overall scene is a typical rural farmstead.

3. Landscape Assessment

1830s - 1880s Historic Map

NIGEL COWLIN LTD
Landscape Assessment & Design



KEY:
 Site (there may be some misalignment with the background historic map)



HISTORIC MAP
OS Six Inch 1830s - 1880s

Marks Tey

NC23.819-1va01a_Part 2_figures

FIGURE 3.

Historic maps reproduced with the permission of the National Library of Scotland.
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Landscape & Ecology

The land required for this proposed allocation is of relatively low landscape value and has some accommodating characteristics. In broad terms it is an area with relatively low sensitivity and some good capacity to accommodate a new/expanded settlement.

The central and north western parts have most capacity for development with more limited risk of harm to landscape character.

The eastern and southern edges are more sensitive, and care will be needed to ensure an appropriate rural transition and to safeguard the independent rural settings of neighbouring villages. A more detailed appraisal of the landscape considerations is set out below. Any further development of a master plan will need to be informed by a more detailed landscape and visual impact assessment.

Other than the established trees and hedgerows that presently surround the arable fields within the site, which are to be retained where possible, and used to form the housing parcels, the vast majority of the site is in agricultural use and is largely devoid of and away from sensitive habitats (as demonstrated in the adjacent map). As such, the land has a relatively low biodiversity value overall, and is largely devoid of, and away from sensitive habitats (as demonstrated in the adjacent map).

The area is not subject to either national or local landscape designation and there are no statutory or non-statutory wildlife designations affecting the area. There are two farms featuring Listed Buildings, most notably Marks Tey Hall which includes a Grade II* Listed Barn. There is also a medieval moat enclosure Scheduled Ancient Monument at Marks Tey Hall. Outlying from the land allocation area, the neighbouring villages of Copford Green, Mulbury Green and Easthorpe are small characterful rural settlements. Each has a number of Listed Buildings and most of Copford Green is a Conservation Area.

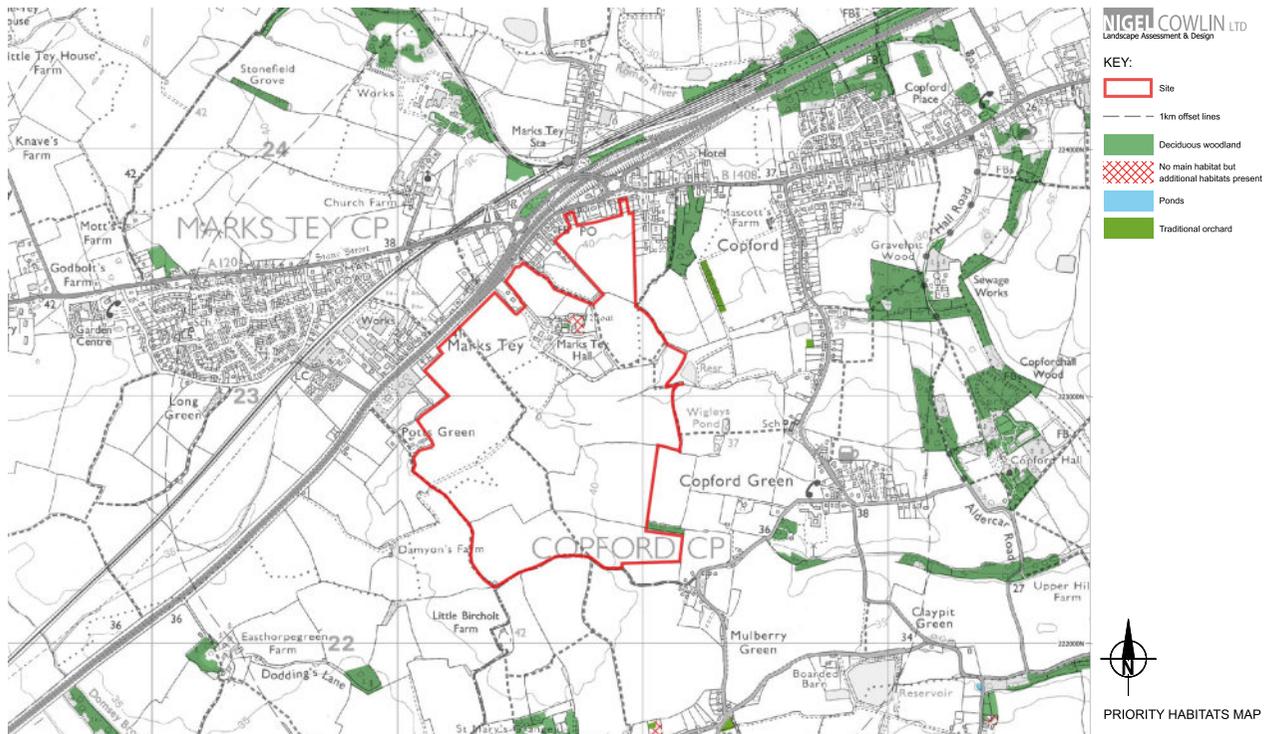


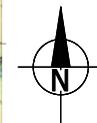
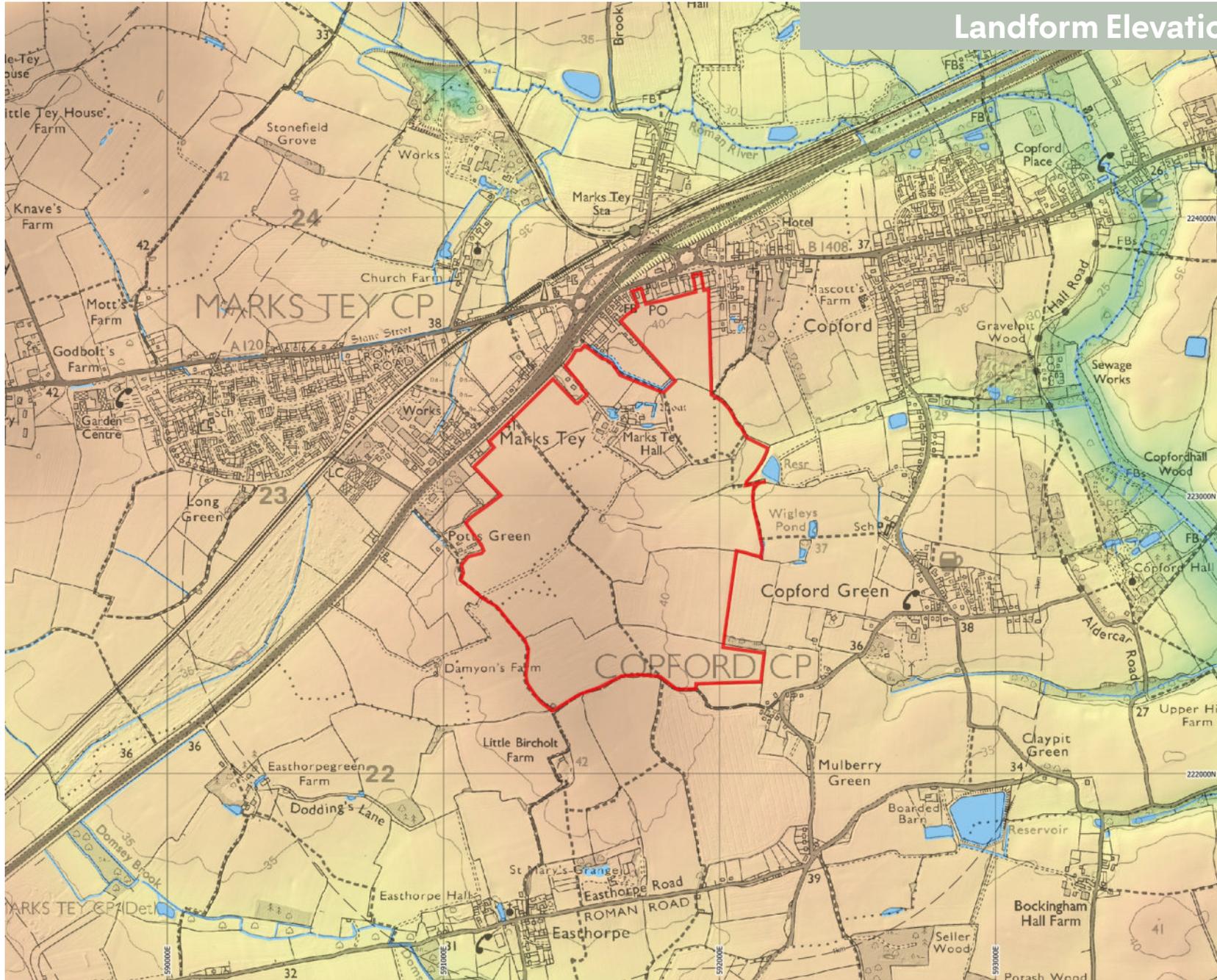
Figure 6 - Priority Habitats Map - Produced by Nigel Cowlin LTD.

Landform Elevation Map

NIGEL COWLIN LTD
Landscape Assessment & Design

KEY:

-  Site
-  1km offset lines
-  Water body
-  60m
10m



LANDFORM ELEVATION
MAP

Marks Tey

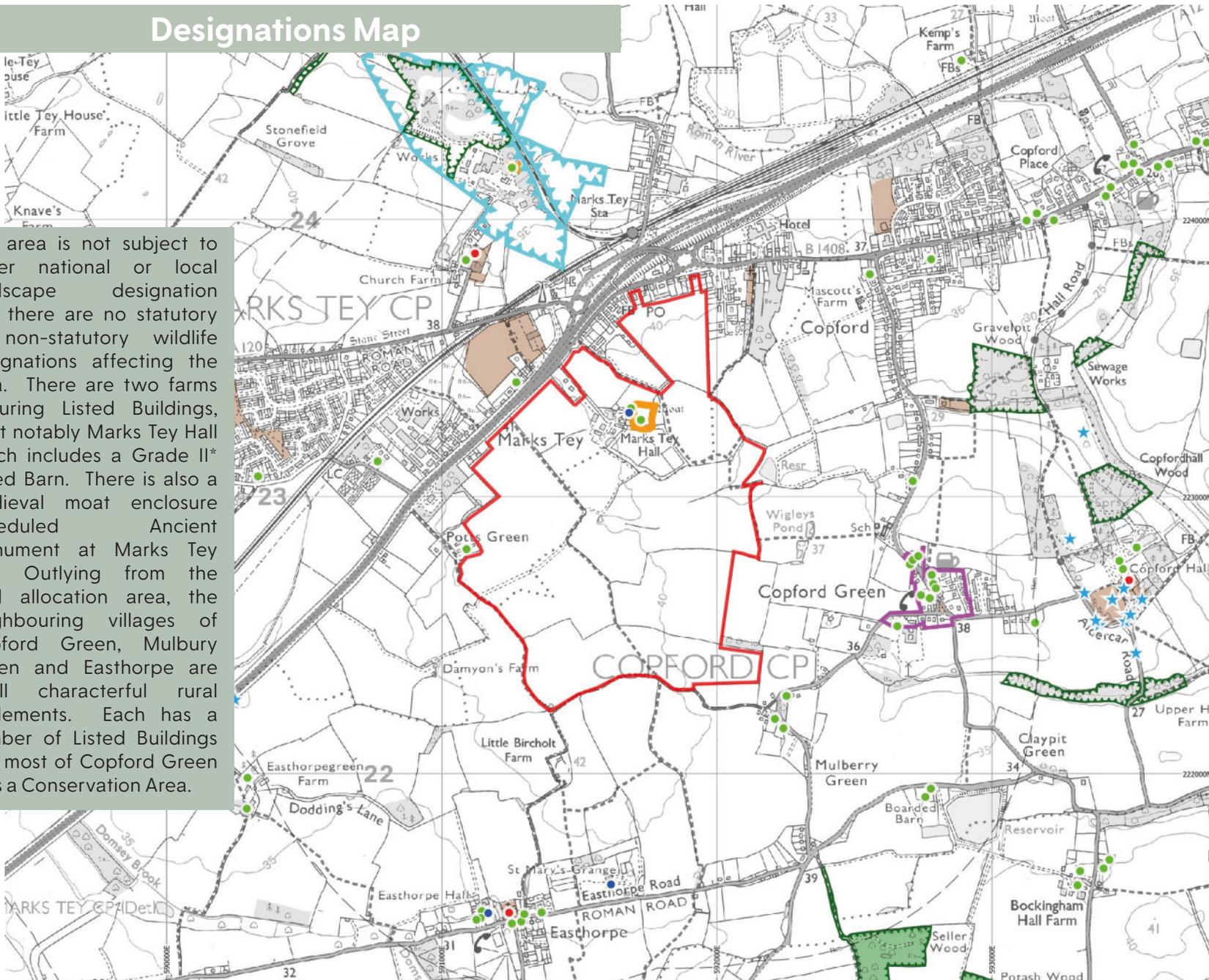
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FIGURE 7.

Background mapping OS OpenData © Crown copyright and database rights 2025
Elevation derived from Defra LiDAR data
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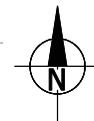
Designations Map

The area is not subject to either national or local landscape designation and there are no statutory or non-statutory wildlife designations affecting the area. There are two farms featuring Listed Buildings, most notably Marks Tey Hall which includes a Grade II* Listed Barn. There is also a medieval moat enclosure Scheduled Ancient Monument at Marks Tey Hall. Outlying from the land allocation area, the neighbouring villages of Copford Green, Mulbury Green and Easthorpe are small characterful rural settlements. Each has a number of Listed Buildings and most of Copford Green is a Conservation Area.



KEY:

- Site
- 1km offset lines
- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building
- Local Wildlife Sites
- SSSI
- Conservation Areas
- Scheduled Monuments
- Ancient Woodland
- Recreational open space (various categories)
- ★ Veteran tree



DESIGNATIONS MAP

Marks Tey

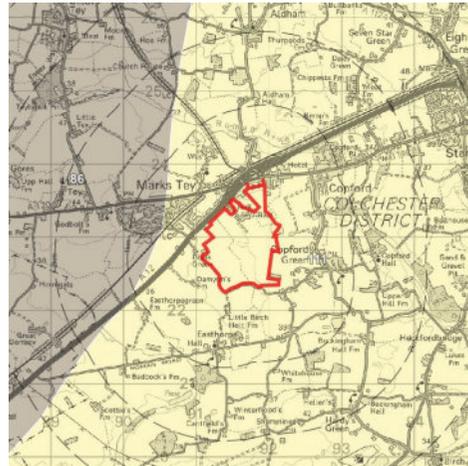
NC23.819-1va01a_Part 2_figures

FIGURE 4.

Background mapping OS OpenData © Crown copyright and database rights 2025
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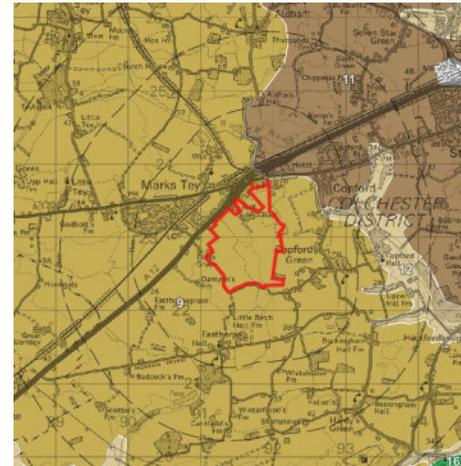
Landscape Context

NATIONAL LANDSCAPE



- 111 Northern Thames Basin
- 86 South Suffolk and North Essex Clayland

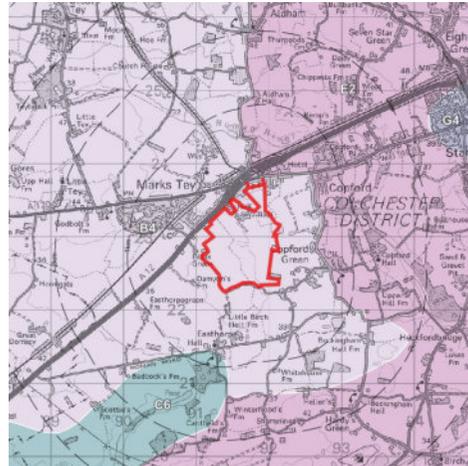
REGIONAL LANDSCAPE



Landscape East

- 11 Plateau Estate Farmlands
- 12 Valley Settled Farmlands
- 16 Wooded Plateau Claylands
- 9 Wooded Plateau Farmlands

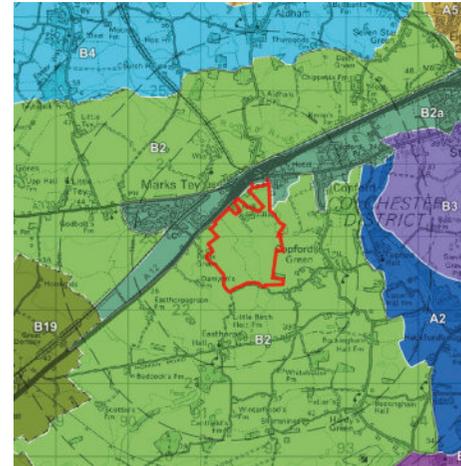
COUNTY LANDSCAPE



Essex LCAs

- B4 GOSFIELD WOODED FARMLAND
- C6 BLACKWATER&BRAIN VALLEY
- E2 SOUTH COLCHESTER FARMLANDS
- G4 COLCHESTER & ENVIRONS

DISTRICT LANDSCAPE



Braintree LCA

- B19 Langley Green Farmland Plateau

Colchester LCA

- A2 Wooded Roman River Valley
- A5 Colne River Valley Slopes
- B1 Layer Breton Farmland Plateau
- B2 Easthorpe Farmland Plateau
- B2a Easthorpe Farmland Plateau (sub area A)
- B3 Southern Colchester Farmland Plateau
- B4 Great Tey Farmland Plateau

LANDSCAPE CHARACTER MAPS

Marks Tey

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This area is part of the South Suffolk and North Thames Basin character area 111, as described at national level. Landscape East then describes it as part of the Wooded Plateau Farmlands regional level landscape character type 9. At county level, the Essex Landscape Character Assessment identifies it as part of the B4 Gosfield Wooded Farmlands county landscape character area. Finally, the Colchester Landscape Character Assessment identifies it as part of the B2 Easthorpe Farmland Plateau district character area.

Locally this is a relatively flat arable farmland landscape of medium to large irregular shaped fields. The landcover field division consists of a mix of open ditched field boundaries as well as hedged boundaries, some of which are populated with largely continuous treecover or are tall outgrown hedges. There is also a thin scattering of field corner copses, but it is largely devoid of larger woodlands. There are also a few small ponds. Post war farm modernisation has resulted in a thinning of field division and the formation of large fields through the amalgamation of adjacent smaller fields.

FIGURE 8.

Landscape Sensitivity & Capacity Issues



An aerial shot facing south-east of the site, showing part of the boundary of the site demonstrating the thin vegetation on this section.

Broad Landscape Sensitivity & Capacity Issues

The landscape baseline for this local area is largely of 'low' or 'low / medium' value. If a new/expanded settlement were based here, a section of countryside would be lost, but it makes sense that lower value countryside is considered before higher value areas elsewhere in the borough/county.

However, accepting that the landscape implications of a development do not stop at its edges, it is also necessary to consider the likely nature of effects beyond the site and into surrounding areas. In this case, the limited relationship

and presence of the proposed allocation area in the wider setting is a positive factor. This is a function of topography and land use. The relatively flat nature of the area and general lack of overlooking vantage points, would assist in limiting the broader influence of a development here.

Together with the relatively low value local landscape baseline, these broad characteristics provide a degree of relative capacity for this kind of development proposal, and the area has perhaps more limited constraints in that regard than many other areas nearby.

Site Specific Landscape Sensitivity & Capacity Issues

The eastern and southern edges are more sensitive as they interface with outlying countryside and approach the environs of the neighbouring villages. Here the development edge would need to attractively transition, and be kept sufficiently set back and separated, so as to protect the separate identities and rural settings of Copford Green, Mulberry Green and Easthorpe.

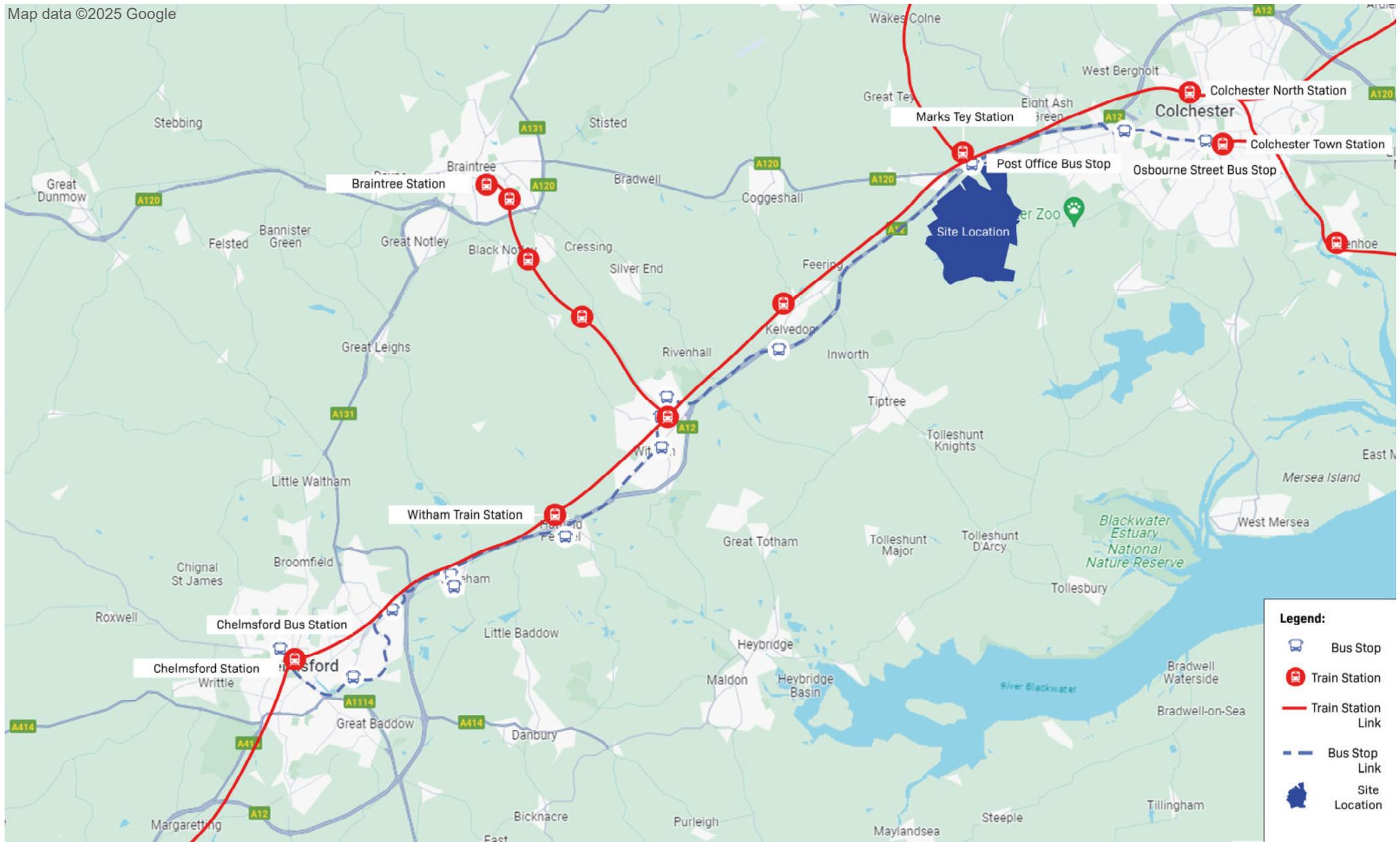
The existing field parcel shaping and vegetated field boundaries should be positively incorporated into any development, helping to shape the development blocks and give established structure to open spaces and green corridors. This approach is not only beneficial for natural systems, but also helps to respect and ground the development into the landscape framework it would be occupying. The generally large scale field parcels should prove suitably accommodating to this approach and the irregular pattern of these should help to inspire a more interestingly shaped development.

An aerial photograph of a rural farmstead, featuring several large barns, a house, and surrounding fields. The image is semi-transparent, serving as a background for the text. The text is centered in the lower half of the image.

4. Transport & Connectivity

Transport Links Roads, Buses & Trains

Map data ©2025 Google



An aerial photograph of a farm complex, including several large barns, a house, and various fields. The image is semi-transparent, with a light green tint. The text "5. Proposal" is centered in white.

5. Proposal

The Proposals - Policy PP17 - Residential Development

The proposed allocation would provide up to 1500 new homes, including 450 affordable homes, which would be delivered in 3 phases of 500 units over the plan period. Allocation of land within the scheme is to include a site of 2.5ha for a new Primary School and a new Village Centre to include convenience shopping, other shops and services, medical and community uses and dedicated car parking. The Village Centre would expand upon the existing shops and services in London Road and provide a new public 'Market Square,' creating a new heart to the village, modelled on the typical layout and feel of an Essex village centre. These facilities are to be connected to the rest of the development via footway/cycleways throughout the scheme.

The development will also enable restoration of a collection of heritage assets at Marks Tey Hall, which falls within the proposed allocation site, which include the Hall itself, The Chapel Barn (Grade II Listed buildings) and The Barn, a Grade II* Listed Building, along with a collection of curtilage buildings. These heritage assets are in a poor state of repair with the Grade II* Barn being on the Heritage England's At Risk Register.

The Proposals – Policy PEP5 – Employment Land

The respondents R.F. West Ltd, who are also the owners of all of the land allocated under Policy PEP5 : Land South of A12 Marks Tey, fully support the allocation of this land for employment uses, in accordance with Policy E1.

The allocation of this land, along with the 1500 dwellings and associated infrastructure and supporting land uses under Policy PP17 is considered to represent a logical and sustainable use of land that will allow the opportunity for future residents within the Marks Tey Growth Area to live and work in one location, thereby reducing the need to travel by car. Pedestrian and cycle routes can be developed through the master planning process to connect the proposed housing and employment areas, encouraging a modal shift to more sustainable transport options. The employment allocation is also located in a position where it can

avoid any potential amenity conflicts with the proposed residential uses. The land is also strategically located to take advantage of very nearby access to the Trunk Road network, A12 and A120. It is also accessible to the railway station at Marks Tey.

The respondents are undertaking winter bird surveys this winter, and further ecological assessment will be undertaken in the Spring. The employment land allocation will form part of the transport and highway engagement underway with the Highway Authorities, to ensure that it is deliverable for a highway perspective. Present indications are that there are no constraints on this land that would prevent its deliverability for employment uses.

1500 Units Policy PP17



Illustrative Masterplan - PP17

Alternative 2000 Units PP17 With PEP5



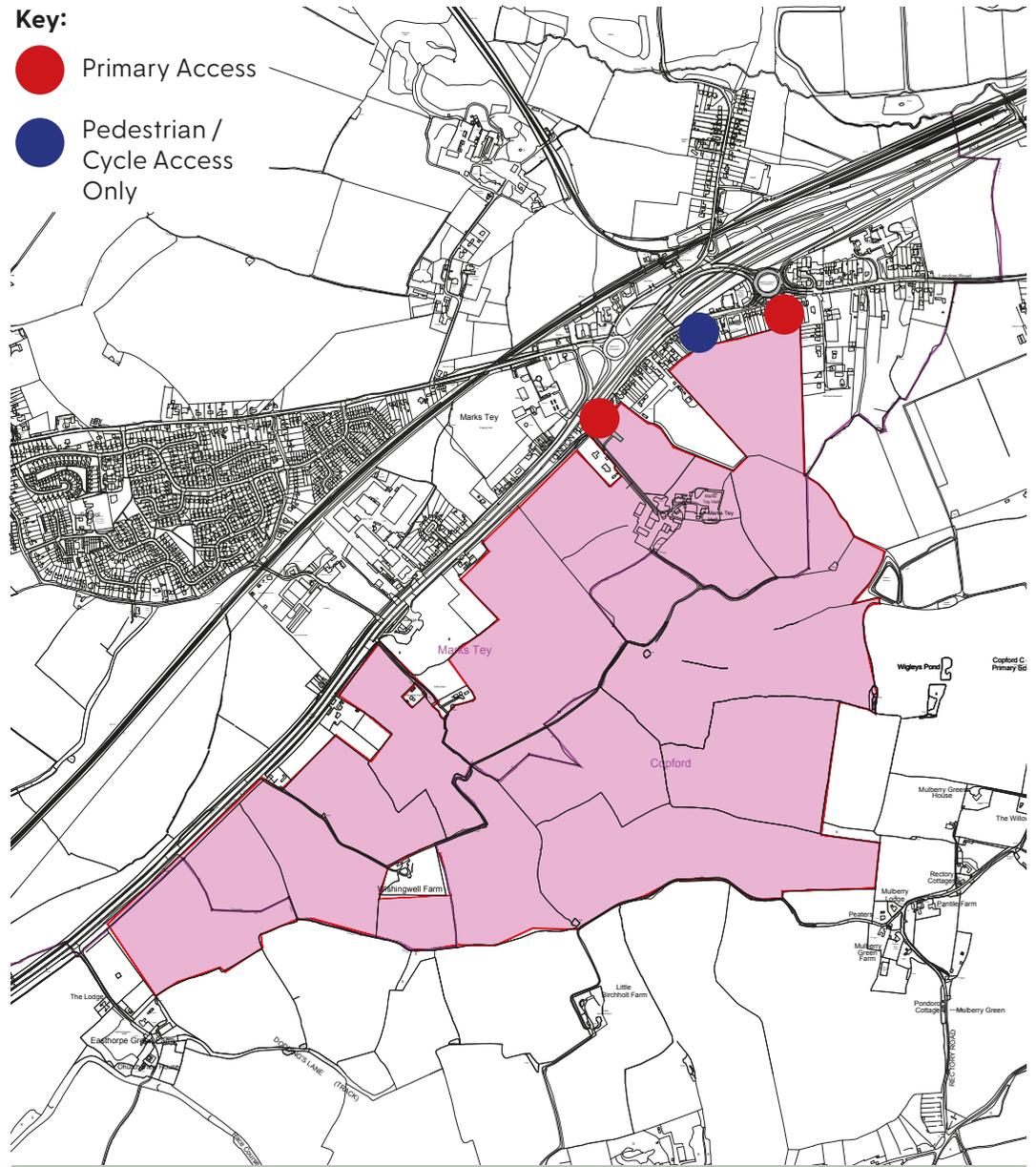
Illustrative Masterplan - Alternative 2000 Units PP17 with PEP5

Site Accessibility

Pre-application discussions were held with National Highways Consultants and Essex Highways in relation to the proposed vehicular access strategy for this development. It is proposed that the main point of vehicular access to the residential portion of the site would be via the Prince of Wales roundabout with an additional access at Hall Chase and a third access serving only pedestrians and cyclists to serve the existing and new local centres.

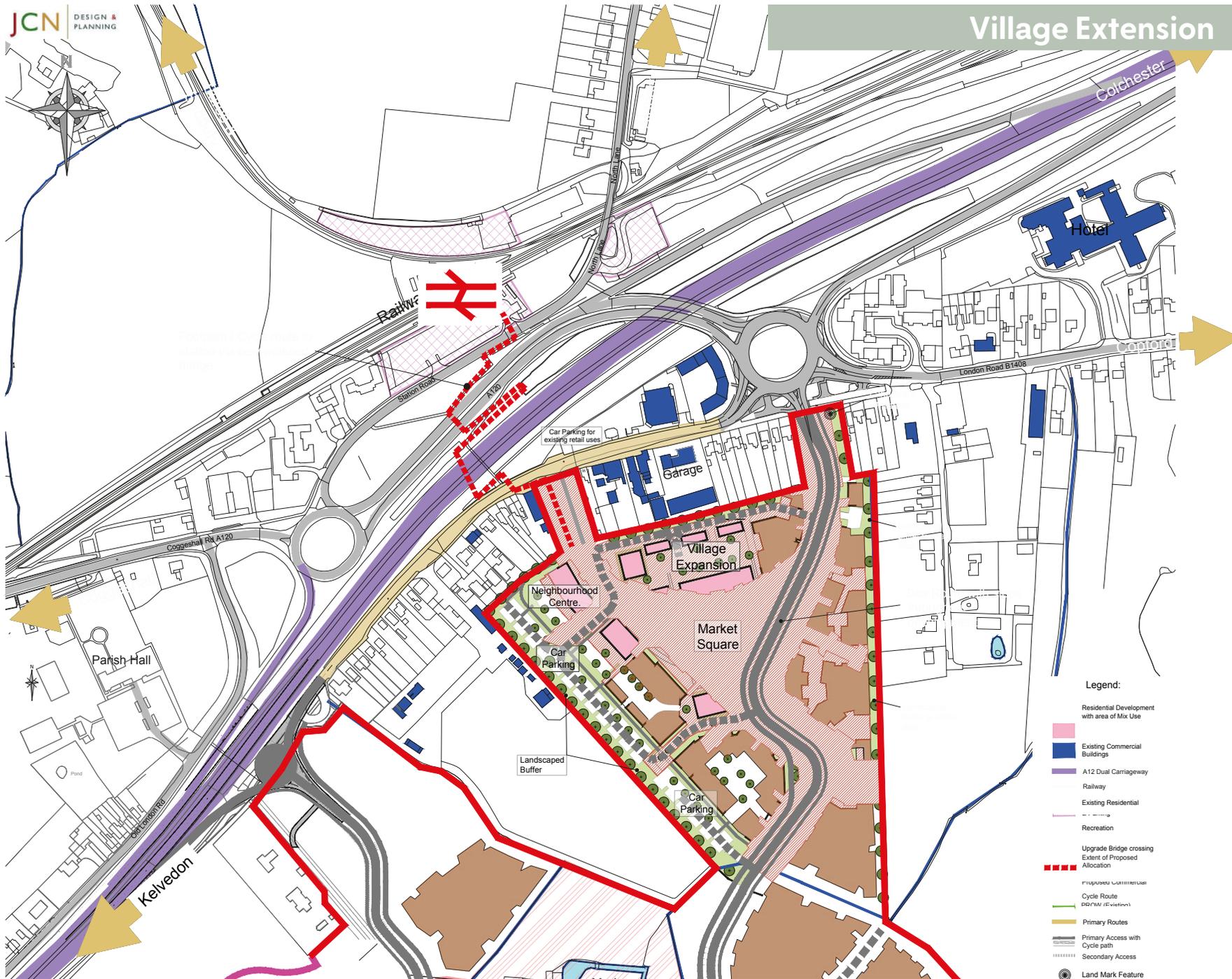
Accessibility to a genuine choice of transport modes is at the centre of this proposed allocation. There are no less than 11 separate bus services that currently pass through and stop at Marks Tey, these services carry routes to Colchester, Braintree, Chelmsford, Wakes Colne Kelvedon, Stanway, Stansted Airport and everywhere in between. Presently the routes stop at Bus Stops at the retail parade on London Road, on the A120 near the rail station and at the rail station itself. Whilst these stops are generally accessible on foot from the proposed allocation site, the critical mass of households on the development would see bus services diverted into the proposed Market Square area and beyond into the heart of the development and proposed Employment Area. This would create a genuine shift for residents away from the need to use a private car on a daily basis.

Cycling from the development site to the rail station are on dedicated cycle routes through the development and existing cycle routes around the rail station. The development could potentially fund significant new covered and lockable cycle parking improvements at Marks Tey rail station.



Notes: Red Dots Indicate Site Access Points, Drawing Is Highlighting Residential Section

Village Extension



Legend:

- Residential Development with area of Mix Use
- Existing Commercial Buildings
- A12 Dual Carriageway
- Railway
- Existing Residential
- Recreation
- Upgrade Bridge crossing
- Extent of Proposed Allocation
- Primary Commercial
- Cycle Route
- Primary Routes
- Primary Access with Cycle path
- Secondary Access
- Land Mark Feature



 Project:

 Land West of Marks Tey

 Colchester

 Essex

 Designation:

 Proposed Village Extension

 Date:

 1:1000 @ A1 Dec 2025

 Drawing Number:

 CHM06 10 VE-001 Revision:

 C

 www.jcn-design.co.uk

Plot Data - January 14, 2024

An aerial photograph of a farm complex. The central part of the image shows several large, dark-roofed buildings, likely barns or processing facilities, arranged in a cluster. To the right of these buildings is a dense area of trees with some autumn-colored foliage. Further to the right, there are several smaller, traditional-style houses. The surrounding landscape consists of large, open fields, some of which appear to be planted with crops like corn. A road or driveway winds through the fields, connecting the buildings to the rest of the property. The overall scene is a typical rural farmstead.

6. Movement

Transport Investigation Position Statement

Intermodal Transportation Ltd (ITL) initially prepared a Transport Note (TN) considering the highways and transportation issues relating to the proposal in November 2024. The Transport Note was submitted to the Call for Sites process. The TN considered 2 scenarios, i.e. the with and without A12 widening scenarios, and included drawings showing the proposed primary and secondary site access arrangements as well as an improved arrangement for the Station Road / A120 roundabout junction. Primary access is proposed from the Prince of Wales roundabout, whilst secondary access is proposed via a new roundabout junction on London Road at the approximate location of the existing turnaround area on that road.

In addition, the TN included traffic attraction / generation calculations for the proposed allocation and capacity analysis of the primary and secondary access arrangements as well as assessment of the existing and proposed Station Road junction layouts.

The TN also considered the accessibility profile of the site and demonstrated that the proposed allocation would be excellently placed relative to Marks Tey mainline train station and would encourage the use of non-car transport modes. Paragraph 3.9 of the TN indicates that “Given the existing and proposed transport sustainability credentials of this location combined with the proposed scheme design it is considered that the development proposal potentially provides the opportunity to implement a ‘Vision Led’ transport planning approach. That approach is at the heart of the emerging updated National Planning Policy Framework (NPPF). Therefore, the scheme provides the opportunity for compliance with the latest strands of National transportation planning and sustainability policy.”

The transport investigations supporting the regulation 18 draft Local Plan include a proposal to extend the Rapid Transit System (RTS) from Colchester City Centre to Marks Tey. It is understood that Essex

Highways had an internal meeting on 13th January 2026 in order to discuss options for the proposed extension. However, at the time of writing ITL have not had sight of drawings showing the proposals nor details confirming on what basis the proposal was costed at £37.62 million. ITL therefore reserve the right to submit comments in relation to the RTS extension in due course and consider that there are possible lower cost alternative approaches of looking to achieve a modal shift away from the private car for journeys between Marks Tey and the City Centre that should be considered, namely: -

- Promoting the use of the existing mainline train services that run between Marks Tey and Colchester North station. The infrastructure is already in place and the services operate with total segregation from road traffic. It is considered that means that the services provide the potential for reliable journeys between Marks Tey area and the City Centre without the significant cost and disruption of implementing the RTS. Planning development to take advantage of existing rail services is a key aspect of the consultation draft National Planning Policy Framework; or
- Routing buses along the A12 from Marks Tey to the Northern Approaches Park & Ride (near the Stadium) and then using the existing RTS from there to Colchester.

In the light of the above, ITL have undertaken investigations in relation to local bus timetables and journey times in the context of journeys between Marks Tey and Colchester City Centre. The information was considered in the context of 3 scenarios, namely: -

- Scenario 1 – Provide buses from Marks Tey to the A12 junction 28 park and ride site, via the A12, and then use the existing park and ride services to access the City Centre;

Transport Investigation Position Statement

- Scenario 2 – Existing direct services from Marks Tey to the City Centre; and
- Scenario 3 – Provide a direct bus service, with priority measures, between Marks Tey and the City Centre

The initial investigations are discussed below. It should, however, be noted that further analysis, including of the possible journey time reductions that could be achieved as a result of the Council's proposed priority measures for the Rapid Transit Extension may be required once they are known.

From analysis of bus timetables it is apparent that the existing services southbound from the junction 28 park and ride site to the City Centre can take up to 13 minutes during the weekday AM peak hour, 17 minutes during the weekday PM peak hour and 12 minutes off-peak on a weekday. Google maps indicates that to drive from Station Road, Marks Tey to the junction 28 park and ride site, via the A12, can take up to 10 minutes during the weekday AM and PM peak hours as well as during the off-peak on a weekday. Adding a nominal allowance of 5 minutes for transferring from one bus to another at the park and ride site, this gives total journey times of 28 minutes during the weekday AM peak hour, 32 minutes during the weekday PM peak hour and 27 minutes off-peak on a weekday. The calculated total journey times for the reverse trip, i.e. northbound from the City Centre back to the park and ride site and then on to Marks Tey are 38 minutes during the weekday AM peak hour, 44 minutes during the weekday PM peak hour and 35 minutes off-peak on a weekday.

Timetable information for existing services eastbound from Marks Tey to the City Centre area via London Road and Lexden Road indicate that journeys eastbound can take up to 31 minutes during the weekday AM peak hour, 24 minutes during the weekday PM peak hour and 28 minutes off-peak on a weekday. The journey

times for the reverse trip, i.e. westbound from the City Centre to Marks Tey, are up to 38 minutes during the weekday AM and PM peak hours as well as during the off-peak on a weekday.

In order to estimate the potential benefit, in terms of reducing journey times, of bus priority measures the bus timetable journey times between the junction 28 park and ride site and the City Centre were compared to the journey time given by Google maps for cars undertaking the same journey. There is variation in journey time reduction and the lowest reduction ratio was adopted (approximately 20%) and then applied to the existing bus journey times between Marks Tey and the City Centre in order to provide a potential indication of the reduced bus journey times that may be achievable with the implementation of priority measures. This is a relatively crude approach but without a scheme showing the priority measures that may be achievable on the London Road / Lexden Road corridor it is not possible to consider whether one route would incorporate more measures and in theory a greater journey time reduction than the other.

On the above basis it is calculated that, with priority measures in place, services eastbound from Marks Tey to the City Centre via London Road and Lexden Road could take in the order of 25 minutes during the weekday AM peak hour, 19 minutes during the weekday PM peak hour and 22 minutes off-peak on a weekday. The journey times for the reverse trip, i.e. westbound from the City Centre to Marks Tey, are up to 30 minutes during the weekday AM and PM peak hours and also during the off-peak on a weekday.

Transport Investigation Position Statement

Comparison of the journey times discussed above is shown in the following table for ease of reference: -

Journey	AM Peak	PM Peak	Off Peak
Marks Tey to High Street via J28 park and ride (Scenario 1)	28 mins	32 mins	27 mins
High Street to Mark Tey via J28 park and ride (Scenario 1)	38 mins	44 mins	35 mins
Marks Tey to High Street via London Road / Lexden Road existing without bus priority (Scenario 2)	31 mins	24 mins	28 mins
High Street to Marks Tey via London Road / Lexden Road existing without bus priority (Scenario 2)	38 mins	38 mins	38 mins
Marks Tey to High Street via London Road / Lexden Road with bus priority (Scenario 3)	25 mins	19 mins	22 mins
High Street to Marks Tey via London Road / Lexden Road with bus priority (Scenario 3)	30 mins	30 mins	30 mins

Whilst the initial analysis does seem to be indicating that with the implementation of priority measures the direct bus journey from Marks Tey to the High Street could be quicker than the possible alternative of travelling by bus to the existing junction 28 park and ride and then to use the existing park and ride services into the City Centre, it is considered that promoting the latter option along with promoting the use of the rail services between Marks Tey and the Colchester station would be a better option than spending significant sums on looking to implement bus priority measures on the London Road / Lexden Road corridor, particularly in the light of the emerging draft National Planning Policy Framework (NPPF) which appears to place a presumption in favour of housing developments that are favourably located relative to rail stations. Analysis of train timetables indicates that the journey from Marks Tey to Colchester station takes up to 8 minutes only. There are a number of buses connecting Colchester station to the High Street / City Centre, i.e. services 320 / X20, 87 and the park and ride service. Journeys from the station to the High Street can take up to 8 minutes with the reverse journey taking up to 11 minutes. Allowing a nominal 5 minutes for transfer from the bus to the train, a one-way journey time from Marks Tey to the High Street of 21 minutes can therefore be calculated with the journey time for the reverse trip being 24 minutes. Those journey times compare favourably to the calculated 'with priority measures' bus journey times.

It is, therefore, considered that it would be more logical to either promote the use of the existing rail services available from Marks Tey station, perhaps even providing vouchers for free train travel between Marks Tey and the City Centre, or to provide a bus from Marks Tey to the existing park and ride site at A12 junction 28 than spending in the order of £37 million to provide what are likely to be piecemeal bus priority measures and which are likely to lead to significant disruption on the local road network. It is expected that the disruption associated with delivering the priority measures would be significant and would last for a number of years.

Transport Investigation Position Statement

It is, therefore, considered that it should be taken into consideration from a cost benefit analysis, meaning that the real cost of delivering the RTS extension would be greater than £37.62 million.

The draft allocation of the site, which was derived on the basis of the with A12 widening scenario, assumes the provision of 1,500 dwellings and other complementary uses including employment floor space a neighbourhood centre and schooling. The without A12 widening scenario assumes the same complementary uses but assumes a greater number of dwellings, i.e. 2,065.

National Highways issued their first set of review comments relating to the Transport Note in mid February 2025. ITL provided an initial response to the first set of review comments in early May 2025 and have also responded to the 5 subsequent reviews that have been provided by National Highways.

On Tuesday 8th July 2025, i.e. approximately mid-way through the discussions / negotiations to date with National Highways, Central Government announced that it had cancelled the A12 widening scheme. The discussions / negotiations with National Highways after that date, therefore, focused on the without A12 widening scenario only.

As part of the highway investigations a number of face to face and Teams meetings have to date been held with representatives of Colchester City Council, Essex Highways and National Highways. A face to face meeting has also been held with Marks Tey Parish Council.

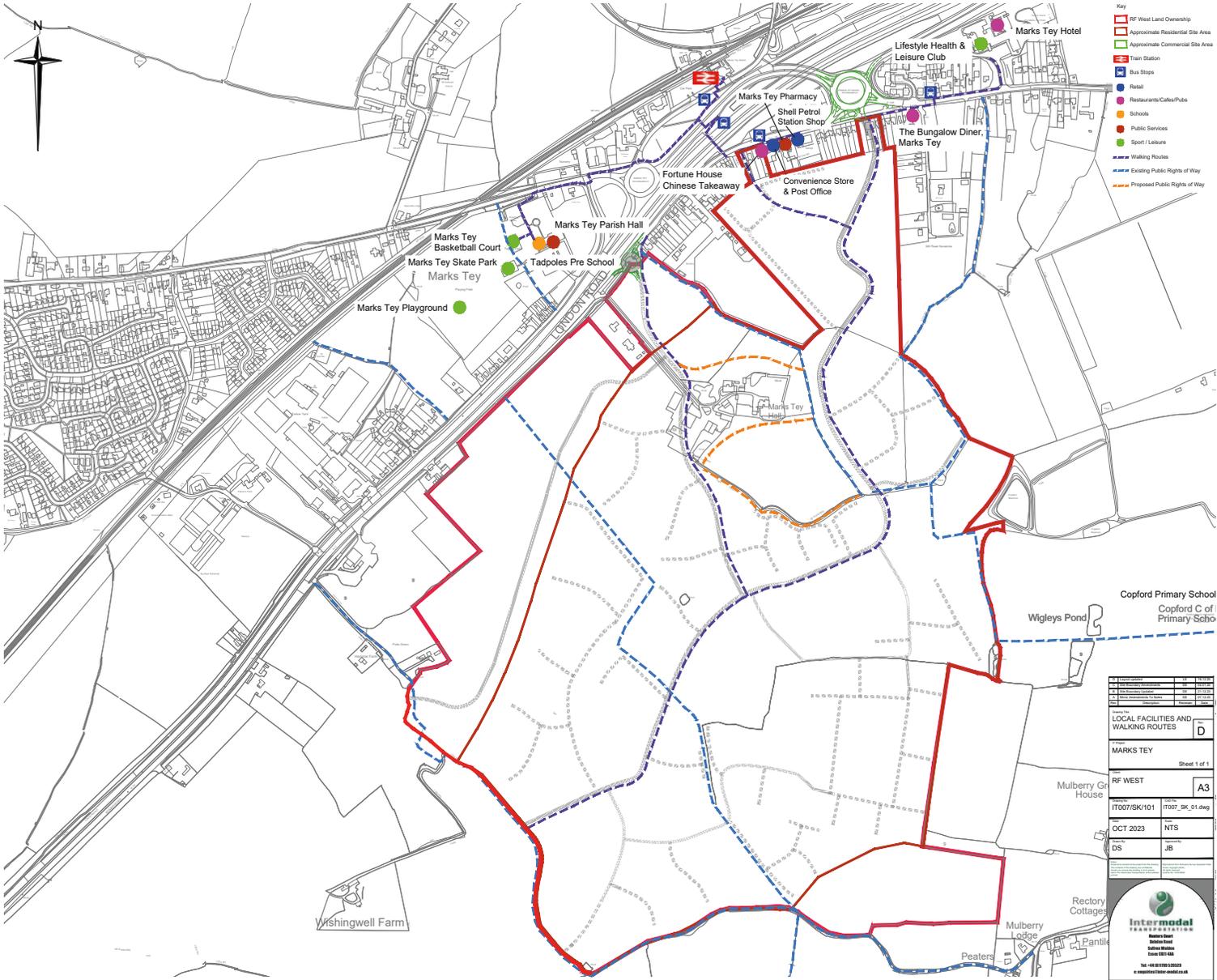
The latest revisions of the in principle drawings showing the proposed site access arrangements and the suggested amended layout at the Station Road roundabout are appended to this note and are listed on the corresponding page: -

- IT007/RBT/SK101 Rev B – Marks Tey Roundabout Option 1 Proposed Dimensions;
- IT007/RBT/SK103 Rev A – Prince of Wales Roundabout Proposed Dimensions
- IT007/RBT/SK105 Rev A – Proposed Secondary Access Roundabout (Without A12 Widening); and
- IT007/RBT/SR105 Rev A – Proposed Secondary Access Roundabout – Preliminary A12 On-Slip Arrangement.

At the time of writing, a response from National Highways to ITL's 11th December 2025 , most recent, submission is awaited. ITL's most recent submission responded to the majority of the last remaining review comments from National Highways that were indicated to be "...critical to the acceptability of the allocation of this site in the Local Plan..." The remaining comment of that nature relates to National Highways request for analyses of additional off-site junctions and the assessments of those junctions will be undertaken and submitted during the early part of 2026.

In addition, subject to further discussions with Essex Highways, it may be necessary to undertake assessments of junctions on the County Road network using traffic flows from the North Essex Model (NEMo).

Local Facilities & Walking Route



The drawing to the left demonstrates the local facilities within the vicinity of the site, as well as showing the existing Public Rights of Way and Proposed Rights of Way, with consideration to pedestrian routes.

Marks Tey railway station is close to the site and can be accessed on foot using the pedestrian footbridge over the A12 carriageway. The station provides frequent train services to London, Chelmsford, Ipswich and Norwich.

The closest existing bus stops to the site are the Post Office bus stop located on London Road, and the Motel bus stop on B11408 London Road. As part of the development proposal some of the bus services could be diverted from their existing routes into the site.

A new primary school is proposed at the heart of the development as well as a village extension and neighbourhood centre in the northern part of the development. Due to their location, they would be accessible on foot or by cycling, therefore, reducing the need for access to a car.

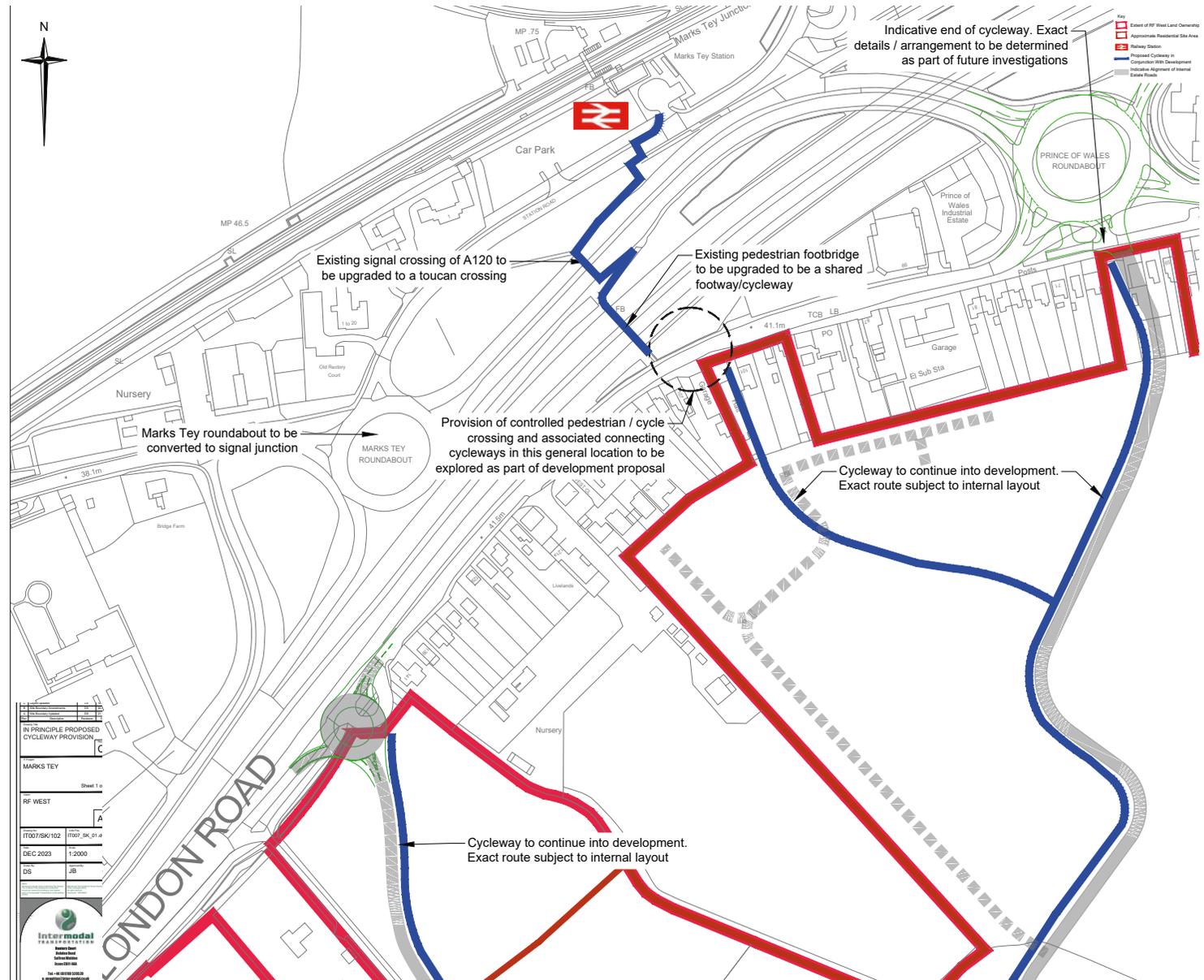
The proposed development is within the catchment area to cycle to Tollgate Centre Shopping Park and a number of other retail and leisure facilities within Stanway.

Cycle Connectivity

The former National Planning Policy Guidance PPG13 paragraph 78 stated that “Cycling also has potential to substitute for short car trips, particularly those less than 5 kilometres, and to form part of a longer journey by public transport”. Taking into account the 5km cycle distance, which equates to approximately 20 minutes cycling time, the proposed development catchment area by cycle would include Marks Tey station, which would be in the order of 1.5km from the proposed development centroid, and also Tollgate Centre Shopping Park, Sainsbury supermarket and a number of other retail and leisure facilities within Stanway including those located on the Stane Park site.

The In Principle Proposed Cycleway Provision drawing, shows the proposed cycleways in conjunction with the development.

The provision of a controlled pedestrian / cycle crossing and associated connecting cycleways on London Road within the vicinity of the site are to be explored as part of the development proposal.



Cycle Connectivity



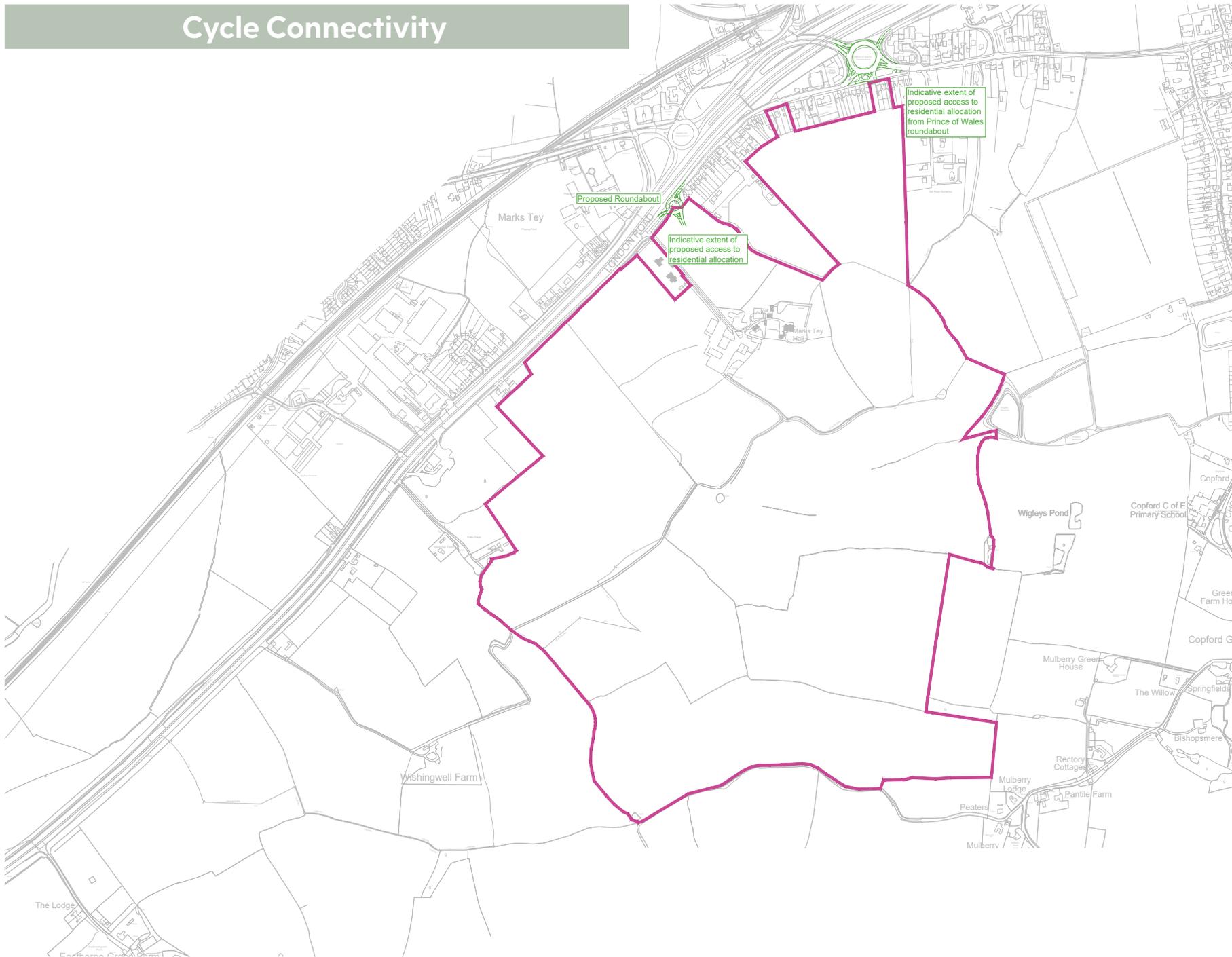
Canvas Cycle Shelter, University of Cambridge, Source: LTN 1/20



Secure Cycle Hub, Coventry Station, Source LTN 1/20

The images on the left show examples of cycle parking, with the top image showing Cambridge University's Canvas cycle shelter and on the bottom, a secure cycle hub at Coventry Station.

Cycle Connectivity



Notes:

- Information from JCN Design drawings.
- Boundaries shown are taken from pdf documents by others and may require reconciliation.

Legend:

- West landholding (see note 1)

Rev	Description	Reviewer	Date
C	Layout updated	LS	18.12.25
B	Minor revisions	LS	04.01.24
A	Legend and access amended	LS	02.01.24

Drawing Title:
RETAINED ACCESS OPTIONS TO R F WEST LAND

IT Project:
LAND WEST OF MARKS TEY

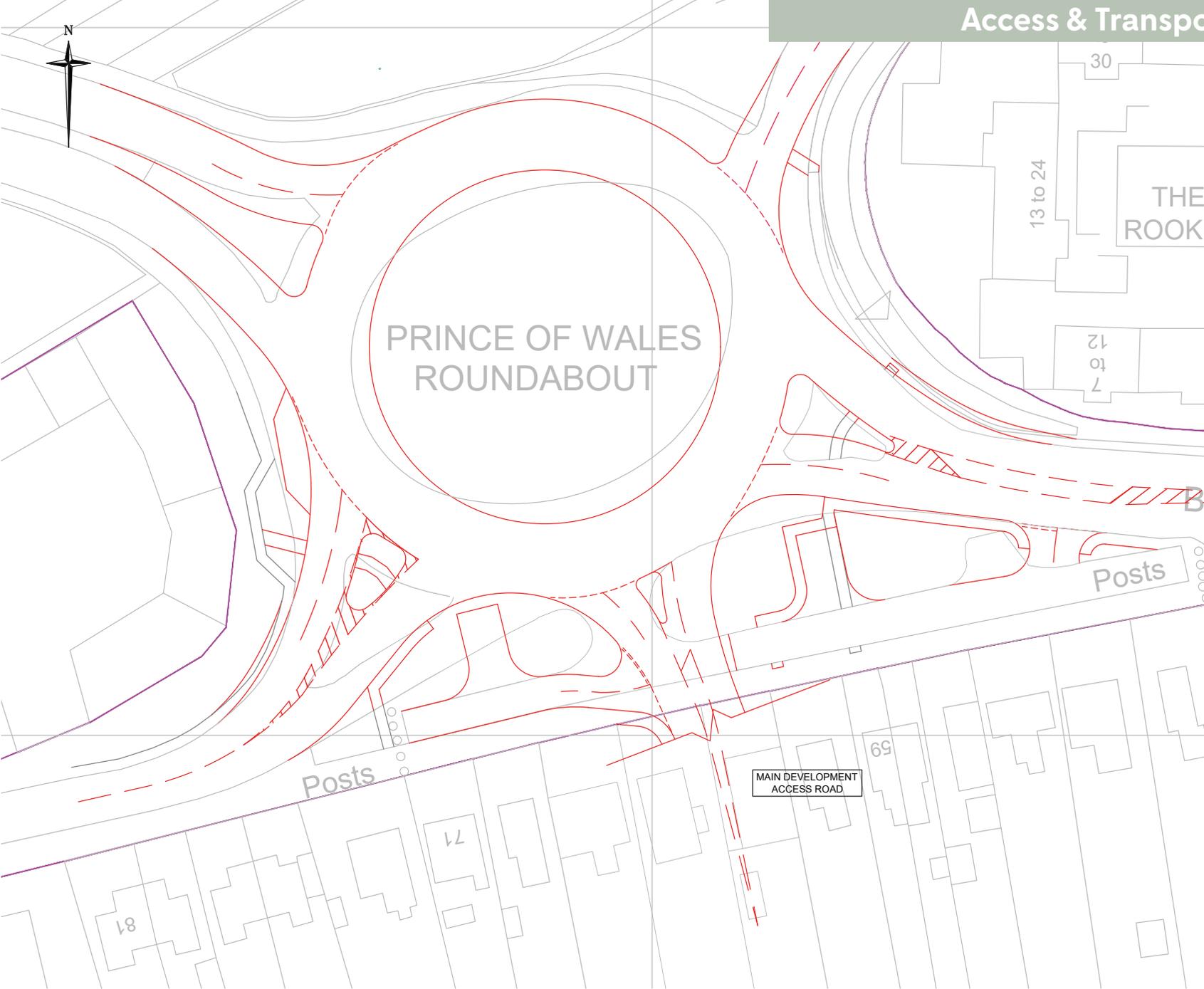
Client:
R F WEST

Sheet 1 of 1

Drawing No: IT007/OP/001	Rev: C
CAD File: IT007_OP_001.dwg	Original drawing size: A1
Date: FEB 2023	Scale: 1:4000
Drawn by: LS	Approved by: SW

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Access & Transport



Rev	Description	Date
C	LAYOUT AMENDED	18/12/25
B	ACCESS ROAD CURTAILED	20/12/23
A	ACCESS ROAD REALIGNED	16/01/13

IF Project:
LAND SOUTH OF LONDON ROAD, MARKS TEY
 Rev: **C**

Drawing Title:
POSSIBLE PRIMARY ACCESS ARRANGEMENT
 Sheet 1 of 1

Drawing No: **IT007/SK/05** CAD File: **IT007_SK05**

Date: **DEC 2012** Scale: **1:500@A3**

Drawn By: **JB** Approved By: **JB**

Client:
RF WEST
A3

Note:
 Information should not be relied upon for planning.
 The contents of this drawing are confidential.
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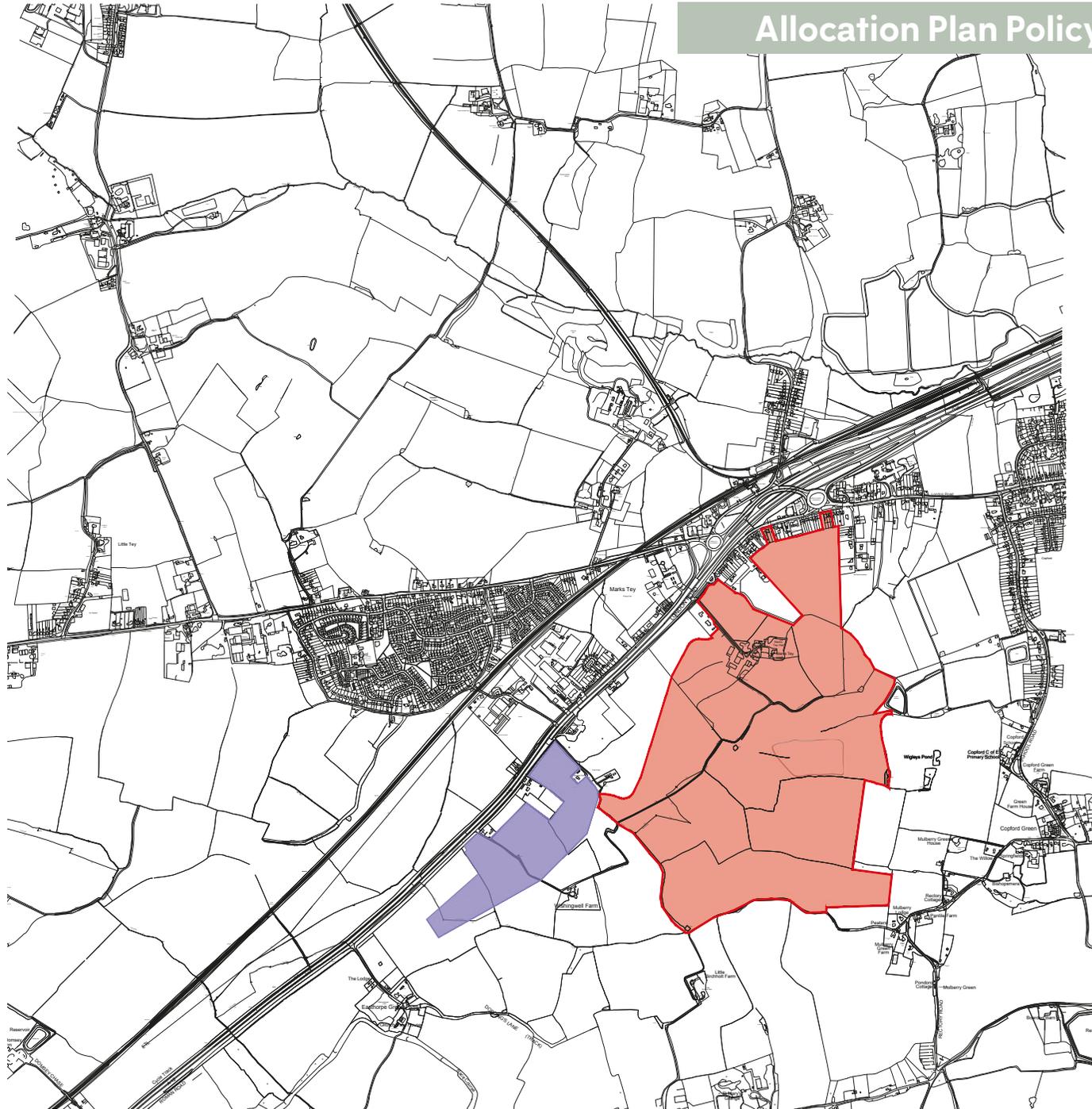
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An aerial photograph of a rural farmstead, featuring several large barns, a house, and surrounding fields. The image is overlaid with a semi-transparent, light greenish-grey filter. Centered on the image is the text "7. Proposed Allocation" in a white, bold, sans-serif font.

7. Proposed Allocation



Allocation Plan Policy PP17 Option 1



Legend:

Proposed Development



Project:
Land West of Marks Tey
Colchester
Essex

Revision:
Allocation Plan

Date:	15/09/20	Rev:	001
Drawn by:	CHD	Checked by:	CHD
Scale:	1:1000	Sheet:	B

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File Date: January 14, 2016



An illustrative example of a green link.



Illustrative Masterplan Policy PP17 Option 1.

Conclusion

National planning policy encourages the supply of larger numbers of new homes to be best achieved through planning for larger scale development as significant extensions to existing villages, provided they are well located and designed, and supported by the necessary infrastructure and facilities including a genuine choice of transport modes. The allocation of this site as part of the City Council's further housing growth strategy would squarely meet these key policy objectives, on land accessible to existing shops and public transport, including main line rail services.

The proximity and accessibility of the site to the mainline rail station at Marks Tey is at the centre of these proposals. No other land in Colchester can rival this site's accessibility to high quality train services, on foot or by cycle, without adding to car journeys into the City centre. Also central to this allocation is the creation of new, on site facilities. Primarily, a new 'Market Square,' designed alongside existing shopping and facilities, but providing new convenience shopping, takeaway food, coffee shop other services and community uses, such as a public house or medical services.

'The Market Square' concept would be designed to create a new heart to the village of Marks Tey, taking its layout and form, from those found in a typical Essex village and providing a community focal point and meeting place. Aligned with the Market Square, a new Primary School site is proposed within the development, allowing primary school aged children to be walked to school directly from their homes within the development.

Whilst the A12 re-routing is no longer taking place, it is important for the planning authority to note that this development and all of its benefits can entirely stand-alone from the A12 improvement works.

From a landscape perspective, the site is considered to be well contained and conditions are considered favorable to allow capacity for development, without harmful impact on the character and appearance of the area. Drainage and Ecology conditions are also favorable, and development will see the enhancement of heritage assets in urgent need of investment.

Overall, preliminary investigations contained in this document and carried out to inform it, in relation to key parameters for considering potential sites for housing growth, find there to be no impacts on any interests of acknowledged importance that would prevent the development of the site for up to 1,500 new sustainable homes, including 450 affordable homes.

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