



transport note

PROJECT

Local Plan

Land North of Coach Road, Great Horkesley

REFERENCE

CCE/S631/TSN

DATE

December 2025

FOR

Bloor Homes

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Document Review Sheet

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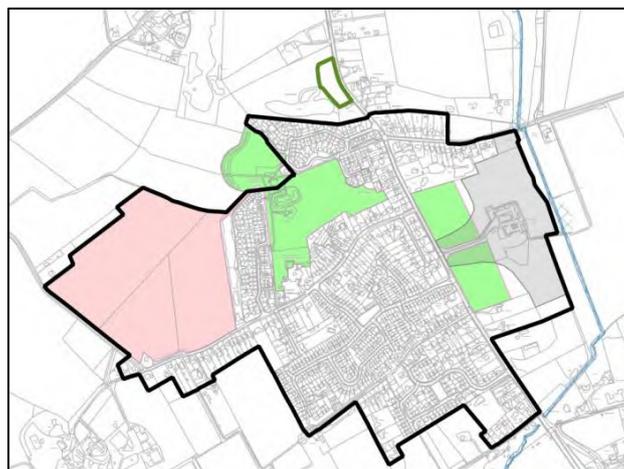
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1.0 INTRODUCTION

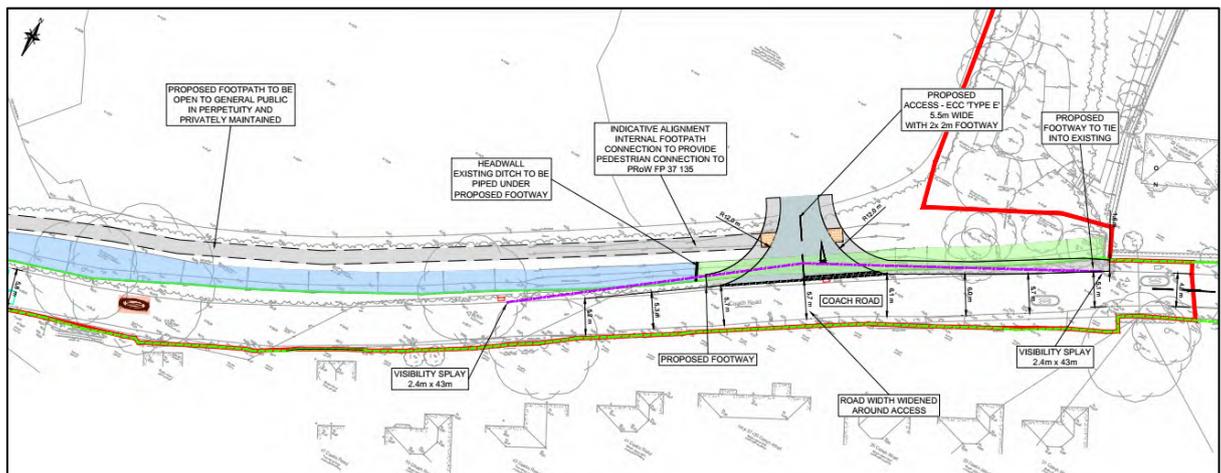
1.1 Background

- 1.1.1 This document has been prepared by Cannon Consulting Engineers (CCE) on behalf of Bloor Eastern Homes in support of the promotion of land north of Coach Road through the Colchester City Council Regulation 18 Local Plan process. A Framework Plan is provided at **Appendix A**, which demonstrates the capacity of the site to accommodate up to 400 dwellings.
- 1.1.2 The site was previously submitted as part of the 2024 Call for Sites and is partially identified within the draft Local Plan as allocation Policy PP34 – Land North of Coach Road, for residential development of up to 400 dwellings.
- 1.1.3 This note has been prepared to provide supporting justification for the inclusion of the alternative landholding under Bloor Eastern Homes’ control, with specific regard to highways and transport considerations. It also sets out the merits of including the site within the Colchester City Council Preferred Options Local Plan (Regulation 18), subject to consultation closing on 14 January 2025.
- 1.1.4 The draft allocation Policy PP34 (as shown below) includes land covering multiple land ownerships.



Extract of Reg 18 PP34 Land north of Coach Road Preferred Options Local Plan Policy Maps (February 2025)

- 1.1.5 The southern part of the draft allocation PP34 received planning approval for up to 150 dwellings (Planning Application 250545), with access in detail.
- 1.1.6 The approved access arrangements with Coach Road are detailed on **CCE Drawing S631-PL-SK-223 Rev Q** and are pertinent to the draft application PP34. The access arrangements are based on ECC Design Guide Type E suitable to accommodate up to 400 dwellings.



Extract of Approved Access with Coach Road for 150 dwellings (Application 250545)

1.1.7 Policy PP34 draft wording Parts b-d set out requirements on access and sustainable connectivity. Part b stipulates access to be via a single point of access to be agreed with the Highway Authority. A single point of access alongside pedestrian improvements suitable to accommodate up to 400 dwellings with Coach Road have been secured under application 250545.

- b) Safe and suitable site access to required highway design standards. The point of vehicular access is to be via a single point of vehicle access off Coach 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, particularly to the South of Coach Road. Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement;**
- d) Active travel route including a pedestrian link to the existing village hall;**

1.1.8 Bloor Eastern Homes has been engaging with Colchester City Council Policy Officers regarding the inclusion of alternative land (as shown on the plan below) to enable the delivery of the overall scale of development envisaged within the draft allocation. The inclusion of this land would facilitate multiple points of access, allowing both northern and southern vehicular connections.

1.1.9 From a highways and transport perspective, the inclusion of the alternative land offers clear advantages in terms of site linkage, permeability, and access arrangements, as set out in further detail within this Transport Note.

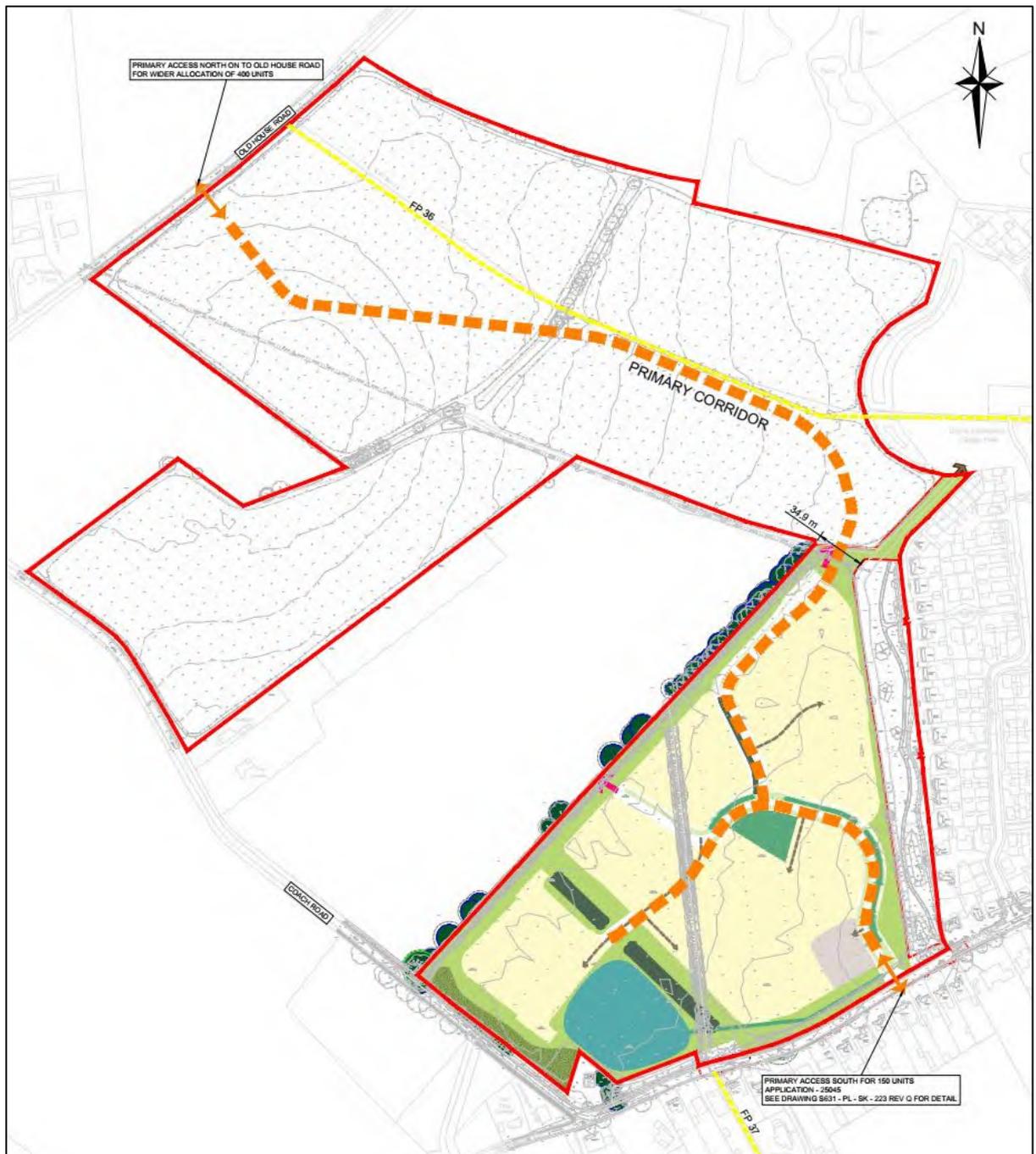
1.1.10 An extract of Bloor's wider site boundary in context to the surrounding area which can deliver 400 units is presented below.



Bloor Wider Local Plan Land Holding – 400 units

1.1.11 Whilst a single point of access has been approved in accordance with the draft policy wording, the availability of the alternative land within Bloor Eastern Homes' control has enabled further discussions with Essex County Council (ECC) Highways Officers regarding the site access strategy. These discussions have focused on the potential benefits of providing two points of access: a northern access onto Old House Road and a southern access onto Coach Road, the latter of which has been consented under planning permission reference 250545.

1.1.12 The proposed strategic access arrangements are illustrated on **CCE Drawing S631-PL-SK-250 P02, Strategic Local Plan Access Proposals**.



Extract of Drawing S631-PL-SK-250 P02 – Strategic Local Plan Access Proposals

1.1.13 A highways and transport scoping note was submitted in October 2025, following which Essex County Council (ECC) Highways Officers confirmed that the principle of a new access onto Old House Road, and the associated benefits, could be supported, subject to the detailed assessment and implementation of appropriate mitigation measures at nearby junctions.

1.1.14 The provision of both northern and southern access points would offer the following benefits:

- Reduction in the proportion of additional development traffic from the wider allocation using Coach Road;

- Provision of secondary access points to enhance site resilience and emergency access; and
- Potential to enable the diversion of bus services through the site, improving public transport accessibility.

1.1.15 Bloor Eastern Homes requests that Draft Policy PP34 be amended to include the alternative land extending northwards to Old House Road. It is also sought that the wording of Draft Policy PP34(b) be reviewed to provide sufficient flexibility to allow for an additional access onto Old House Road alongside the already approved access onto Coach Road (planning permission reference 250545).

1.1.16 This note sets out the supporting information submitted as part of the pre-application engagement with Essex County Council (ECC) Highways in October 2025. It provides the evidence base to demonstrate the merits of a dual north and south access strategy, both in terms of highway network efficiency and local accessibility, including opportunities to facilitate improved bus routing through the site.

1.2 Approved Residential Development -Application 250545

1.2.1 The southern part of the site received outline planning consent (250545) for up to 150 dwellings on the 27th of November Planning Committee. The description of consented development is as follows:

Outline planning permission (all matters reserved, except for access) for up to 150 dwellings (including affordable housing), a car park, public open space, landscaping, children’s play area, sustainable drainage infrastructure and all other associated infrastructure.

1.2.2 An extract of the illustrative framework plan is detailed below.



Application 250545 - Illustrative Framework: Land North of Coach Road

1.2.3 The following highways drawings are approved under this application and are included at **Appendix B:**

- **S631-PL-SK-223 Rev Q Proposed Access and Cycle/Pedestrian Improvements to Coach Road**
- **S631-PL-SK-243 Rev P03 Keelers Way Junction Improvements**
- **S631-PL-SK-247 Proposed Coach Road Improvements**

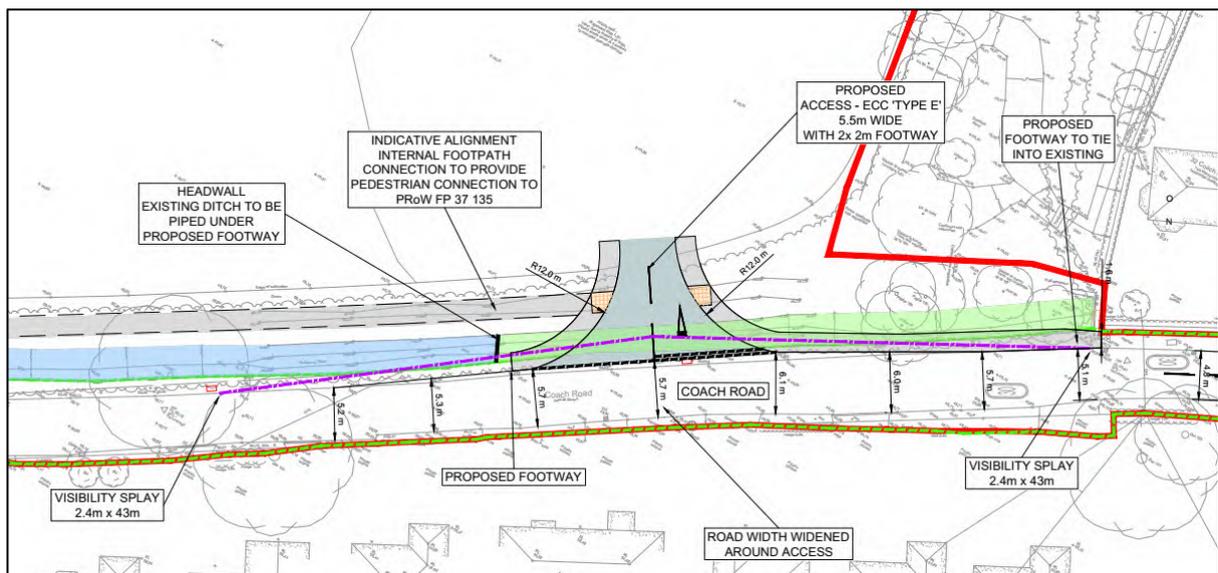
1.2.4 The consented development included proposals for formalised parking facilities to enable “park and stride” arrangements for the adjacent primary school. In addition, it secured funding for the implementation of red line parking restrictions along Coach Road in the vicinity of the school, together with the introduction of a 20mph speed limit, thereby enhancing highway safety.

1.2.5 The highways improvements secured as part of planning application reference 250545 are directly relevant to the draft allocation, as they represent a tested and deliverable package of highway mitigation measures that could be applied to the wider site. Furthermore, the consented development establishes the principle of residential development on the site and demonstrates its sustainability in policy terms, both of which are pertinent considerations for the draft allocation.

2.0 SITE ACCESS

2.1 Essex Design Guide – Single Point of Access

2.1.1 In accordance with the Essex Design Guide, a residential development of approximately 400 dwellings arranged in a looped layout could be satisfactorily accommodated via a single Type E vehicular access from Coach Road. On this basis, the access arrangements shown on drawing **S631-PL-SK-223 Rev Q**, approved as part of planning application reference 250545, are considered to be technically suitable to serve the scale of development currently under consideration by Colchester City Council (CCC). This approach is reflected in part (b) of the draft allocation wording, as noted above. An extract of the draft policy wording is provided below.



Extract of Type E Access Associated with Application 250545

2.1.2 Notwithstanding the above, the alternative landholding under Bloor Eastern Homes' control presents an opportunity to deliver an additional vehicular access to the north via Old House Road. The provision of this access would offer several benefits, including:

- The creation of multiple access points, thereby reducing the proportion of development-related traffic using Coach Road;
- The facilitation of secondary access routes to enhance site resilience and provide for emergency access; and
- The potential to enable the diversion of bus services through the site, improving public transport accessibility for future residents.

2.2 Old House Road

- 2.2.1 The northern boundary of Bloor’s land holding abuts Old House Road. Old House Road provides an east / west route between Coach Road and the A134, forming simple priority junctions at each end. Old House Road is derestricted and is approximately 5.2m wide, with a central line marking present.
- 2.2.2 Old House Road is a good standard of road and principally provides a through route to the north of Gt Horkesley, with access to a small number of dwellings.
- 2.2.3 To inform the access proposals Automatic Traffic Surveys (ATC) were carried between the 3rd -10th July 2025 out to record speeds and traffic flows.



Old House Road – ATC Locations

- 2.2.4 A summary of 5-day average daily traffic flows presented as part of the Transport Assessment work for application 250545, with additional traffic data for Old House Road is presented in the table below, to provide a general summary of network flows in the area. The level of traffic flow using Old House Road, is comparable to Coach Road, and Keelers Way.

Road	Daily Flow
Coach Road	2525
Old House Road	1731
A134 (Nr Old House Road)	9137
Malvern Way	503
Keelers Way	1368
A134 Nayland Road (South of Coach Road)	11021

Table 2.1 – Daily Flows – Great Horkesley Comparison Table

2.2.5 **Table 2.2** below provides some further analysis of traffic data specific to Old House Road.

	Old House Road		Total
	Northbound	Southbound	
85%ile (mph)	43.7 (ATC 4)	43.7 (ATC 3)	
Average Speed (mph)	37.7	37.2	
5-Day Average Daily Flow	887	902	1,789
5-Day Average 0800-0900	83	112	195
5-Day Average 1700-1800	94	91	184

Table 2.2 – Maximum 85%ile / Average Speed & 5-Day Average Traffic Flows

2.2.6 Visibility splay requirements for Old House Road have been calculated based on the recorded 85%ile speeds and DMRB criteria prescribed in MfS Table 10.2 which requires a splay of 2.4m x 119m.

2.3 Local Plan Access Strategy.

2.3.1 The alternative access strategy is shown in the context to the whole site on Drawing **S631-PL-SK-250 Rev P02 – Strategic Local Plan Access Proposals** and would comprise the following:

- **Proposed Southern Access – Coach Road Drawing S631-PL-SK-223 Rev Q – (Approved 150 dwelling outline application).**
- **Proposed Northern Access – Old House Road - Drawing S631-PL-SK-251-P04**

2.3.2 The proposed accesses comprise the following.

- Type E Access: 5.5m Carriageway, 2 x 2m footways and 12m radii*
- Old House Road Visibility Splays 2.4m x 119m* (Based on 85%ile speeds and MfS2 Table 10.2)
- Localised widening to 6m

* a wider carriageway could be provided to facilitate future bus accessibility. This would need to be 6.75m wide as a Type D or B in accordance with ECC Design Guide. Buses currently operate within the village using Coach Road and Keelers Way.

2.3.3 A northern vehicular access onto Old House Road can be delivered and would enhance site permeability in support of the additional housing proposed through Colchester City Council’s Local Plan Review. Given that Old House Road currently has no footways, the provision of footways from the northern part of the site is not required. Pedestrian connectivity would instead be focused to the south and east, with new footway links providing connections to Great Horkesley.

- 2.3.4 There are no identified constraints to the delivery of the northern access, which can be accommodated entirely within the existing highway boundary and land under the applicant's control.

3.0 ACCESSIBILITY

3.1 Accessibility Overview

3.1.1 Overall accessibility will be consistent to the approved planning application. The distance to some of the local facilities are longer from the centroid of the site, but in overall terms the connectivity is very similar to both pre and primary school provision on Coach Road and the village hall. The extension and incorporation of the existing PROW FP36 within the wider site would enable walking and cycling to be readily feasible.

3.1.2 **Table 3.1** provides a summary of walking and cycling distances and journey times to key services/facilities based on a walk time of approximately 80m per minute and a cycle time of approximately 270m per minute (9.4mph). An Accessibility Plan for the alternative Bloor land **Drawing S631-PL-SK-257** provides a broad indication of key facilities for different parts of the site. These include employment, education, retail, leisure and public transport facilities.

Facility/Service	Distance (Metres)	Journey Time (mins)	
		Walking	Cycling
Education - Bishop Ward William Primary	400m-1000m	5-13	<2
Education - Tiddlywinks Pre-school	400m-1000m	5-13	<2
Community - Great Horkesley Village Hall	400m-500m	5-13	<2
Leisure - Open space and play facilities	400m-500m	5-13	<2
Bus Stops – Malvern Way & Coach Road	500m-1200	7-14	<2
Bus Stops – A134	800-1000m	<15	<3
Education & Retail Chesterwell Co-op & Trinity Secondary School	2000m-2500m	25-32	<10
Employment & Heath – Colchester Hospital	3000m-3500m	<45	<15
Leisure - Colchester United Football Stadium	3000m-3500m	<45	<15
Employment & Heath – Oaks Hospital	3500m-4000m	<50	<15
Colchester North Rail Station	4000m-4500m	55	<20
Employment– Colchester Business Park	5000m-5500m	<70	<25
Employment, Retail & Leisure – Colchester Town Centre	5000m-5500m	<70	<25
Education – The Gilbert Secondary	5000m-5500m	<70	<25
Colchester Town Rail Station	6000m-6500m	<85	<25

Table 3.1: Summary of Walking / Cycle Times to Key Local Facilities / Services

3.1.3 **Table 3.1** above shows that the wider allocation is widely accessible by foot and cycle to the key services and facilities within Great Horkesley and Colchester.

3.2 All connectivity within the site masterplan for Application 250545 has been designed to facilitate integration with the wider landholding. Additionally, the highway improvements and mitigation measures on Coach Road, together with on-site initiatives such as the Car Club—which have been secured as part of that application, will further support connectivity and functionality across the wider landholding.

3.3 Public Transport Future Opportunities –

3.2.1 Currently the closest bus stops are located on Coach Road adjacent to Ramparts Close, and Malvern Way with a wider allocation these existing bus stops would be circa 1.2km (less than 15-minute walk) of the site’s northern and western boundaries. These stops are served by the Arriva service routes 2/2a which between Horkesley Heath and High Woods (via Colchester) and service 87 operated by First buses between Horkesley Heath, Colchester City Centre & rail station, Wivenhoe and Brightlingsea. Service 87 operates clockwise (vial Keelers Way, Malvern Way, Coach Road), and service 2 operates anticlockwise (Coach Road, Malvern Way and Keelers Way) respectively. Combined, these services provide a frequency into Colchester of 5 buses an hour, all of which serve the rail station and City Centre and provide residents of Great Horkesley with excellent accessibility to all services and facilities, including onward public transport accessibility bus and rail.

3.2.2 Census TTW data for residents within Great Horkesley and that work within Colchester was presented as part of the supporting Transport Assessment to application 250545. Using the lower output areas has meant the review of travel to work within Colchester stays focused on residents from Horkesley Heath. A summary of the main employment locations is shown in **Table 3.2**:

MSOA	Percentage	Location
Colchester 001	13.0%	Rural area (north of Colchester – including Horkesley).
Colchester 002	15.1%	Severalls – East Colchester business parks.
Colchester 004	15.6%	North Colchester – Hospital etc.
Colchester 007	24.0%	City Centre of Colchester
Total	67.7%	Colchester

Table 3.2 – Gt Horkesley: Main Employment Locations (within Colchester)

3.2.3 This table highlights that almost 70% of residents within Great Horkesley work in Colchester. Therefore, a significant proportion of employment trip making from the wider

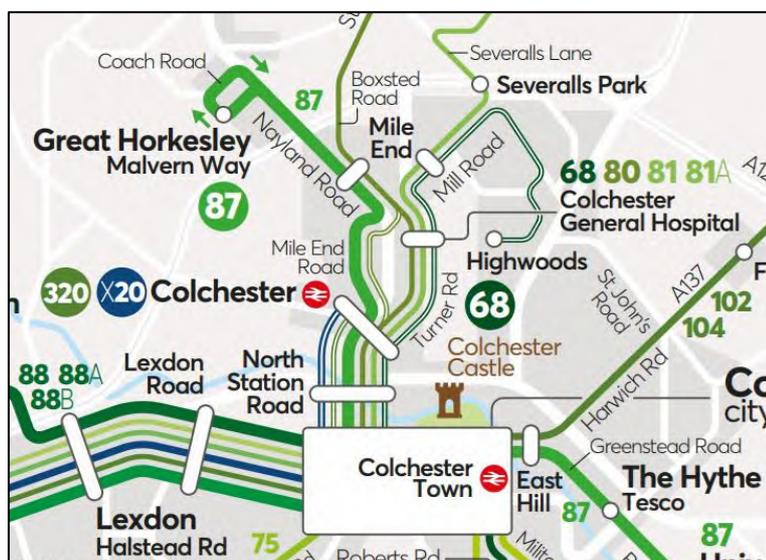
allocation could be into Colchester and therefore those residents will have access and choice to a range of sustainable travel opportunities. This will include the bus services, but also the A134 shared cycle way. It demonstrates that from an accessibility and employment population standpoint Gt Horkesley is a sustainable settlement with the potential for reduced dependence on the private car.

- 3.2.4 The presence of a high service frequency and with services accessing Colchester City Centre and rail station, the potential attractiveness of public transport can be considered good, whilst parts of the site would fall outside the typical 400m distances of a bus stop. The entire allocation would be within 15minutes walk of these bus services.
- 3.2.5 The acceptability of the walking distance is not a stand-alone consideration. People take account of the total journey time. Consequently, people will accept longer walks to reach bus services that are more frequent, serving a wider range of destinations.
- 3.2.6 The alternative land holding as a draft allocation could create the opportunity to expand bus service coverage for residents of Great Horkesley, particularly those living north of Coach Road along the A134. This area is currently underserved by the existing City Centre circular bus routes that operate via Keelers Way, Malvern Road, and Coach Road.
- 3.2.7 For instance, extending the existing bus services (2/87) along the A134 via Old House Road, through the wider allocation area, and reconnecting to Coach Road and Malvern Road could increase city centre bus accessibility to a wider catchment. A proposed draft allocation incorporating the Bloor Land, featuring both northern and southern access points, presents potential for future service modifications that the current envisaged allocation with a single point of access does not.
- 3.2.8 ECC in their response to the pre-application agreed that how the site would best be served by a bus service or services would be discussed in detail and agreed with Colchester City Council and Essex County Council either prior to submission of a planning application or once it's been submitted.

3.2.9 A summary of bus services and frequencies are included at **Table 3.3** below. Details of local bus routes are also set out within **Drawing S631-PL-SK-246** with an example of how these could be extended with the additional Bloor land as part of a wider allocation.

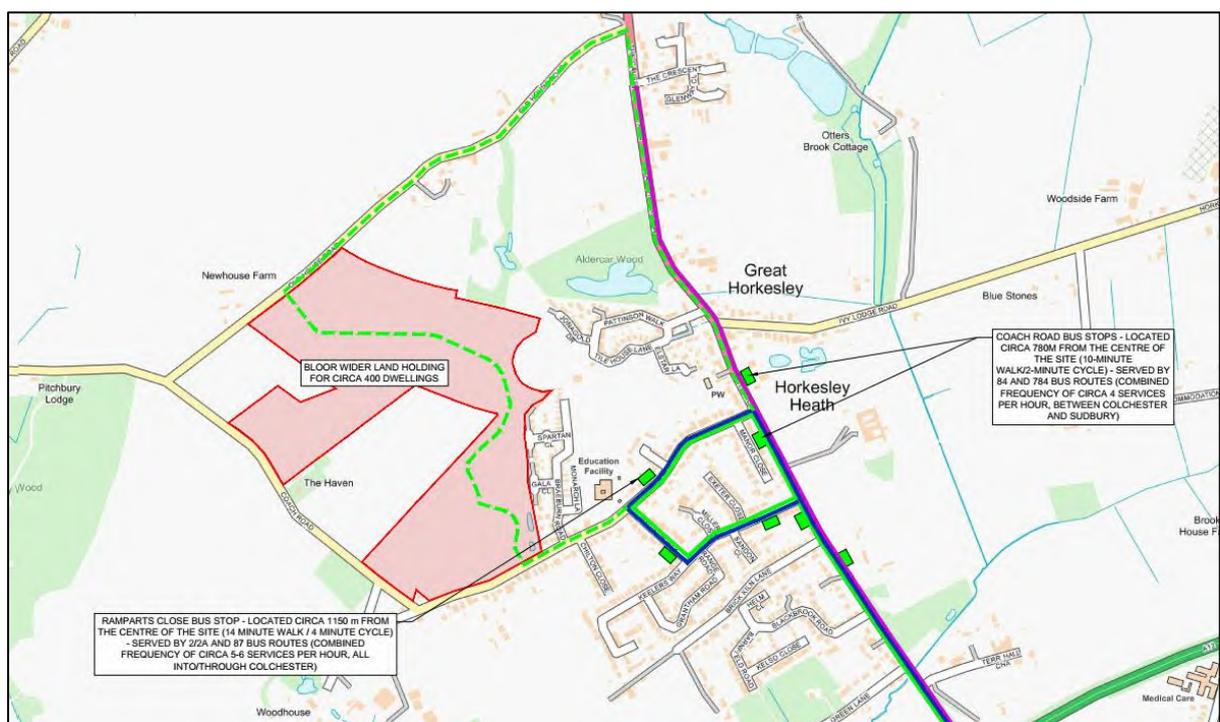
Service	Operator	Route	Frequency			
			Mon-Fri	First & Last Bus	Sat	Sun
2	Arriva	Horkesley Heath to Highwoods via Colchester city centre and St. John's.	Every 30 min	0640 1805	Every 30 min	-
2a	First	Horkesley Heath to Highwoods via Colchester city centre and St. John's	4 Evening	1858 2158	5 Evening	10 per day 0850 2102
87	First	Horkesley Heath Colchester city centre, Wivenhoe, Brightlingsea	Every 20 minutes	0625 1918	Every 30 min	11 per day 0820 1802
84/784	Hedingham & Chambers	Sudbury – Leavenheath-Nayland-Colchester	Every 2 hours	0738 (Sch) 1819	7per day	-

Table 3.3: Bus Services and Frequencies



Arriva Service 2 Route & First Service 87 Route

- 3.2.10 There is potential to extend one of these services to form a longer route, for example by modifying Service 2, which could operate at two buses per hour on the extended loop. Service 87, operating on the shorter route, could continue to provide three buses per hour, maintaining a high-frequency service within the core of Great Horkesley.
- 3.2.11 This approach could deliver a balanced improvement in service coverage, extending accessibility to the wider allocation area while minimising any adverse impact on the frequency and reliability of existing services serving the village centre. This is demonstrated in the image below.
- 3.2.12 It is recognised that the detailed arrangements for public transport accessibility will be confirmed at the planning application stage, in consultation with the ECC Public Transport team and local operators.



Extract of Drawing PL-SK-246 – Potential Bus Route Plan For Wider Allocation

4.0 IMPACT

4.1 Great Horkesley: Localised Trip Rates & Trip Generation –

4.1.1 The following table summarises the agreed trip rates set out in the supporting CCE Transport Assessment for the 150 dwelling Application, the traffic generation proposed as part of the 150-dwelling scheme and a 400 dwelling Local Plan Allocation.

Land North of Coach Road Agreed Trip Rates	Observed Weekday Vehicle Trips Rate / per unit		
	Arrival	Departure	Two-Way
AM Peak (08:00 – 09:00)	0.280	0.331	0.611
PM Peak (17:00 – 18:00)	0.290	0.210	0.500
12 Hr (07:00-19:00)	2.467	2.392	4.859
Daily	2.950	2.790	5.740

Table 4.1 – Land North of Coach Road Agreed Trip Rates

4.1.2 The above trip rates have been applied to the proposed development quantum of circa 150 units, and these are summarised in **Table 4.2** below

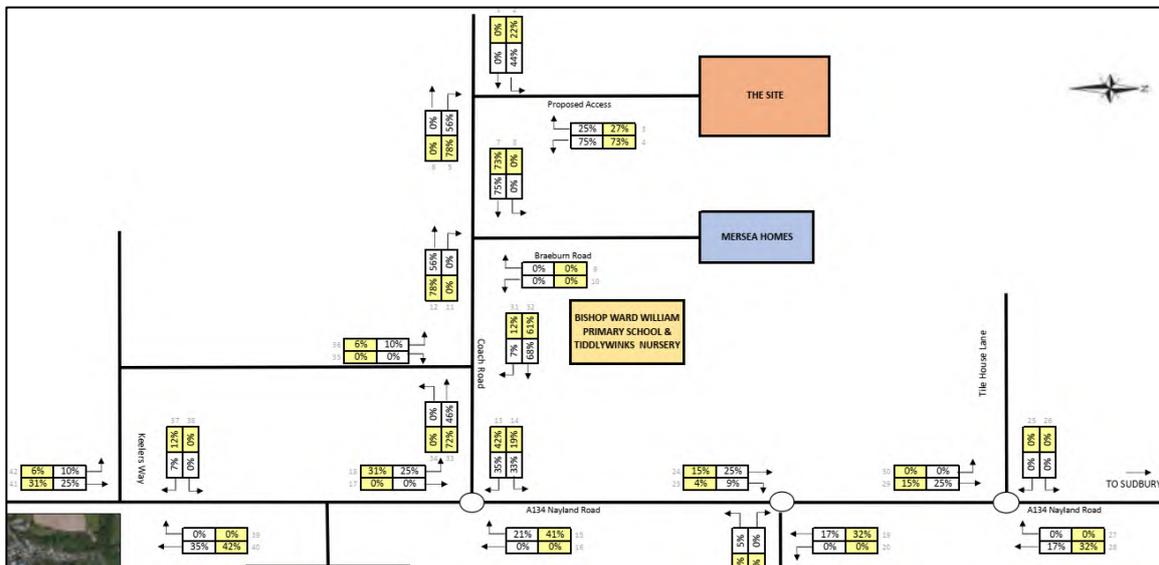
	Trip Generation								
	150 Dwellings (Application 250545)			+250 Wider Local Plan			Total Local Plan 400 Dwellings		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
AM Peak (08:00 – 09:00)	42	50	92	70	83	153	112	133	245
PM Peak (17:00 – 18:00)	44	31	75	73	53	126	117	84	201
12Hr (07:00 – 19:00)	370	359	729	617	598	1215	987	957	1944
Daily	443	419	862	738	697	1435	1181	1116	2297

Table 4.2 –Residential Trip Generation: 150 Units (250545) & Wider Local Plan

4.2 Distribution Profiles

Single Access: Coach Road Only

4.2.1 The extract below details the distribution profile based on a single point of access which supported the 150-dwelling planning application and is based on localised traffic surveys/ distribution patterns for each peak period. A copy is included at **Appendix C**.



Application 250545: Single Access Distribution

Two-Points of Access Distribution Profile – Coach Road & Old House Road

4.2.2 The distribution profile based on a single point of access has been adjusted to allow for the inclusion of a northern access, this primarily will alter the distribution profile for those trips heading northwards on the A134 towards Sudbury and northwest towards West Bergholt, resulting in a lower trip distribution to Coach Road. This is illustrated in the table below.

Single Point of Access via Coach Road Only	AM		PM	
	Arrivals	Departures	Arrivals	Departures
North-west via Coach Road (towards West Bergholt)	44%	25%	22%	27%
North A134 to/from Sudbury	17%	25%	32%	15%
South (to/from Colchester)	34%	42%	37%	54%
East (via Ivy Lodge Road)	5%	8%	9%	4%
Coach Road (Past Primary School)	56%	75%	78%	73%
Two Points of Access Coach Road & Old House Road	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Old House Road (north - west) towards West Bergholt	44%	25%	22%	27%
Old House Road (East) towards A134 north	17%	25%	32%	15%
Coach Road Southwards (to Colchester) via A134	34%	42%	37%	54%
Coach Road Eastwards (via A134/Ivy Lodge Road)	5%	8%	9%	4%
Coach Road (Past Primary School)	39%	50%	46%	58%
Difference between single & two access distribution	-17%	-25%	-32%	-15%

Table 4.3 –Comparison of single and two points of access distribution

4.2.3 **Table 4.4** details the resultant trip generation from a single point of access on Coach Road with the current planning application of 150 units and the resultant change with a 400-unit scheme with a single point of access compared with two points of access.

	Single Point of Access 150 Dwellings (Application 250545)			Single Point of Access Local Plan 400 Dwellings			Two Points of Access Local Plan 400 Dwellings		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
AM Peak (08:00 – 09:00)	+24	+38	+62	+63	+100	+163	+44	+67	+111
PM Peak (17:00 – 18:00)	+34	+23	+57	+91	+61	+152	+53	+49	+102

Table 4.4 –Trips on Coach Road – Comparing single vs multiple access strategy

4.2.4 A multi-access strategy for 400 dwellings will result in a net reduction in trips on Coach Road, compared with a single point of access. This means that while the total number of units on the site increases the proportional impact on Coach Road significantly decreases. This is illustrated in **Table 4.5**.

	Single Point of Access Difference in Net Trips: Coach Road 150 units vs 400 units	Two Points of Access Difference in Net Trips: Coach Road 150 units vs 400 units
AM Peak (08:00 – 09:00)	+101	+49
PM Peak (17:00 – 18:00)	+95	+45

Table 4.5 –Net Change: Development Trips on Coach Road– Single vs multiple access strategy

4.2.5 It is considered that a development strategy for the potential allocation which incorporates the Bloor Eastern Homes land, together with an additional northern point of access onto Old House Road, would better serve northern vehicular movements. Such an approach would facilitate the potential route of bus services through the site with minimal disruption to existing service arrangements and without further encroachment onto Coach Road to the east. In doing so, the strategy would assist in minimising traffic impacts on Coach Road to the east of the site.

4.3 Old House Road / A134 The Causeway - Potential Improvements

4.3.1 Introducing an access onto Old House Road, will increase vehicle movements at the junction with Coach Road to the west and the junction to the east with the A134. Both accesses are priority junctions.

4.3.2 The priority junction arrangement with the A134 has some restricted visibility to the south due to an existing fence and vegetation. The A134 is subject to a 30mph speed limit and a 2.4m x 43m MfS visibility for the speed of the road should be provided. However, these constraints reduce the available visibility to 2.4m x 31m.

4.3.3 **Drawing S631-PL-SK-252 – Old House Road / A134 Existing Junction**, details the existing visibility constraints to the south. These are summarised below:

- Posted Speed Limit Visibility – 2.4m x 43m
- Achievable Visibility – 2.4m x 31m
- Recorded 85%ile speeds - 36.2 mph northbound, 36.7 mph southbound
- Required 85%ile Visibility – 2.4m x 57m (north) and 2.4m x 56m south



4.3.4 Traffic Data for A134 is summarised in **Table 4.6** below.

	A134 The Causeway		Total
	Northbound	Southbound	
85%ile	36.2*	36.7**	
Average Speed	31.8*	32.6**	
5-Day Average Daily Flow	4398	4739	9137
5-Day Average 0800-0900	341	357	699
5-Day Average 1700-1800	360	370	730

Table 4.6 – A134 - Max 85%ile / Average Speed & 5-Day Average Traffic Flows

Speed Data Sources -*ATC 8/**ATC7

Traffic Data Source ATC 8

4.4 Old House Road / A134 Priority Junction Mitigation

4.4.1 Consideration has been given to how this junction could be improved if Old House Road was used as a northern access. Following engagement with ECC further detail would be provided as part of a planning application.

Priority Junction Mitigation

4.4.2 It is possible to provide visibility to the south in accordance with the posted speed and 85%ile speeds, with a slight realignment of the A134, which will allow the give-way of old House Road to extend further north, allow sights lines to be clear of the existing fence line constraint. This potential improvement is detailed on **S631-PL-SK-254**.

Mini-Roundabout Mitigation

4.4.3 An alternative option could be the provision of a mini roundabout junction to complement similar schemes provided along the A134. This is discussed in the paragraphs below.

4.4.4 Along the A134 through Gt Horkesley, historic priority junctions have over the years, been upgraded to mini roundabouts, which have helped to overcome existing visibility constraints. An example being at the junction School Road / A134 The Causeway junction, which is a similar arrangement to the Old House Road junction, with bus stop facilities opposite.



Image: Existing Old House Road / A134 Priority Junction



Image: Existing School Road / A134 Mini Roundabout Junction



Image: Existing School Road / A134 Mini Roundabout Junction

4.4.5 Consideration has also been given to upgrade the Old House Road junction to a mini-roundabout and this is detailed on **Drawing S631-PL-SK-253 – Potential Mini Roundabout**. Introducing a mini roundabout, could assist in reducing vehicle speeds on the A134 in line with the posted speed limit.

4.5 Impact Assessment: Old House Road / A134 Priority Junction Mitigation

4.5.1 The following tables summarise the net increase in trips predicted at the Old House Road / A134 Causeway Junction with 400 dwellings.

Trip Increase - Old House Road / A134 The Causeway			
	Arrivals	Departures	Totals
AM Peak (08:00 – 09:00)	+19	+33	+53
PM Peak (17:00 – 18:00)	+40	+18	+68

Table 4.7 – Threshold Assessment: Old House Road / A134 Priority Junction

4.5.2 The table below summarises the % change at the junction with the potential wider allocation and two points of access.

Threshold: Old House Road / A134			
	2025 Junction Flows	+ 400 Dwellings	Threshold
AM Peak (08:00 – 09:00)	865	+53	+6%
PM Peak (17:00 – 18:00)	866	+68	+8%

Table 4.8 – Impact Assessment: Old House Road / A134 Priority Junction

A134 Traffic Flows & % Difference			
	Daily	0800-0900	1700-1800
Monday	9227	634	734
Tuesday	8382	609	692
Wednesday	8642	663	648
Thursday	9317	731	748
Friday	10166	856	828
% Difference	19%	34%	24%

Table 4.9 – A134 Traffic Flow Variation

4.5.3 It is noted from the ATCs that the largest percentage difference in traffic flows recorded across the week are 19% (daily), 34% (0800-0900) and 24% (1700-1800). The inclusion of a northern access on Old House Road will result in an impact of less than 10% on the A134, which is well within the daily variations in traffic flows on this part of the network. The variation in daily traffic on the A134 in the peak periods of 19%-34% would mean that the impacts associated with the small increases in vehicles from the development would not be significant.

- 4.5.4 Typically impacts of +30 vehicle trips is the normal point at which more detailed assessment is requested and detailed junction capacity assessments would support a future application of this junction, but it is considered that these increases will not materially impact the wider highway network. Notwithstanding, there are forms of mitigation discussed in this note that would improve what is currently an access with restricted visibility.
- 4.5.5 Essex County Council (ECC) Highways Officers confirmed that the principle of a new access onto Old House Road, and the associated benefits, could be supported, subject to the detailed assessment and implementation of appropriate mitigation measures at nearby junctions. This would form part of the work that would be undertaken to support a planning application and the Transport Assessment.
- 4.5.6 On this basis we consider that neither capacity nor road safety would restrict the use of Old House Road as part of an access strategy to serve the potential wider allocation.

5.0 SUMMARY & CONCLUSIONS

5.1 Summary

- 5.1.1 This note has been prepared to support the draft allocation PP34 for residential development at land north of Coach Road and consider the inclusion of additional / alternative land controlled by Bloor Homes. References have been made to the recently consented development (250545) for 150 dwellings on the southern part of the draft allocation, alongside the secured highway improvements which will also support the draft allocation.
- 5.1.2 Part B of the draft policy wording references a single point of access for the draft allocation via Coach Road as per the consented development. Bloor Homes would like to explore the potential for alternative land to be included to deliver the 400 dwellings, which could provide opportunity for two points of access. This approach offers associated highway benefits, as outlined in this note and subject of pre-application discussions with ECC. The principle of access from Old House Road (north) and Coach Road (south) is considered acceptable, subject to detailed design and wider mitigation, which would be addressed in the supporting Transport Assessment accompanying any planning application.
- 5.1.3 The merits of two points of access reduces the proportion of vehicle movements from the development using Coach Road, allowing for trips to disperse north and south. It provides for an access in the event of an emergency and potentially could provide opportunities to improve bus accessibility within the village. The merit of this approach is accepted by ECC Highways and will be subject to the detail.
- 5.1.4 An initial proposal for highway mitigation on the A134 at the Old House Road junction has also been discussed and would be developed further as part of the supporting work for a Transport Assessment.
- 5.1.5 Accessibility and sustainable travel for the wider allocation have been discussed in the broad context that they reflect that of the consented development for 150 dwellings (250545). The consented development will deliver a range of measures to improve local conditions along Coach Road, sustainable travel and support the wider allocation.

5.2 Conclusion

- 5.2.1 We consider that from a highways and transport perspective there is merit to include this alternative land as part of draft policy PP34, and that the draft wording at Part b would benefit from suitable wording to allow sufficient flexibility at the planning application stage to allow for the potential of a northern and southern access strategy.

Drawings:

CCE Drawing S631-PL-SK-255 – Bloor Wider Allocation Location Plan

CCE Drawing S631-PL-SK-250 P02 – Strategic Local Plan Access Proposals

CCE Drawing S631-PL-SK-251 P04 – Proposed Access Options

CCE Drawing S631-PL-SK-252 – Old School Road / The Causeway Existing Junction

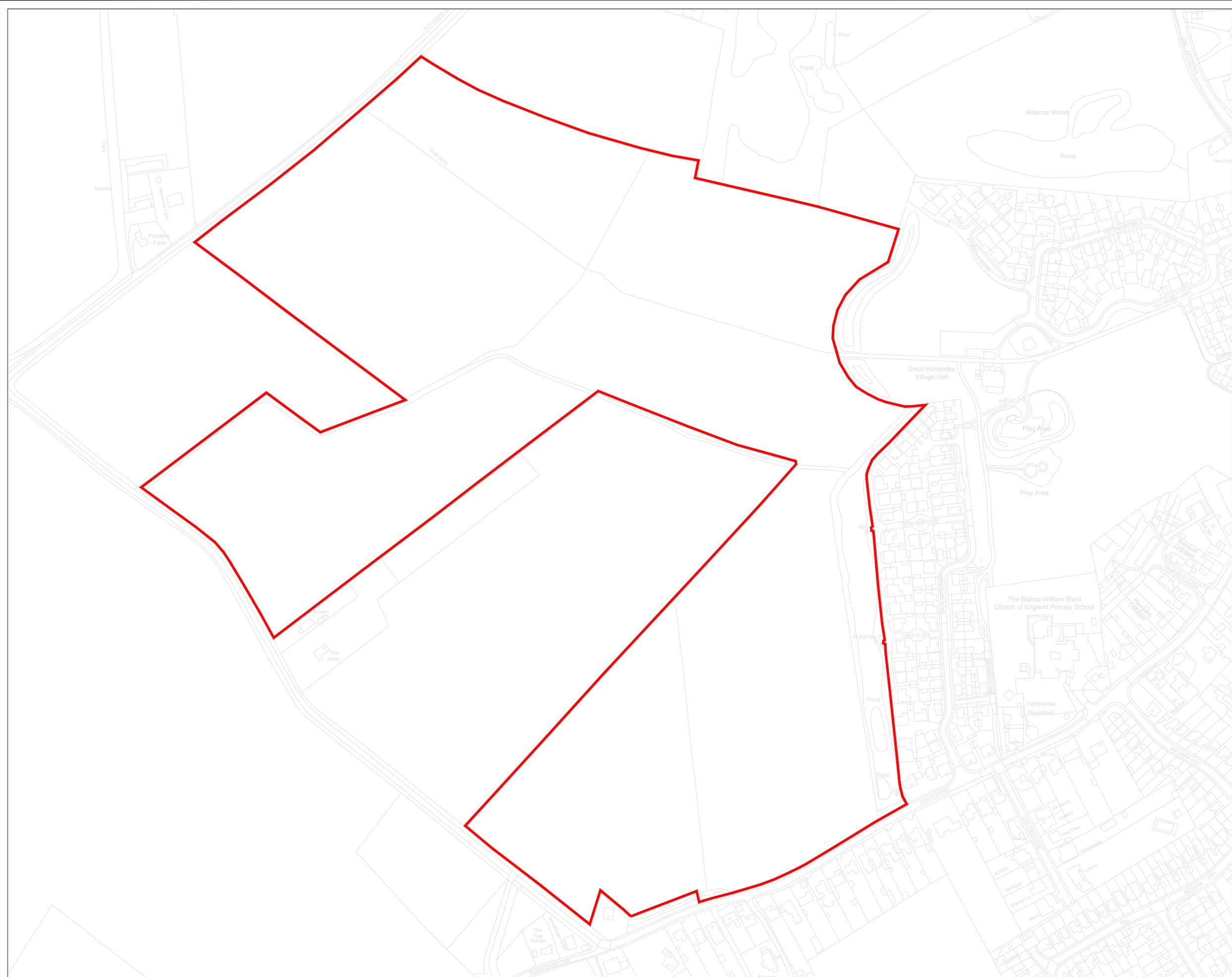
CCE Drawing S631-PL-SK-253 – Old School Road / The Causeway Potential Mini-Roundabout

CCE Drawing S631-PL-SK-254 – Old School Road / The Causeway Potential Junction Improvements

CCE Drawing S631-PL-SK-223 Rev Q – Proposed Site Access Arrangements

CCE Drawing S631-PL-SK-246 – Potential Bus Route Plan For Wider Allocation

CCE Drawing S631-PL-SK-257 – Bloor Land Wider Allocation Accessibility Plan



KEY

— BLOOR WIDER ALLOCATION BOUNDARY

NOTES

1. RED LINE SOURCED FROM BLOOR HOMES DRAWING PA609-400 (TITLE CHECK)

REV	DESCRIPTION	DE	DR	CH	DATE

DESIGNED BY	DRAWN BY	CHECKED BY
-	JB	-

SCALE @ A1 SIZE	DATE
1:2000	24.09.25

PROJECT TITLE
**LAND NORTH OF COACH ROAD,
 GREAT HORKESLEY**

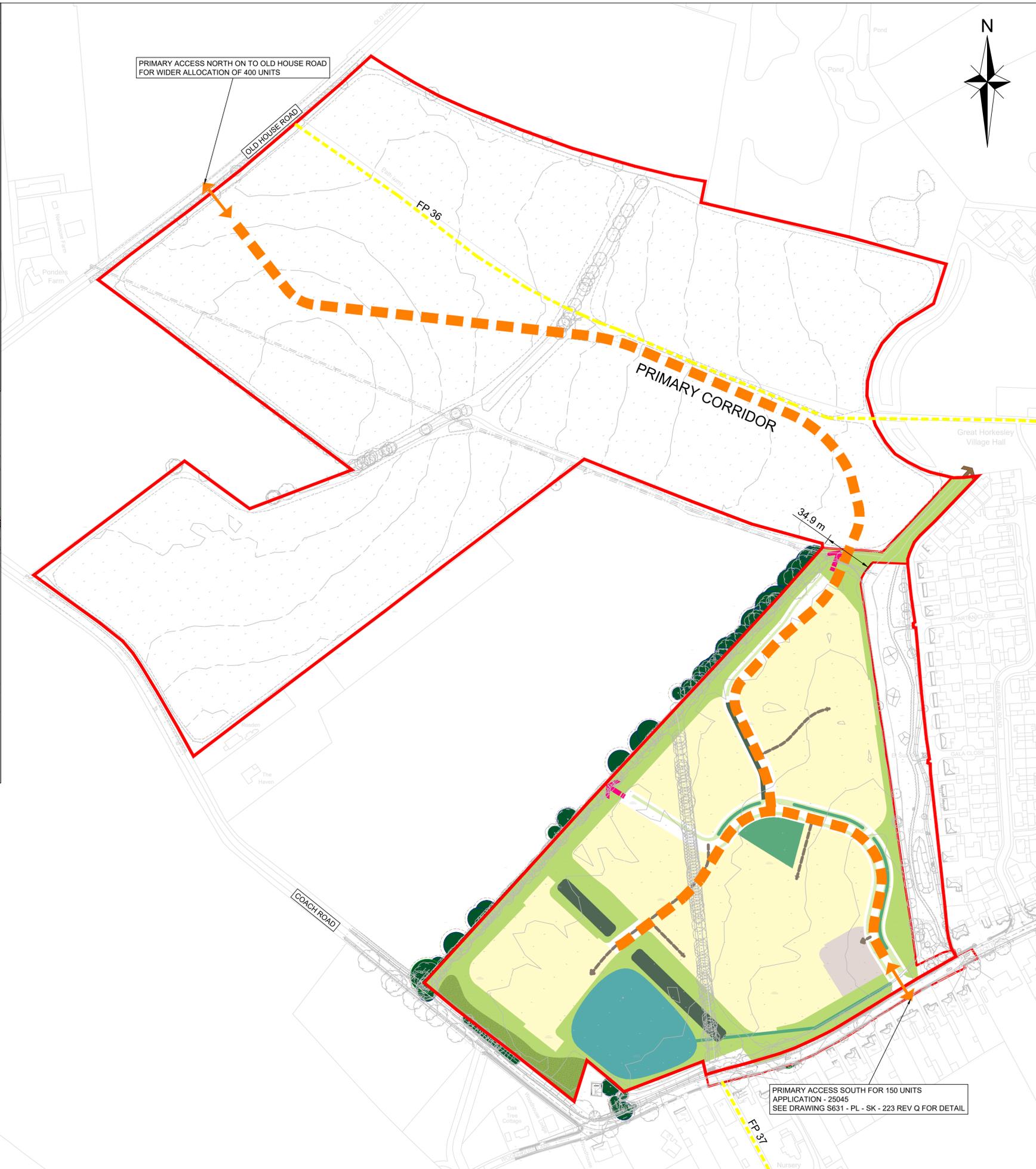
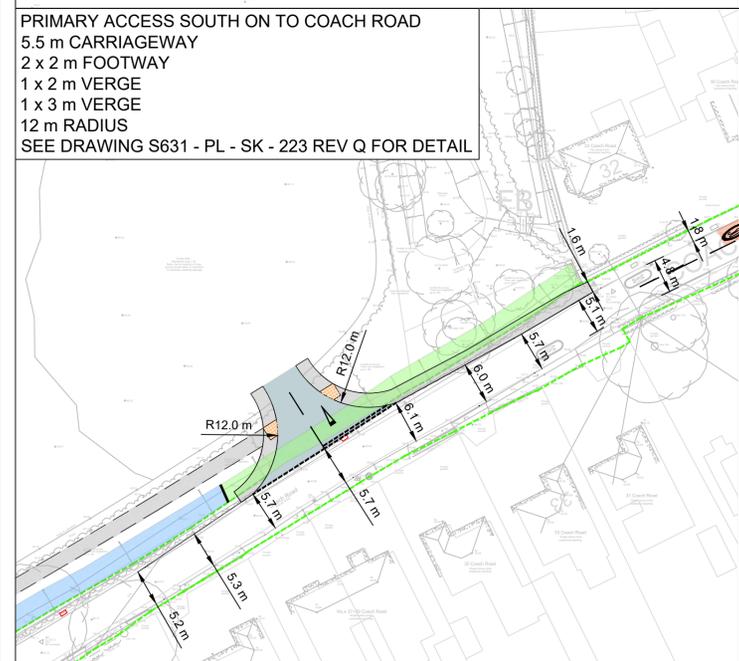
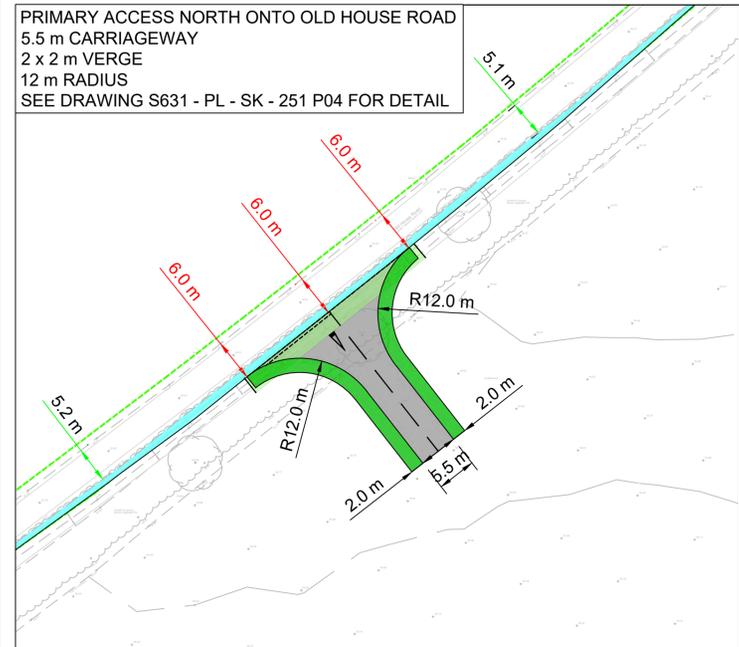
DRAWING TITLE
WIDER ALLOCATION LOCATION PLAN

CLIENT
BLOOR HOMES

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 CONSULTING ENGINEERS
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 Park, Kentford, Newmarket, CB8 7PN
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 www.cannonce.co.uk
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DRAWING NUMBER	REV.
S631 - PL - SK - 255	-

M:\S631 Land at Horkeley, Colchester, Essex\DRAWINGS\AUTOCAD\CURRENT DRGS\S631 - PL - SK - 255 - WIDER ALLOCATION LOCATION PLAN



KEY

- BLOOR LAND OWNERSHIP BOUNDARY
- - - HIGHWAY BOUNDARY
- - - INDICATIVE SPINE ROAD
- SECTION OF DITCH TO BE CULVERTED
- - - PUBLIC RIGHT OF WAY

NOTES

REV	DESCRIPTION	DE	DR	CH	DATE
P02	DRAWING UPDATED	-	JB	-	20.10.25
P01	INSET FOR COACH ROAD	-	JB	-	29.09.25
	PRIMARY ACCESS ADDED				

DESIGNED BY	DRAWN BY	CHECKED BY
-	JB	-

SCALE @ A1 SIZE DATE 10.06.2025

D.N.S

PROJECT TITLE
LAND NORTH OF COACH ROAD, GREAT HORKESLEY

DRAWING TITLE
STRATEGIC LOCAL PLAN ACCESS PROPOSALS

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DRAWING NUMBER	REV.
S631 - PL - SK - 250	P02

M:\S631 Land at Horkesley, Colchester - ESSEX/DRAWINGS/AUTOCAD/CURRENT DRGS/S631 - PL - SK - 250 - STRATEGIC LOCAL PLAN ACCESS PROPOSALS.P02



KEY

- HIGHWAY BOUNDARY
- INDICATIVE SPINE ROAD
- SECTION OF DITCH TO BE CULVERTED
- AREA OF CARRIAGEWAY TO BE WIDENED
- PUBLIC RIGHT OF WAY
- 6.0 m PROPOSED CARRIAGEWAY WIDENING DIMENSION
- 5.2 m EXISTING CARRIAGEWAY DIMENSION

NOTES

ATC 3 85th PERCENTILE SPEEDS NORTHBOUND 43.7 mph MFS2 TABLE 10.2 DMRB CALCULATED SSD - 2.4 m x 119 m	SECTION OF CARRIAGEWAY TO BE WIDENED TO ALLOW ROAD TO BE 6 m THROUGH EXTENT OF ACCESS
ATC 4 85th PERCENTILE SPEEDS SOUTHBOUND 43.7 mph MFS2 TABLE 10.2 DMRB CALCULATED SSD - 2.4 m x 119 m	2.4 m x 119 m VISIBILITY SPLAY
DITCH TO BE CULVERTED WITH HEADWALLS	

P04 DRAWING UPDATED	-	JB	-	20.10.25
P03 DRAWING UPDATED	-	JB	-	29.09.25
P02 RED LINE LOCATION AMENDED	-	JB	-	15.08.25
P01 ACCESS C UPDATED	-	JB	-	07.08.25

DESIGNED BY	DRAWN BY	DE	DR	CH	DATE
-	JB	-	-	-	-

SCALE @ A1 SIZE	DATE
D.N.S	10.06.25

PROJECT TITLE
LAND NORTH OF COACH ROAD, GREAT HORKESLEY

DRAWING TITLE
PROPOSED NORTHERN ACCESS OPTION - FOR DRAFT ALLOCATION OF 400 DWELLINGS

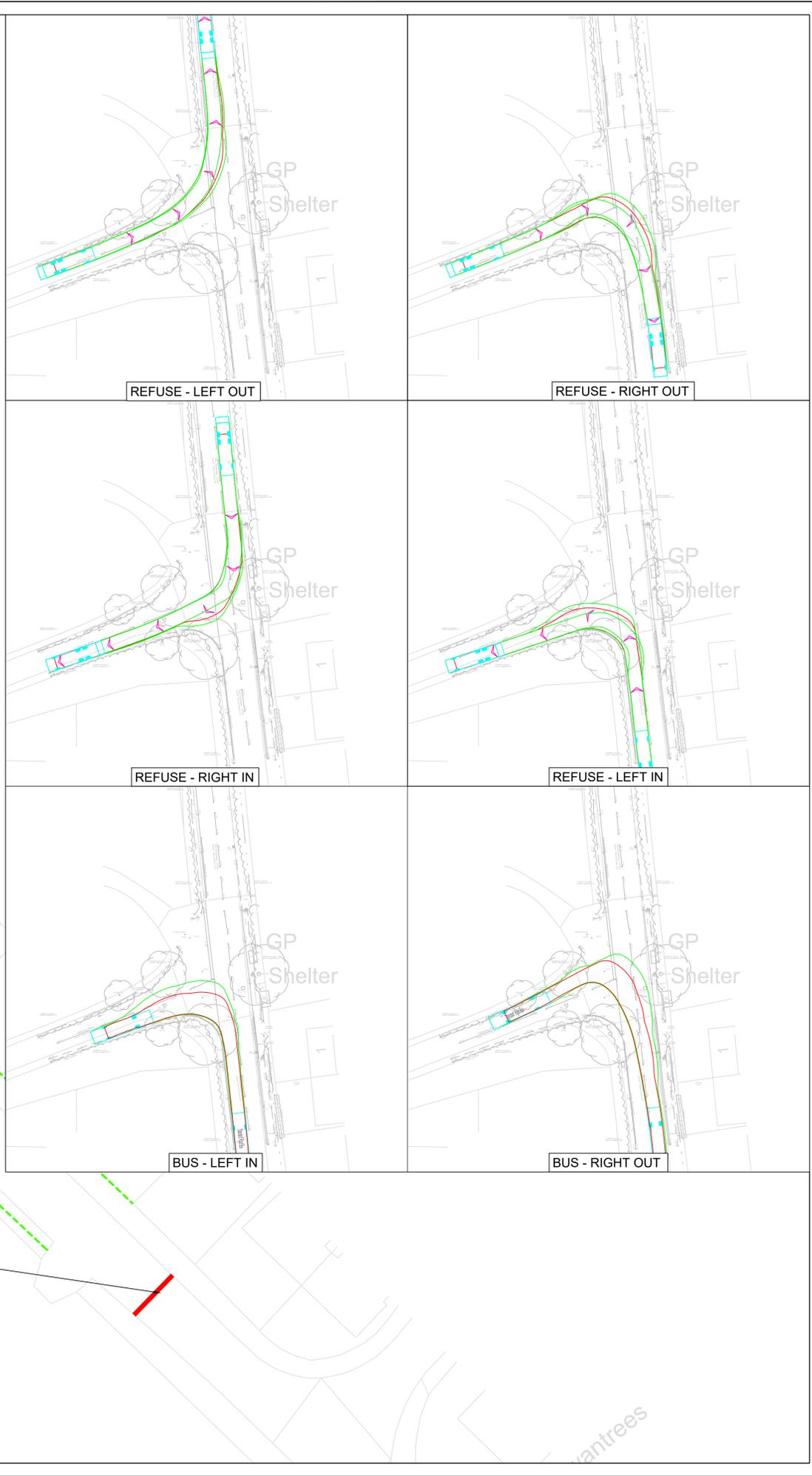
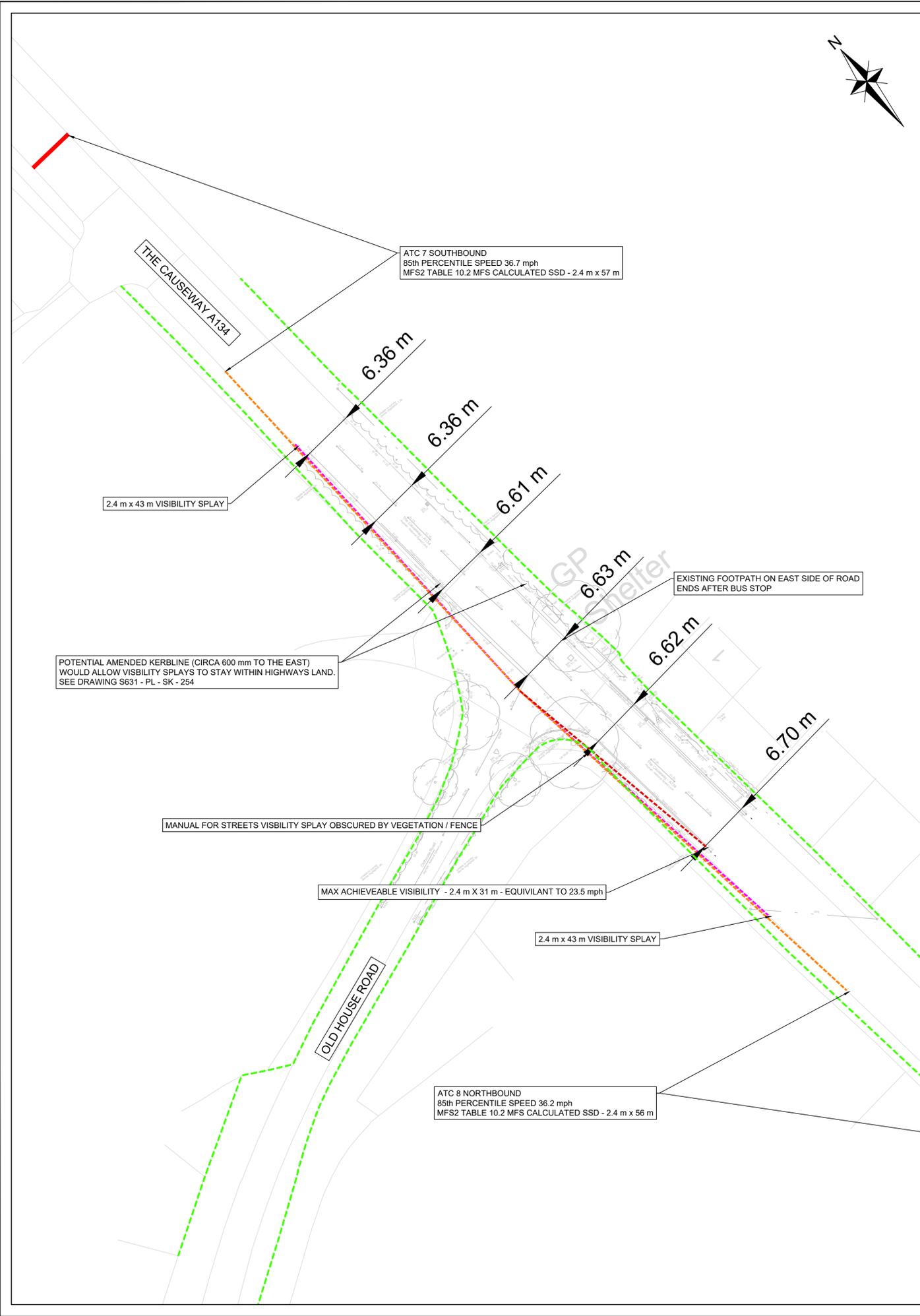
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DRAWING NUMBER	REV.
S631 - PL - SK - 251	P04

M:\S631 Land at Horkesley, Colchester, ESSEX\DRAWINGS\AUTOCAD\CURRENT DRGS\S631 - PL - SK - 251 - PROPOSED ACCESS OPTIONS FOR DRAFT ALLOCATION 400 UNITS P04



KEY

- 2.4 m x 43 m VISIBILITY SPLAY
- ATC SPEEDS VISIBILITY SPLAY
- HIGHWAY BOUNDARY
- MAX ACHIEVEABLE VISIBILITY
- ATC LOCATION

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

'Standard' Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.303m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

NOTES

- HIGHWAY BOUNDARY INTERPRETED FROM PLAN SUPPLIED BY ESSEX COUNCIL, OS LINES AND FEATURES ON TOPOGRAPHICAL SURVEY

REV	DESCRIPTION	DE	DR	CH	DATE

DESIGNED BY: - DRAWN BY: JB CHECKED BY: -
 SCALE @ A1 SIZE: D.N.S DATE: 07.08.25

PROJECT TITLE
LAND NORTH OF COACH ROAD, GREAT HORKESLEY

DRAWING TITLE
OLD SCHOOL ROAD / THE CAUSEWAY EXISTING JUNCTION

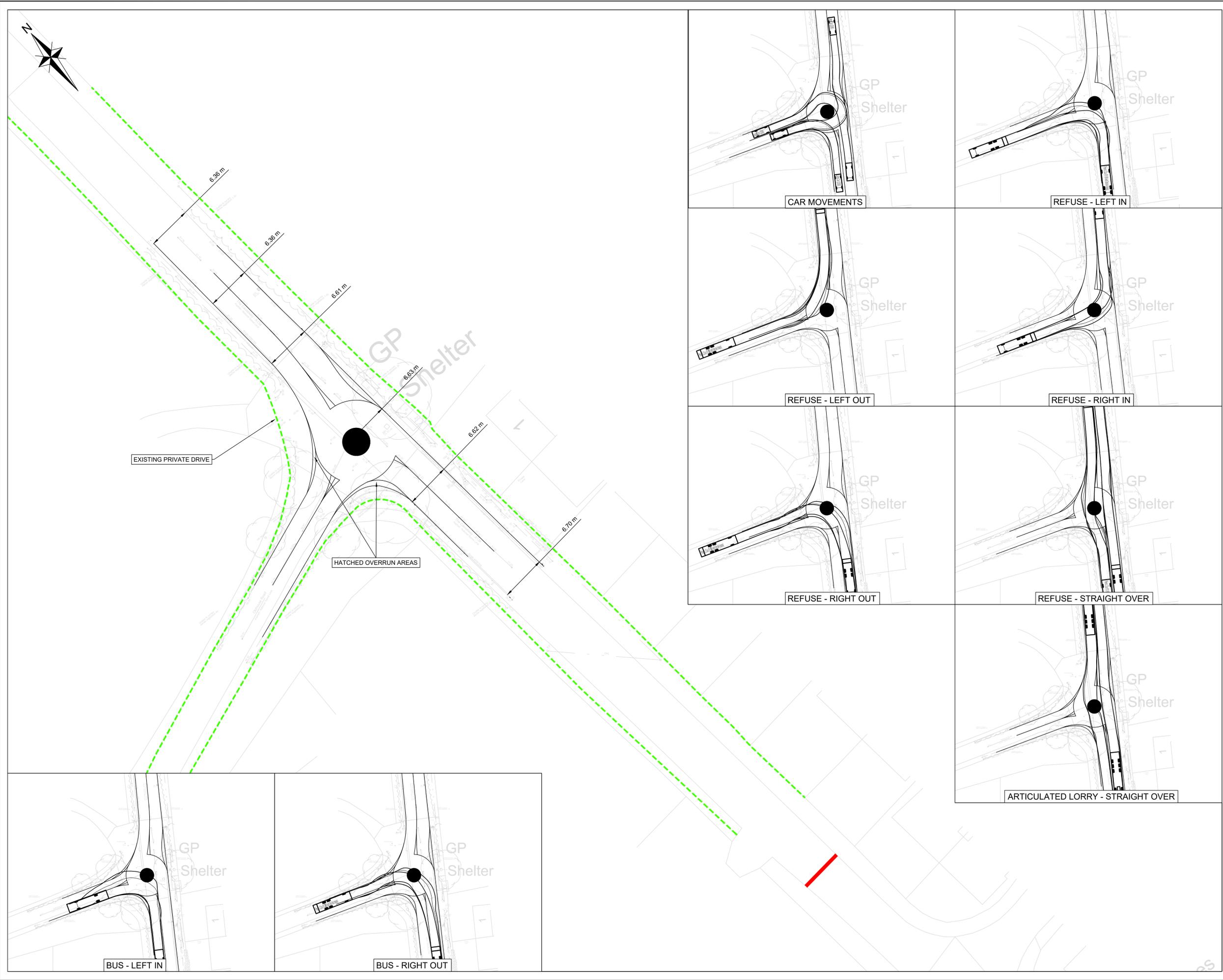
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DRAWING NUMBER	REV.
S631 - PL - SK - 252	-

M:\S631 Land at Horkesley, Colchester, Essex\DRAWINGS\AUTOCAD\CURRENT DRGS\S631 - PL - SK - 252 - OLD SCHOOL ROAD - THE CAUSEWAY JUNCTION



KEY

--- HIGHWAY BOUNDARY

Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.661m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.500m

'Standard' Rigid Bus
 Overall Length 12.000m
 Overall Width 2.550m
 Overall Body Height 3.069m
 Min Body Ground Clearance 0.304m
 Track Width 2.350m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 10.771m

NOTES

1. HIGHWAY BOUNDARY INTERPRETED FROM PLAN SUPPLIED BY ESSEX COUNCIL, OS LINES AND FEATURES ON TOPOGRAPHICAL SURVEY

REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY	DRAWN BY	CHECKED BY			
-	JB	-			
SCALE @ A1 SIZE		DATE			
D.N.S		09.09.25			

PROJECT TITLE
LAND NORTH OF COACH ROAD, GREAT HORKESLEY

DRAWING TITLE
OLD SCHOOL ROAD / THE CAUSEWAY JUNCTION PROPOSED MINI ROUNDABOUT

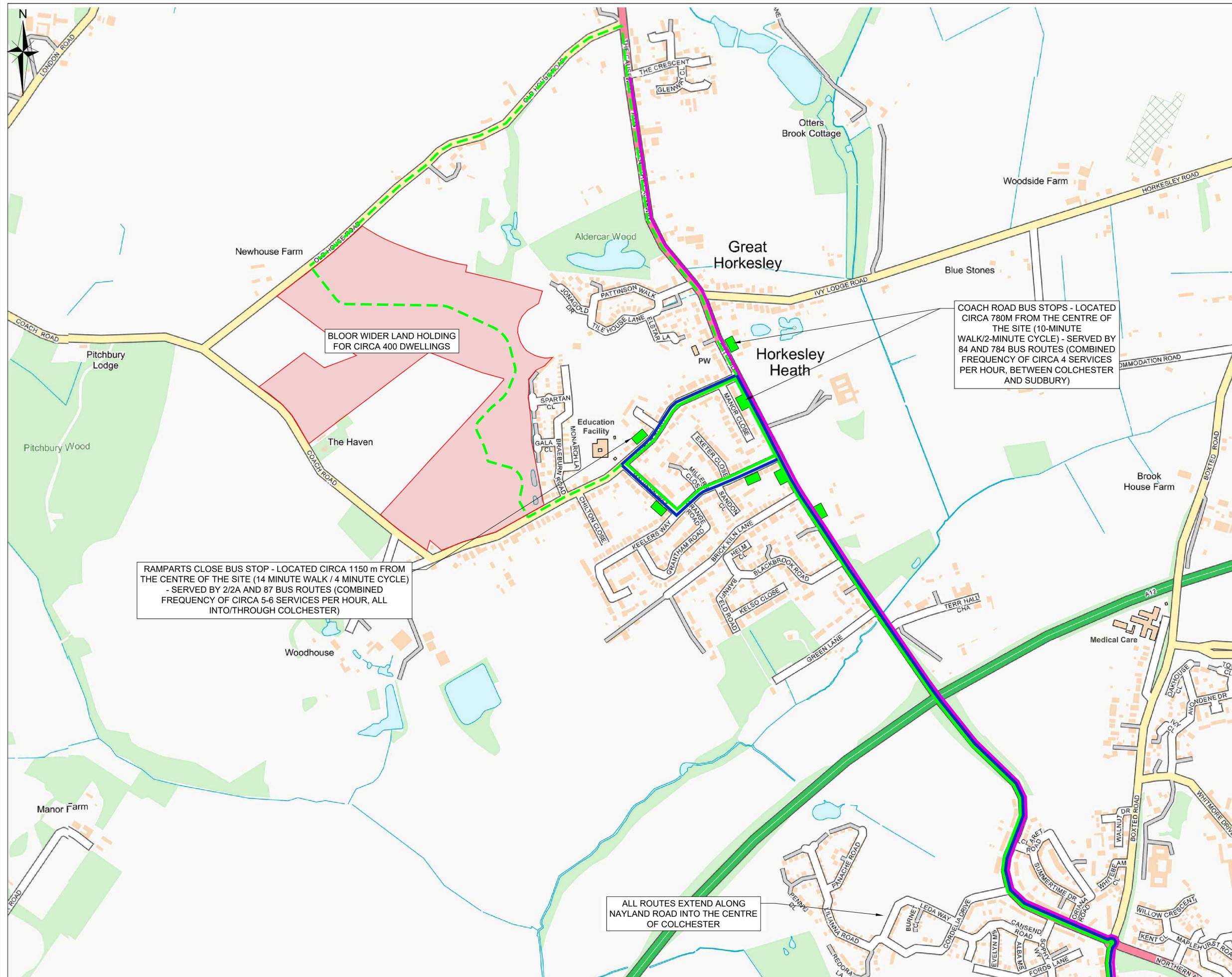
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DRAWING NUMBER	REV.
S631 - PL - SK - 253	-

M:\S631 Land at Horkesley, Colchester, ESSEX\DRAWINGS\AUTOCAD\CURRENT DRGS\S631 - PL - SK - 253 - OLD SCHOOL ROAD - THE CAUSEWAY JUNCTION MINI ROUNDABOUT OPTION



BLOOR WIDER LAND HOLDING FOR CIRCA 400 DWELLINGS

RAMPARTS CLOSE BUS STOP - LOCATED CIRCA 1150 m FROM THE CENTRE OF THE SITE (14 MINUTE WALK / 4 MINUTE CYCLE) - SERVED BY 2/2A AND 87 BUS ROUTES (COMBINED FREQUENCY OF CIRCA 5-6 SERVICES PER HOUR, ALL INTO/THROUGH COLCHESTER)

COACH ROAD BUS STOPS - LOCATED CIRCA 780M FROM THE CENTRE OF THE SITE (10-MINUTE WALK/2-MINUTE CYCLE) - SERVED BY 84 AND 784 BUS ROUTES (COMBINED FREQUENCY OF CIRCA 4 SERVICES PER HOUR, BETWEEN COLCHESTER AND SUDBURY)

ALL ROUTES EXTEND ALONG NAYLAND ROAD INTO THE CENTRE OF COLCHESTER

KEY

- BUS STOPS/PARK AND RIDE
- 87 BUS SERVICE
- 2/2A BUS SERVICE
- 84/784 BUS SERVICE
- POTENTIAL EXTENSION OF CITY CENTER BUS SERVICE 87/2/2A

NOTES

REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY	DRAWN BY	CHECKED BY			
-	JB	-			
SCALE @ A1 SIZE	DATE				
-	05.09.2024				

PROJECT TITLE
LAND NORTH OF COACH ROAD
GREAT HORKESLEY

DRAWING TITLE
POTENTIAL BUS ROUTE PLAN
FOR WIDER ALLOCATION

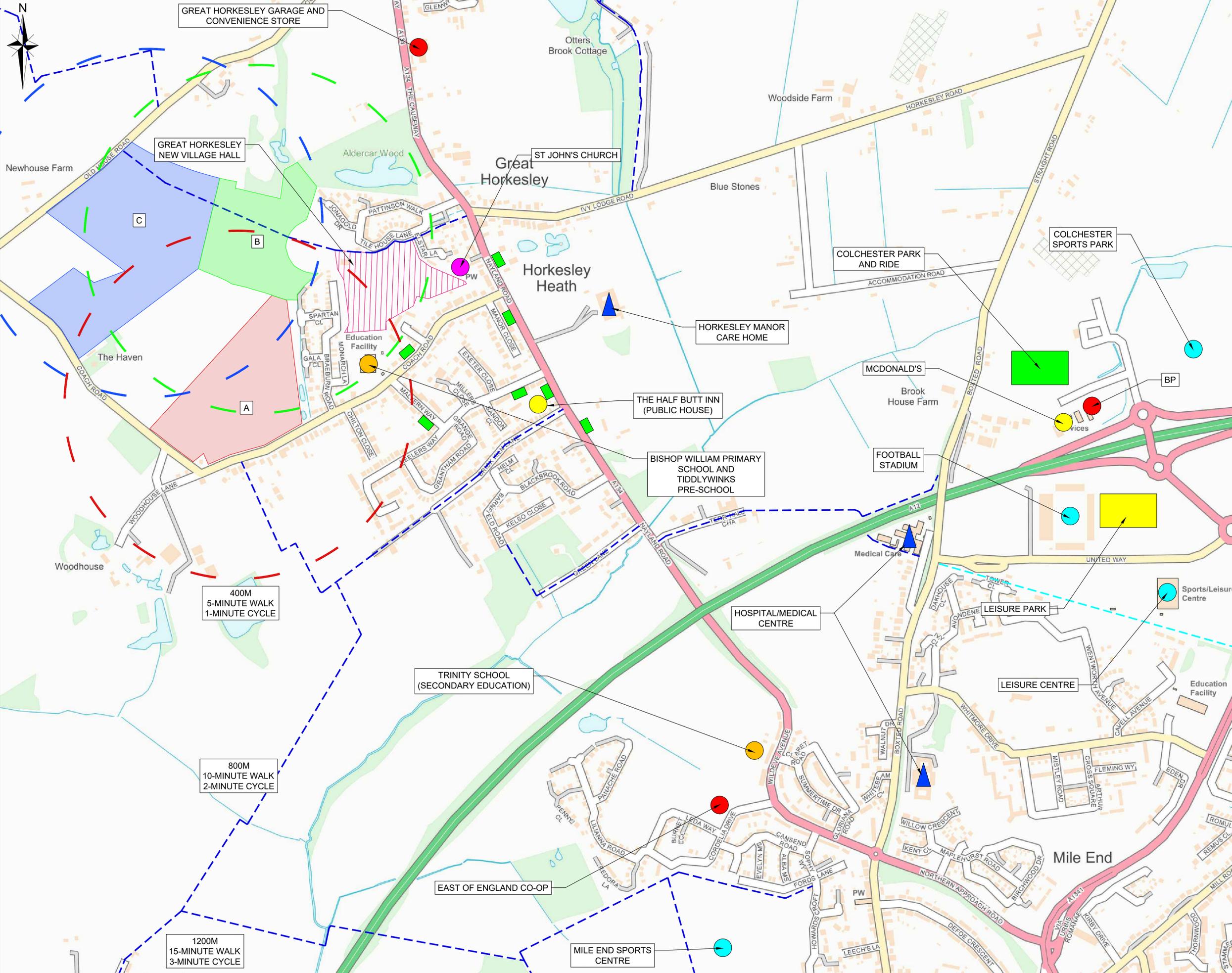
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DRAWING NUMBER	REV.
S631 - PL - SK - 246	-

M:\S631 Land at Horkesley, Colchester: ESSEX/DRAWINGS/AUTOCAD/CURRENT DRGS/S631 - PL - SK - 246 - POTENTIAL BUS ROUTES PLAN WIDER ALLOCATION



KEY

- LOCAL SHOPS
- EDUCATION
- PLACE OF WORSHIP
- SPORTS AND RECREATION
- LEISURE (FOOD/DRINK)
- ▲ HEALTHCARE
- BUS STOPS/PARK AND RIDE
- NORTHERN GATEWAY LEISURE PARK
- VILLAGE HALL
- FOOTPATHS
- BRIDLEWAYS
- SOUTHERN
- NORTHERN
- WESTERN
- 400m ISOCHRONES
- 800m ISOCHRONES
- 1200m ISOCHRONES

NOTES

400M
5-MINUTE WALK
1-MINUTE CYCLE

800M
10-MINUTE WALK
2-MINUTE CYCLE

1200M
15-MINUTE WALK
3-MINUTE CYCLE

REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY	DRAWN BY	CHECKED BY			
SCALE @ A1 SIZE	DATE	21.10.25			
PROJECT TITLE					
LAND NORTH OF COACH ROAD GREAT HORKESELEY					
DRAWING TITLE					
ACCESSIBILITY PLAN					
CLIENT					
BLOOR HOMES					
cannon CONSULTING ENGINEERS					
Cambridge House, Lamwades Business Park, Kentford, Newmarket, CB8 7PN Tel: 01638 555107 www.cannonce.co.uk info@cannonce.co.uk					
DRAWING NUMBER					REV.
S631 - PL - SK - 257					-

M:\S631 Land at Horkeley, Colchester - ESSEX\DRAWINGS\AUTOCAD\CURRENT DRGS\S631 - PL - SK - 257 - ACCESSIBILITY PLAN - WIDER ALLOCATION

APPENDICES:

Appendix A Framework Plan

Appendix B Approved Highways Drawings Application 250545 (Land north of Coach Road)

Appendix C **TA-005** - Residential Distribution (150 Unit Application) and (Based on Turning Counts and Video Data Observations)



OPEN SPACE PROVISION:
 MINIMUM REQUIRED*: 2.72HA
 PROVIDED AS PART OF THE PROPOSALS: 7.85 HA**
 * BASED ON COLCHESTER BOROUGH COUNCIL SPD - PROVISION OF OPEN SPACE, SPORT AND RECREATIONAL FACILITIES (JULY 2006), ASSUMING 2.83HA OVERALL ACCESSIBLE PUBLIC OPEN SPACE PER 1000 POPULATION
 ** EXCLUDING SUSTAINABLE DRAINAGE SYSTEMS (SUDS)

KEY	
	SITE LOCATION (23.22HA)
	AREA OF DRAFT ALLOCATION OUTLINE PLANNING PERMISSION (REF 250545), SUBJECT TO S106 AGREEMENT
	INDICATIVE RESIDENTIAL AREA (NET DEVELOPMENT AREA 11.25HA) UP TO 400 DWELLINGS @ 36 DPH
	CAR PARK AND SCHOOL DROP-OFF FACILITY (30 SPACES)
	PUBLIC OPEN SPACE (7.85HA) NATURAL AND SEMI-NATURAL AMENITY GREEN SPACE AND INFORMAL AND FORMAL CHILDREN'S PLAY SPACE (EXCLUDING ATTENUATION BASINS)
	POTENTIAL LOCATION OF CHILDREN'S PLAY AREA
	EXISTING VEGETATION SUBJECT TO TREE SURVEY
	PROPOSED NATIVE WOODLAND CREATION FOR HABITAT LINKS AND SCREENING
	INDICATIVE ATTENUATION BASIN (SUBJECT TO TECHNICAL INPUT)
	LAND FOR POTENTIAL NEW COMMUNITY OR RECREATION INFRASTRUCTURE
	PROPOSED VEHICULAR ACCESS POINT
	POTENTIAL SECONDARY / EMERGENCY ACCESS POINT
	EXISTING PUBLIC RIGHTS OF WAY (PROW)
	PROPOSED PEDESTRIAN LINK
	INDICATIVE RADIAL FOOTPATH (SUBJECT TO DETAILED DESIGN)
	EXISTING MOWED INFORMAL FOOTPATH
	TREE-LINED PRINCIPAL STREET WITH GREEN VERGES AND SWALES (SUBJECT TO DETAILED DESIGN)
	TREE-LINED PRIMARY STREET (SUBJECT TO DETAILED DESIGN)

DRAFT

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



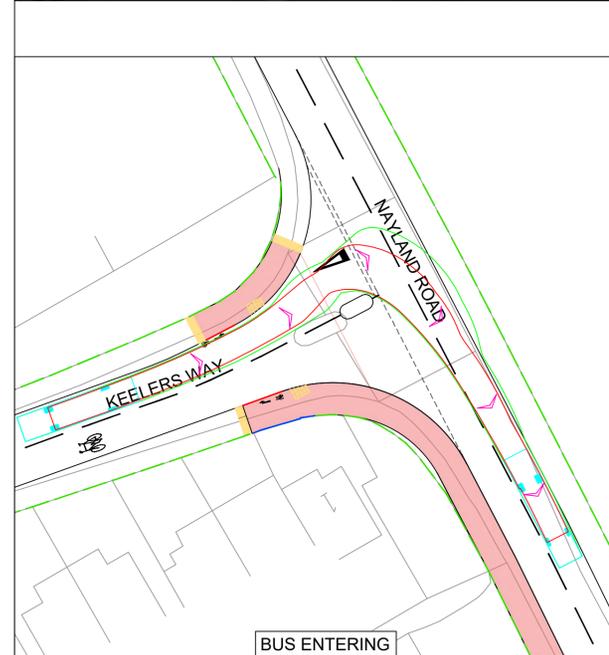
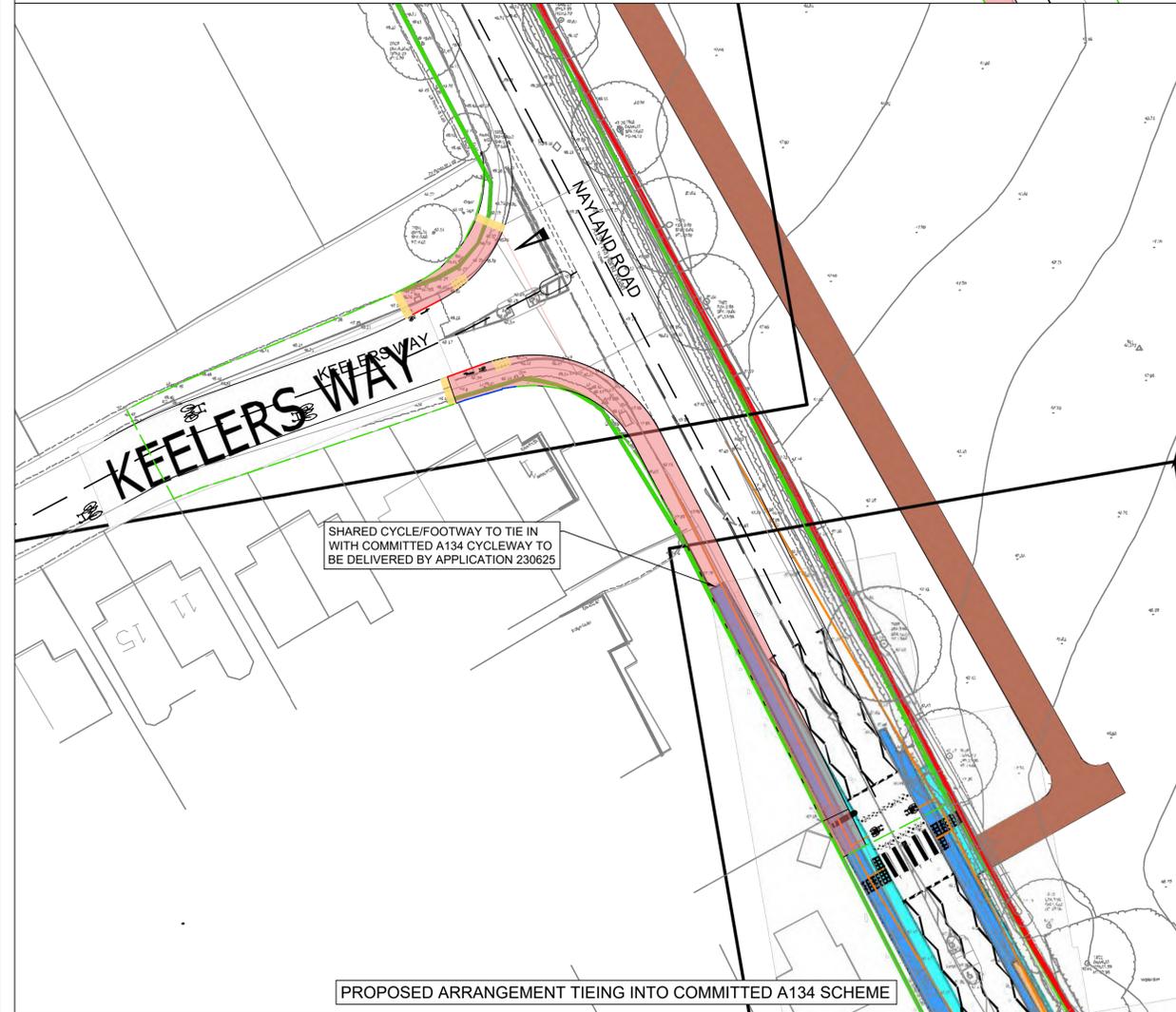
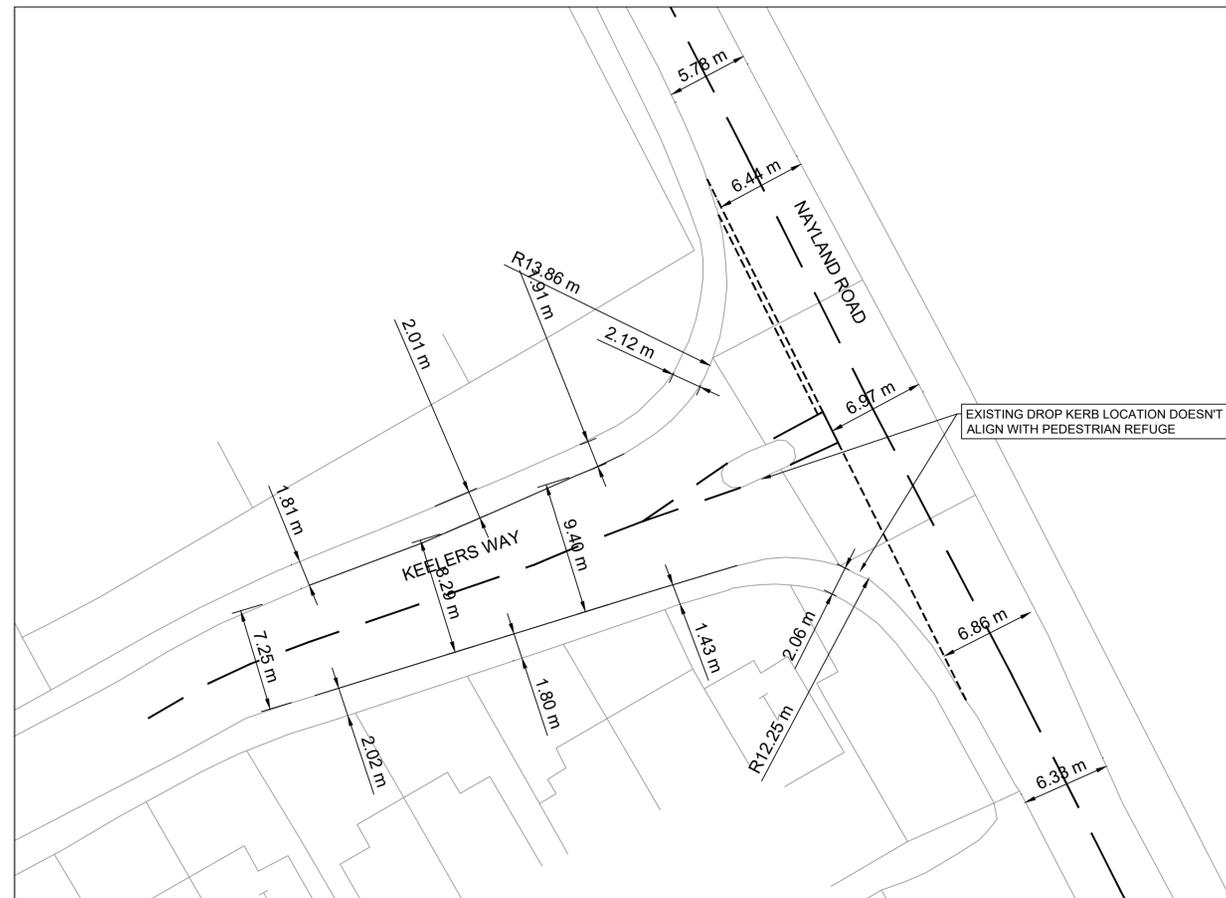
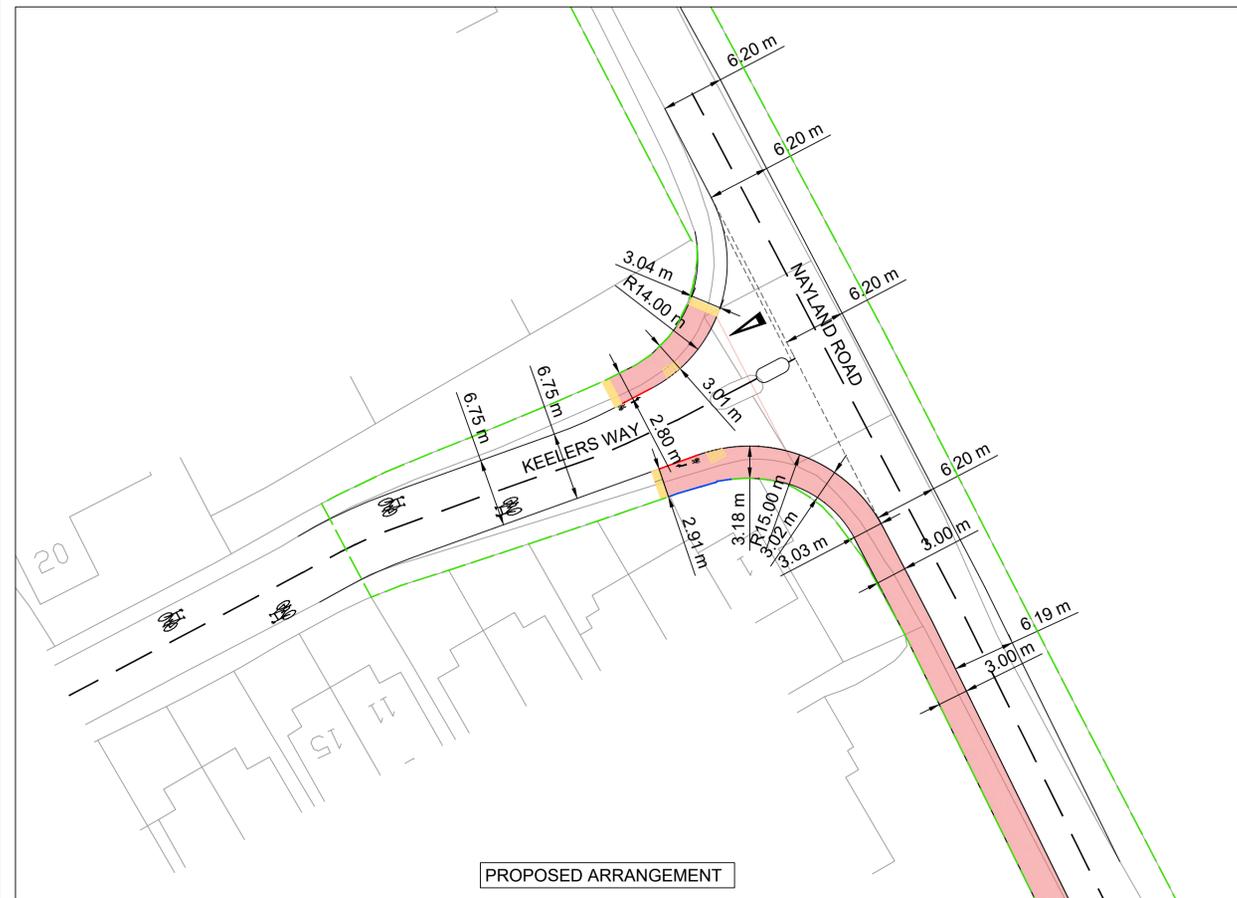
Appendix A Framework Plan

Appendix B Approved Highways Drawings Application 250545 (Land north of Coach Road)

S631-PL-SK-223 Rev Q (Proposed Access and Cycle/Pedestrian Improvements to Coach Road)

S631-PL-SK-243 Rev P03 (Keelers Way Junction Improvements)

S631-PL-SK-247 (Proposed Coach Road Improvements)



KEY

- DROPPED KERB
- EXISTING DRIVEWAY ACCESS
- HIGHWAY BOUNDARY

Standard Rigid Bus
 Overall Length 12.000m
 Overall Width 2.550m
 Overall Body Height 3.069m
 Min Body Ground Clearance 0.309m
 Track Width 2.350m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 10.771m

- NOTES**
1. ALL DIMENSIONS IN METERS UNLESS SPECIFIED OTHERWISE.
 2. LAYOUT SUBJECT TO ROAD SAFETY AUDIT, TOPOGRAPHICAL SURVEY, DISCUSSIONS WITH ESSEX COUNTY COUNCIL.
 3. HIGHWAY BOUNDARY INTERPRETED FROM DATA PROVIDED BY ESSEX COUNTY COUNCIL.
 4. ECC CONFIRMED NO RAISED TABLE REQUIRED (09.05.25)
 5. THIS DRAWING INCLUDES EXTRACTS OF ARDENT DRAWING 180892-003 A134 PEDESTRIAN/CYCLE IMPROVEMENTS FEASIBILITY REVIEW REVISION H

P03	SCHEME UPDATED	-	JB	-	06.10.25
P02	INSET FOR ARDENT SCHEME ADDED	-	JB	-	20.08.25
P01	AMENDED REF ECC COMMENTS	-	JB	-	12.05.25

REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY	DRAWN BY	DE	DR	CH	DATE
-	JB	-	-	-	-

SCALE @ A1 SIZE DATE 03.01.2025

D.N.S. PROJECT TITLE
LAND NORTH OF COACH ROAD, HORKESLEY

DRAWING TITLE
KEELERS WAY JUNCTION IMPROVEMENTS

CLIENT
BLOOR HOMES

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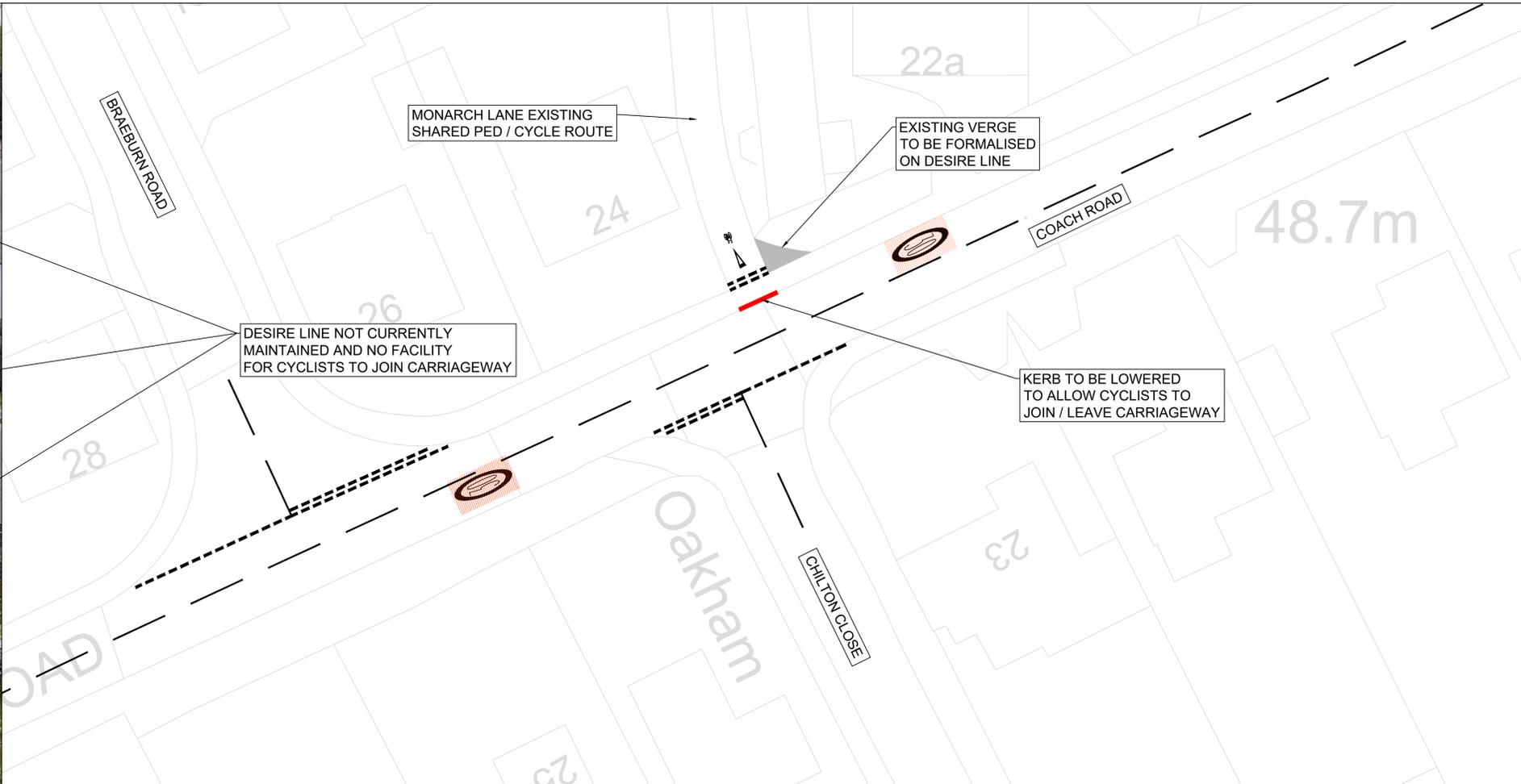
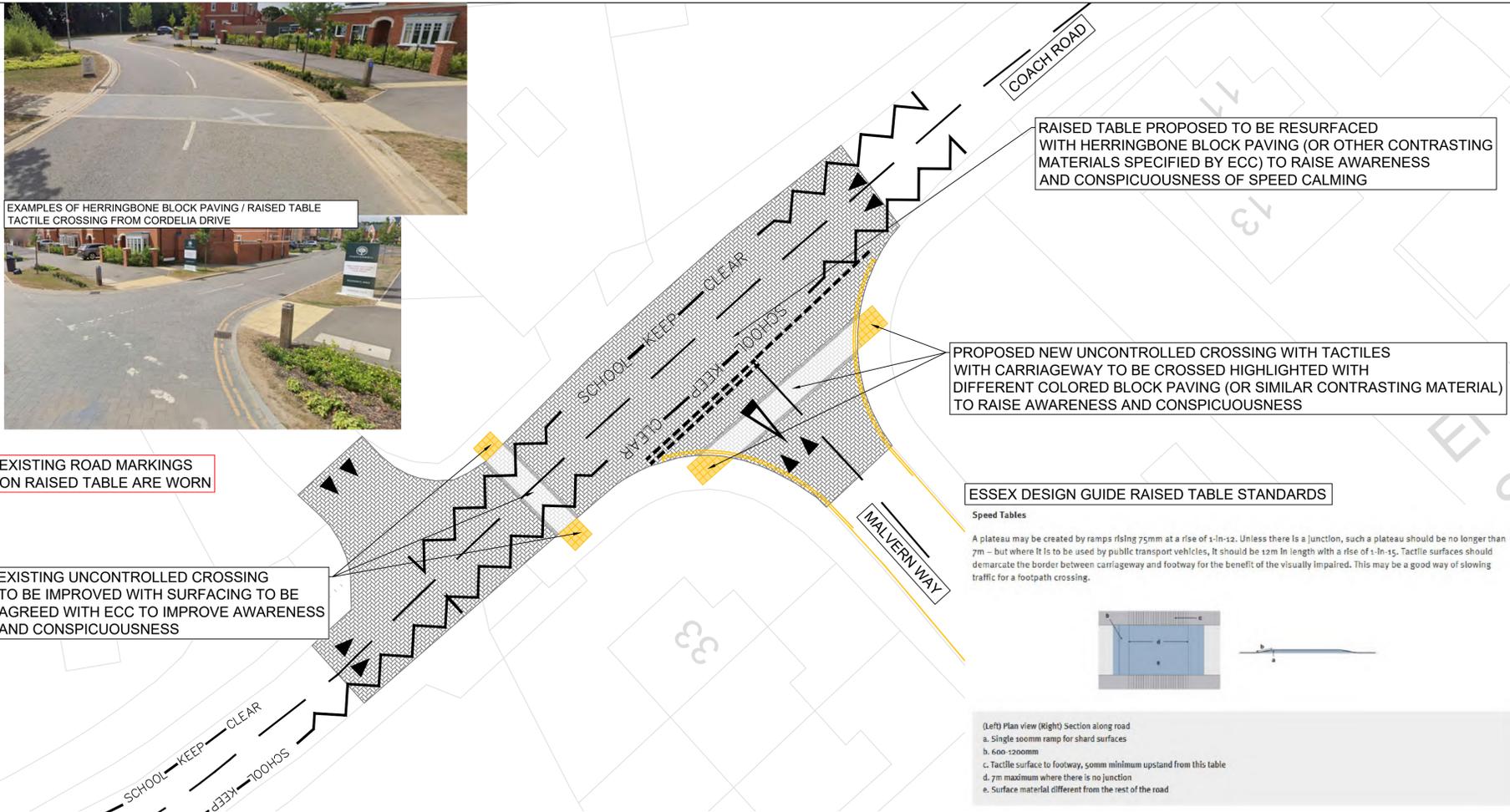
DRAWING NUMBER	REV.
S631 - PL - SK - 243	P03

M:\S631 Land at Horkesley, Colchester, Essex\DRAWINGS\AUTOCAD\CURRENT DRGS\S631 - PL - SK - 243 - KEELERS WAY JUNCTION IMPROVEMENT P03



EXISTING ROAD MARKINGS ON RAISED TABLE ARE WORN

EXISTING UNCONTROLLED CROSSING TO BE IMPROVED WITH SURFACING TO BE AGREED WITH ECC TO IMPROVE AWARENESS AND CONSPICUOUSNESS



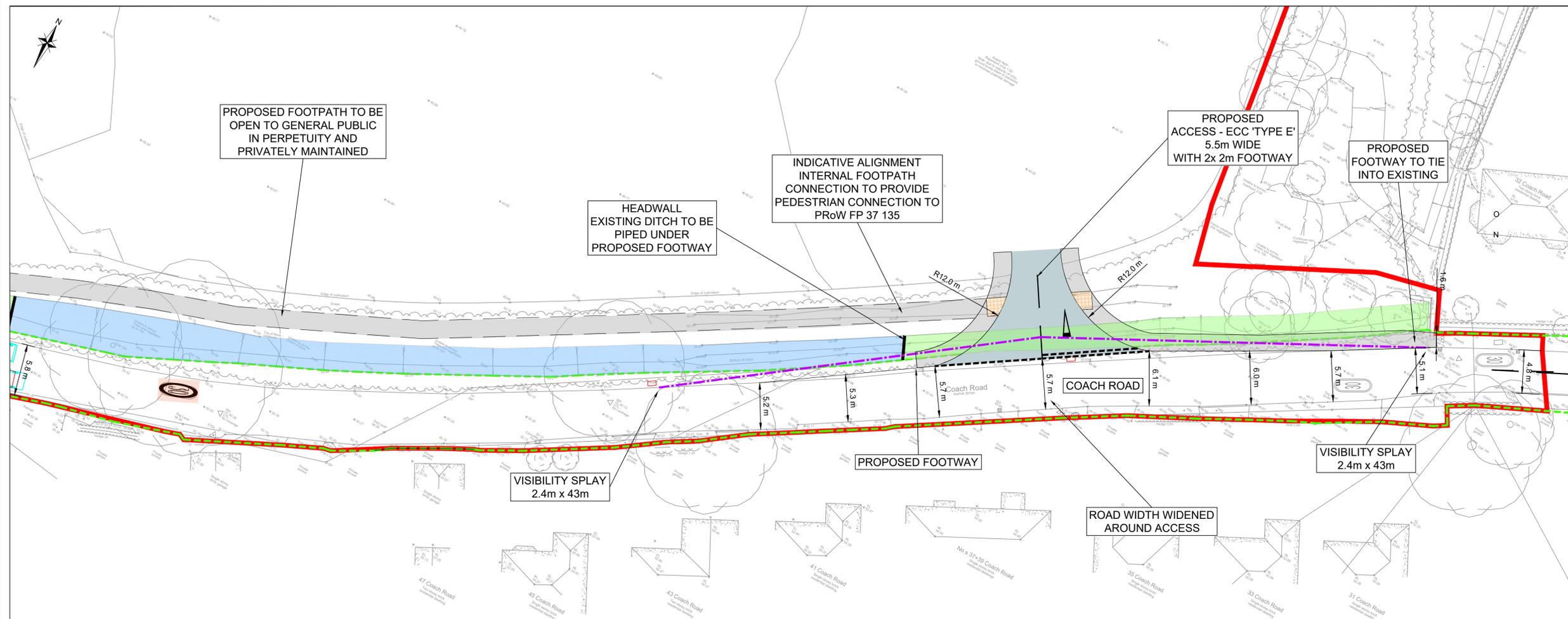
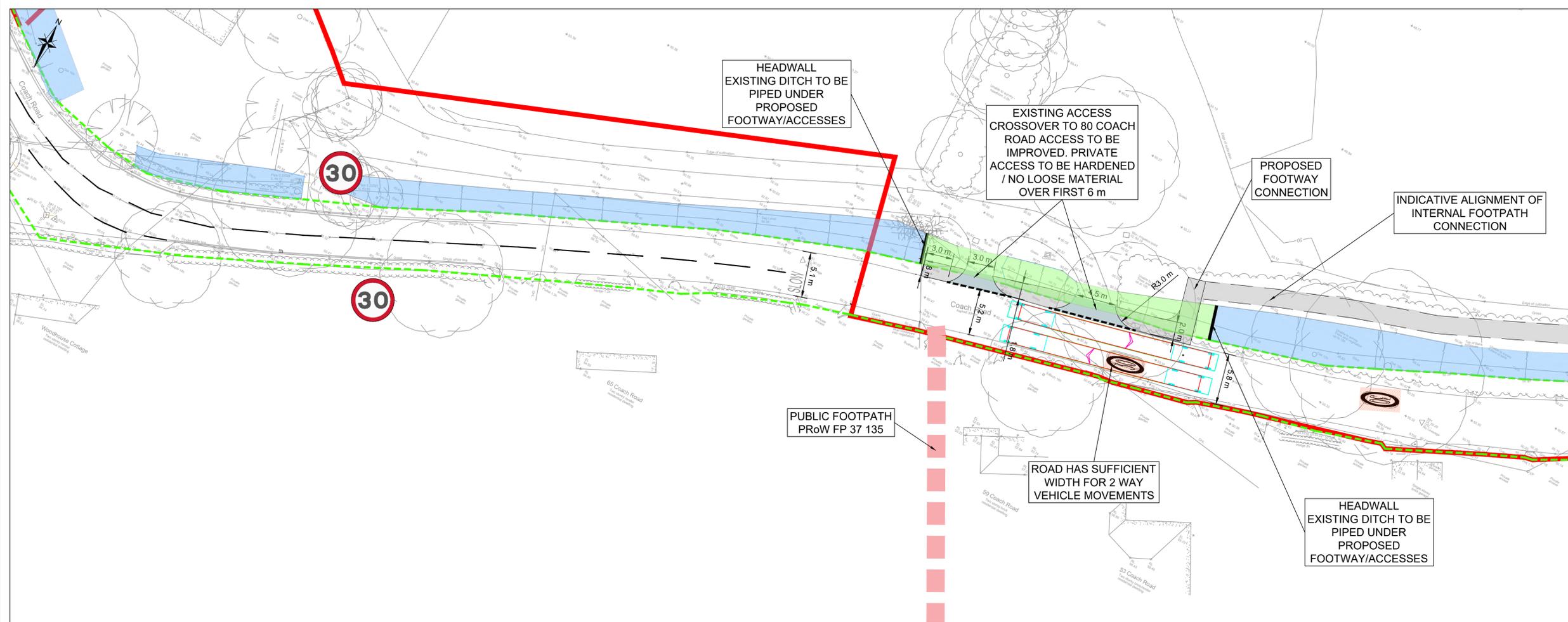
KEY

NOTES

- PROPOSED MEASURES SUBJECT TO DETAILED DESIGN S278 PLANNING APPROVAL AND ECC AGREEMENT

REV	DESCRIPTION	DE	DR	CH	DATE
-	DESIGNED BY	JB			
-	DRAWN BY	JB			
-	CHECKED BY				
-	SCALE @ A1 SIZE				
-	D.N.S				16.10.25
PROJECT TITLE					
LAND NORTH OF COACH ROAD, GREAT HORKESLEY					
DRAWING TITLE					
PROPOSED COACH ROAD IMPROVEMENTS					
CLIENT					
BLOOR HOMES					
<p>Cambridge House, Lamwades Business Park, Kentford, Newmarket, CB8 7PN Tel: 01638 555107 www.cannonce.co.uk info@cannonce.co.uk</p>					
DRAWING NUMBER					REV.
S631 - PL - SK - 247					-

M:\S631 Land at Horkesley, Colchester, ESSEX\DRAWINGS\AUTOCAD\CURRENT DRGS\S631 - PL - SK - 247 - PROPOSED COACH ROAD IMPROVEMENTS



KEY

- PROPOSED ACCESS ROAD
- PROPOSED FOOTWAY
- PROPOSED TACTILE PAVING
- VISIBILITY SPLAY
- HIGHWAY BOUNDARY
- APPLICATION RED LINE
- EXISTING DITCH
- SECTION OF DITCH TO BE PIPED UNDER PROPOSED ROAD

- NOTES**
- STAGE 1 SAFETY AUDIT RSC/EB/KS/24035 HAS INFORMED DESIGN.
 - STREET LIGHTING TO BE PROVIDED, ROAD SIGNAGE, WHITE LINING AND HATCHING TO BE AGREED AT DETAILED DESIGN.
 - POST AND RAIL FENCE TO BE PROVIDED AT BACK OF FOOTWAY ADJACENT TO DITCH.
 - DESIGN SUBJECT TO ECC HIGHWAY APPROVAL.
 - TOPOGRAPHICAL DATA BASED ON BLOOR DRAWING PA609-403 A (ACCESS TITLE CHECK) DATED 03.06.2025
 - RED LINE BOUNDARY RECIEVED FROM BLOOR REF 01.07.2025 BOUNDARY PLAN

REV	DESCRIPTION	DE	DR	CH	DATE
Q	NOTES UPDATED	-	JB	-	06.10.25
P	UPDATE BOUNDARY RECIEVED FROM BLOOR	-	JB	-	03.07.25
	REMOVED AND RED LINE AMENDED	-	JTH	-	04.06.25
	AMENDMENTS FROM RSA	-	JB	-	09.01.25

SCALE @ A1 SIZE DATE 09.01.2025
 PROJECT TITLE
LAND NORTH OF COACH ROAD, GREAT HORKESLEY

DRAWING TITLE
PROPOSED ACCESS AND CYCLE / PEDESTRIAN IMPROVEMENTS TO COACH ROAD

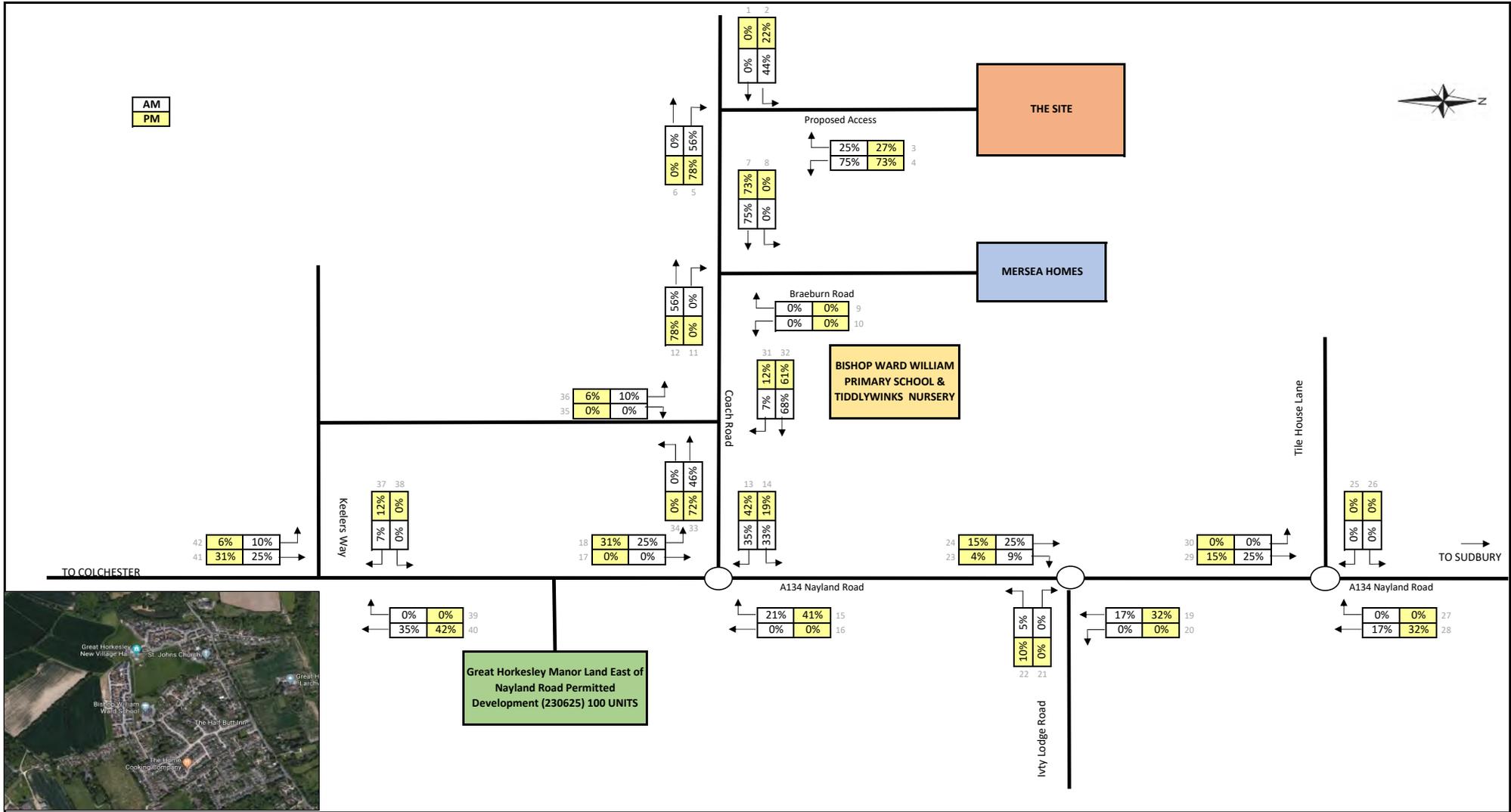
CLIENT
BLOOR HOMES

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 www.cannon.co.uk
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DRAWING NUMBER	REV.
S631 - PL - SK - 223	Q

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Appendix C **TA-005 - Residential Distribution (150 Unit Application) and (Based on Turning Counts and Video Data Observations)**



Project Title: LAND TO THE NORTH OF COACH ROAD, GREAT HORKESELEY	Title: % DISTRIBUTION (BASED ON TURNING COUNT AND VIDEO DATA OBSERVATIONS)	Date: 10/01/2025		Cambridge House, Lanwades Business Park, Kentford, Newmarket, CB8 7PN Tel: 01638 555 107 www.cannonce.co.uk	
Client: BLOOR HOMES	Status: TA	Project No: S631		TFD: TA-005	