

- 1.4 The table below presents a comparative analysis of the February 2025 Stage 2 Strategic Land Availability Assessment (SLAA) Site Assessments Report, focusing on Stage 2 considerations for land south of Halstead Road. This assessment is compared against the sites currently identified as preferred allocations: **Policy PP32 – Land North of Halstead Road and West of Fiddlers Wood**, and **Policy PP31 – Land South of Halstead Road and East of Wood Lane**.
- 1.5 The table provides contextual comparison of the relative suitability of the site against the draft allocations, with reference to the SLAA qualifying criteria.

SLAA (Feb 2025)	Land south of Halstead Road	PP31 : Land north of Halstead Road and east of Wood Lane	PP32 Land north of Halstead Road and west of Fiddlers Wood
Is the site within or adjacent to the existing settlement boundary	Amber	Amber	Amber
Is the access safe and suitable? Are there any highway constraints?	Green	Amber	Green
Would development result in the loss of open space / PRow?	Green	Green	Amber
Does the development of or access to rely on another piece of land and has that land been put forward for development?	Green	Green	Green

- 1.6 The land south of Halstead Road is considered comparable to draft Policies PP31 and PP32. The following paragraphs provide additional commentary on access and accessibility to add further context to the grading set out above. It is noted that the site is centrally located within the established urban form of Eight Ash Green.
- 1.7 It is acknowledged that both current draft allocations are located north of Halstead Road, whereas the site lies to the south, meaning that future residents would be required to cross Halstead Road to access village facilities. This is not considered to represent a constraint. Rather, it presents an opportunity to deliver improved crossing facilities along Halstead Road, thereby providing wider benefits to existing residents on both the northern and southern sides of the road. Improved crossing provision would be in the form of a pedestrian priority type crossing, such as zebra or signalled crossing. These will be matters to be discussed and agreed with ECC Highways. At present, existing residents are required to cross Halstead Road to access school facilities to the north, whilst the convenience retail store is to the south, and existing bus stop provision would require residents to cross and recross the road. Centrally located residential development south

of Halstead Road therefore offers the potential to secure enhancements to pedestrian connectivity and safety, delivering broader community betterment.

- 1.8 Owing to its central location, the land south of Halstead Road benefits from close proximity to existing local facilities, including the Holy Trinity Primary School, existing bus services along Halstead Road, and local convenience retail provision at the Esso garage. The proximity of the draft allocations, land south of Halstead Road to the Primary school is illustrated in the extract below.



Illustration of Land south of Halstead Road in context to draft allocations PP31 & 32 and Holy Trinity Primary School

2.0 NPPF Vision-Led Approach

- 2.1 The approach set out within this report is framed around the Framework considerations when considering sites as being suitable for development and which are or can be made sustainable. It is considered that the site can deliver on the requirements set out within the adopted NPPF, and specifically where a vision-led approach is advocated in the Framework.

These principles are centred around the following parts of the Framework:

- Directing development to sustainable locations – Paragraph 11 d) ii
- Consider transport early using a vision led approach – Paragraph 109
- Manage patterns of growth using locations that offer genuine travel choice – Paragraph 110
- Sustainable modes should be prioritised – Paragraph 115; and
- Priority to pedestrians and cyclists, then public transport – Paragraph 117

Questions

2.2 The evidence presented at this early stage of the plan making aims to demonstrate compliance with NPPF paragraphs 109, 110, 115 and 117 by setting out the following questions to establish whether the sustainable opportunities have been or can be prioritised and that they do or can offer a genuine travel choice for residents.

- Would it be possible to undertake an everyday journey by sustainable means?
- Would it be a realistic choice on a regular basis?
- Do the sustainable opportunities get residents to where they need to go?
- Are routes to key destinations direct and convenient?
 - What facilities are within 10-15minute catchment of the site – “walkable neighbourhood”
 - What facilities are within a 5km cycle – 20-minute catchment?
 - Are bus stops conveniently located within 400m of the site?
- Could a child walk safely to school
- What reasonable and proportionate measures can be done to encourage walking, cycling use of public transport

2.3 The scale of development will require a Transport Assessment and Travel Plan.

2.4 This note has been written in accordance with the revised version of the National Planning Policy Framework (NPPF) which was adopted in December 2024. The sections of the adopted NPPF which relate to the site have been outlined below;

- '11 Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:
 - a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;
 - b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas⁶, unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type, or distribution of development in the plan area; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- '109: Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.'
- '110: The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'
- '115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
 - a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements, and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

- ‘117 Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

2.5 The above NPPF policies have been considered when assessing the accessibility and suitability of the site to ensure that a vision led approach can be applied within future development at the site.

3.0 Eight Ash Green Neighbourhood Plan 2019 (2017-2033)

3.1 The site can support existing Neighbourhood Plan policies, including Environment Policy 4, which relates to footpaths, cycleways, and bridleways. In accordance with this policy, new development would be required to integrate with the existing green infrastructure network, enhancing connectivity between housing, retail facilities, green spaces, public open space, and the surrounding countryside. This approach is considered both appropriate and achievable on the site.

3.2 The site benefits from an existing Public Right of Way (PRoW) along its western boundary, which provides an opportunity to enhance and integrate this route within the development masterplan, thereby delivering improved accessibility and connectivity for both future and existing residents.



4.0 Suitability in Terms of Highways Access & Transport

- 4.1 The site is located to the south of Halstead Road, which is subject to a 30mph speed limit and has an approximate carriageway width of 6.4 metres with a footway on the northern side of the road. The site is currently in agricultural use and benefits from an existing farm access onto Halstead Road (as illustrated in the image below).



- 4.2 Given the 30mph speed limit on Halstead Road, visibility splay requirements of 2.4 m x 43 m have been assessed to determine visibility in both the primary and secondary directions when egressing from the proposed access. This assessment has been undertaken in accordance with the *Manual for Streets* (MfS, 2007) guidance.
- 4.3 Automatic Traffic Count (ATC) surveys were undertaken on Halstead Road over a seven-day period between Friday 21 November and Thursday 27 November 2025. The survey results indicate that both mean and 85th percentile speeds broadly reflect the posted 30 mph speed limit. Mean vehicle speeds range between 30–34 mph, while 85th percentile speeds range between 35–38 mph.
- 4.4 In line with MfS principles, the visibility splay requirements have therefore been based on the posted speed limit of 30 mph, resulting in a requirement of 2.4 m x 43 m. The survey data also indicates that eastbound vehicle speeds are marginally lower than westbound speeds.
- 4.5 As noted previously, development to the south of Halstead Road will need to address the opportunities for pedestrian connectivity to the north to facilitate access to village facilities. In doing so, the development also presents an opportunity to incorporate supporting measures that could contribute to the reduction of vehicle speeds along Halstead Road.

- 4.6 An example of how this could be achieved in practice is illustrated on **CCE Drawing ZE901-PL-SK-204 – Potential Access Overview**, which identifies the following measures:
- Type E Access - 5.5m carriageway and 2 x 2m footways
 - Improved pedestrian separation along Halstead Road with verge and 2m footways
 - Inclusion of multiple priority crossings (zebra or signalled) located east and west of the access (form of crossing to be discussed and agreed with ECC Highways)
 - Inclusion of two on carriageway bus stops
- 4.7 The Framework Plan at **Appendix A**, is based on a site capacity of approximately 250 dwellings – A Type E access set out with the Essex Design Guide is suitable for up to 400 dwellings.
- 4.8 **Drawing ZE901-PL-SK-204** demonstrates the potential to enhance connectivity and illustrates how the site can integrate with the recently completed development at John Flower Avenue. As part of that development, off-road shared pedestrian and cycle facilities have been provided between Halstead Road and Fiddlers Hill. Development to the south of Halstead Road would seek to connect into and complement this existing infrastructure, thereby extending the wider sustainable transport network.



Image of Shared Pedestrian / Cycleway along John Flower Avenue

- 4.9 The provision of verge space along the southern side of Halstead Road would increase separation between pedestrians and vehicular traffic, thereby enhancing the quality and safety of the pedestrian environment. The introduction of priority crossing points would

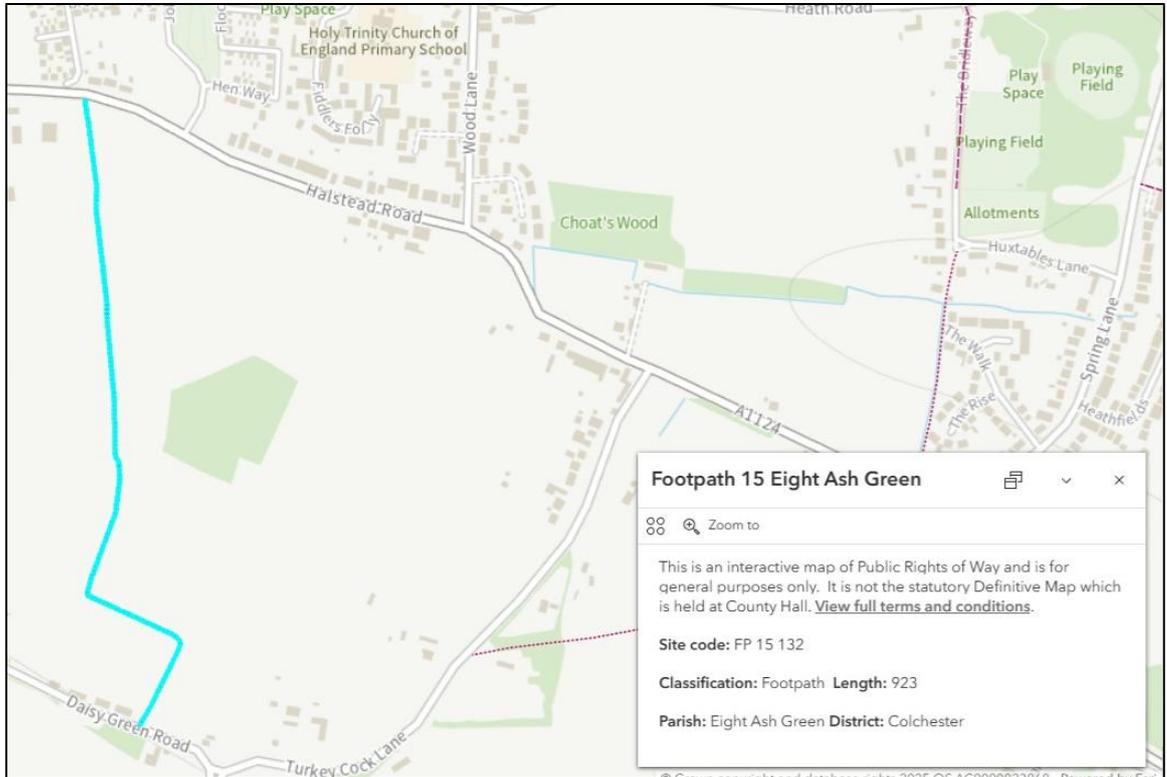


provide greater precedence for non-motorised users accessing village facilities and, in doing so, has the potential to contribute to reduced vehicle speeds along this corridor.

- 4.10 The delivery of new or enhanced bus stop facilities would further improve public transport connectivity for both existing and future residents, supporting sustainable travel choices and reducing reliance on private car use.
- 4.11 If the site were to be allocated, and as part of preparing a planning application these details will be discussed with Essex County Council as the local highway authority.

5.0 Walking

- 5.1 Opposite the site, there is a good standard of footway provision along the northern side of Halstead Road. This footway is street lit, with lighting present on both sides of the carriageway. Pedestrian and cycle infrastructure delivered as part of the John Flower Avenue development provides strong connectivity to Holy Trinity Primary School via Fiddlers Hill. In addition, continuous pedestrian routes are available eastwards towards Wood Lane and further towards Spring Lane, where additional village facilities are located.
- 5.2 As set out above, integration with the existing pedestrian network will be a key consideration and offers the opportunity for wider betterment. This includes improved connectivity to the existing Public Right of Way FP15, which runs along the western boundary of the site from Halstead Road (as shown in the extract below), as well as enhanced pedestrian provision for existing residents on the southern side of Halstead Road. The site has the potential to deliver new footway infrastructure and improved crossing facilities along the southern side of Halstead Road, thereby strengthening overall pedestrian accessibility.

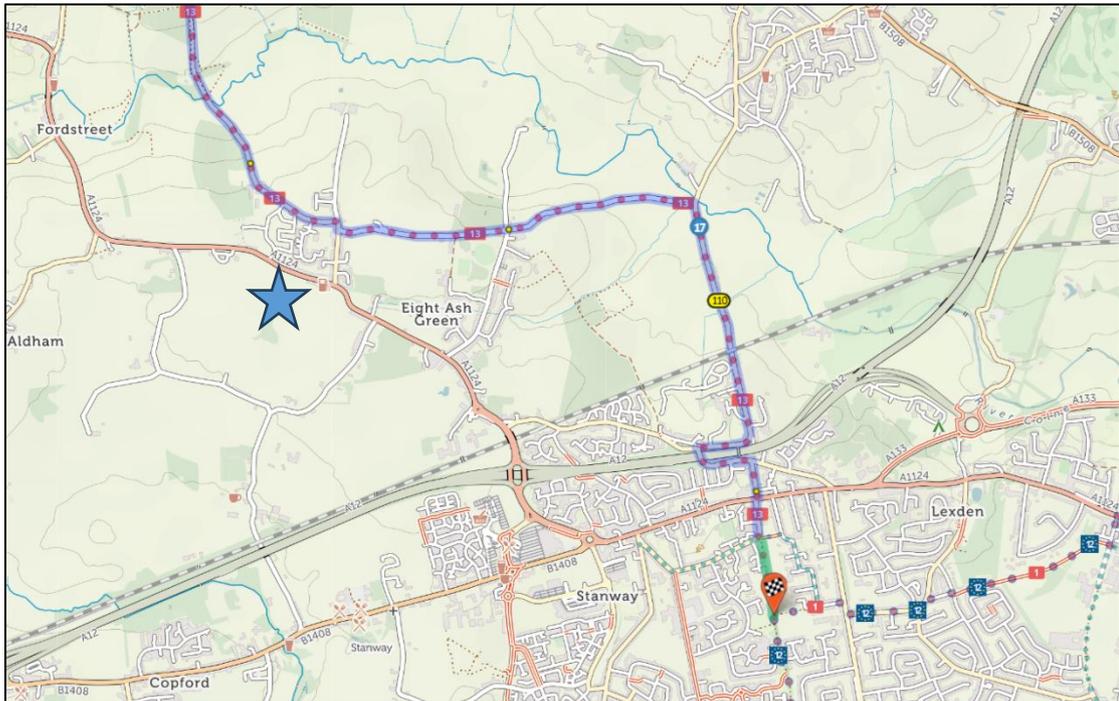


PRoW FP 15



6.0 Cycling

- 6.1 The site is located within 500m of National Cycle Route 13 which is located to the north of the site along Fiddlers Hill, Heath Road, Argents Lane, and Chitts Hill into Colchester as shown in the extract below.



NCN Network Map and Context to Land south of Halstead Road

- 6.2 An extract of Colchester Cycle Map is shown below which shows onward connectivity between Eight Ash Green into the city by bike.



Extract of Colchester Cycle Map



7.0 Access to Facilities and Amenities by Walking and Cycling

7.1 The table below summarises specific local facilities and services and accessibility. An accessibility plan is included at **Appendix B**.

Amenity	Distance	Walk Time	Cycle Time
Education Facilities			
Holy Trinity Primary School	700m-800m	8-10min	2min
Doucecroft School (SEND)l	1500m	<20	<5min
Public Transport:			
Wood Corner Bus Stops	450m	5min	1min
Retail/Services &Community:			
Esso Garage / Spar Express	400m	<5min	1min
Fish and Chips	400m	<5min	1min
Bungalow Stores / Bakery	400m	<5min	1min
Amour Health and Beauty	400m	<5min	1min
Foxes Farm Produce	500m	5min	1min
Village Hall	950m	11min	3min
The Cricketers	1550m	<20min	<5min
Places of Worship:			
All Saints Church	800m	10min	3min
Methodist Church	950m	11min	3min
Health Facilities:			
Dentist	950m	11min	3min

Walking and cycling distance and journey times to local facilities and Amenities

*Distances are in metres and have been measured from the middle of the site to the facilities

**Walking times are based on a walk speed of 80m per minute (3mph)

***Cycling times are based on a speed of 270m per minute (10mph)

8.0 Public Transport

- 8.1 Bus stops are located on Halstead Road opposite the site, near Wood Lane. These stops are equipped with Real Time Information displays, shelters, and flags displaying timetable information. The most frequent service is the No. 88, operated by Konnect, which runs between Great Yeldham, Halstead, and Colchester City. On weekdays, this service operates every 30 minutes, with a journey time of approximately 20 minutes to the city centre. Services from Eight Ash Green commence at 06:38 and run until 20:00.
- 8.2 Public transport accessibility will form a key component of the proposed development, enabling residents to access the full range of city centre facilities, including onward rail connectivity.



Extract of Konnect Bus Map

Eight Ash Green, Jubilee Meadow	0638	0705	0742	0802		0842	0947	1017	1047	1117	1147	1217	1247	1317
Lexden, King Coel Road North	0642	0709	0746	0807	0811	0846	0951	1021	1051	1121	1151	1221	1251	1321
Colchester City Centre, Head Street	0650	0718	0756	0822	0823	0856	1000	1030	1100	1130	1200	1230	1300	1330
Colchester City Centre, Osborne Street	0658	0724	0805	0832	0832	0907	1007	1037	1107	1137	1207	1237	1307	1337
Eight Ash Green, Jubilee Meadow	1347	1417	1447	1517	1547	1621	1656	1746	1814	1841	1950			
Lexden, King Coel Road North	1351	1421	1451	1521	1551	1625	1700	1750	1818	1845	1954			
Colchester City Centre, Head Street	1400	1430	1500	1530	1600	1634	1710	1800	1828	1854	2002			
Colchester City Centre, Osborne Street	1407	1437	1507	1539	1615	1645	1720	1808	1837	2010				

88 - (Great Yeldham) - Halstead - Colchester (Konectbuses)

Service information

Route	(Great Yeldham) - Halstead - Colchester
Provider	Konectbuses
First bus	05:48 (Out) 06:52 (In)
Last bus	19:12 (Out) 20:03 (In)

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Travel Essex: Extract of Route 88 Between Eight Ash Green and Colchester City

8.3 Konnect buses also operate less frequency services such as the 83, 83B, 88A from Eight Ash Green into Colchester, these services offer slight variations on routing to adjacent settlements.

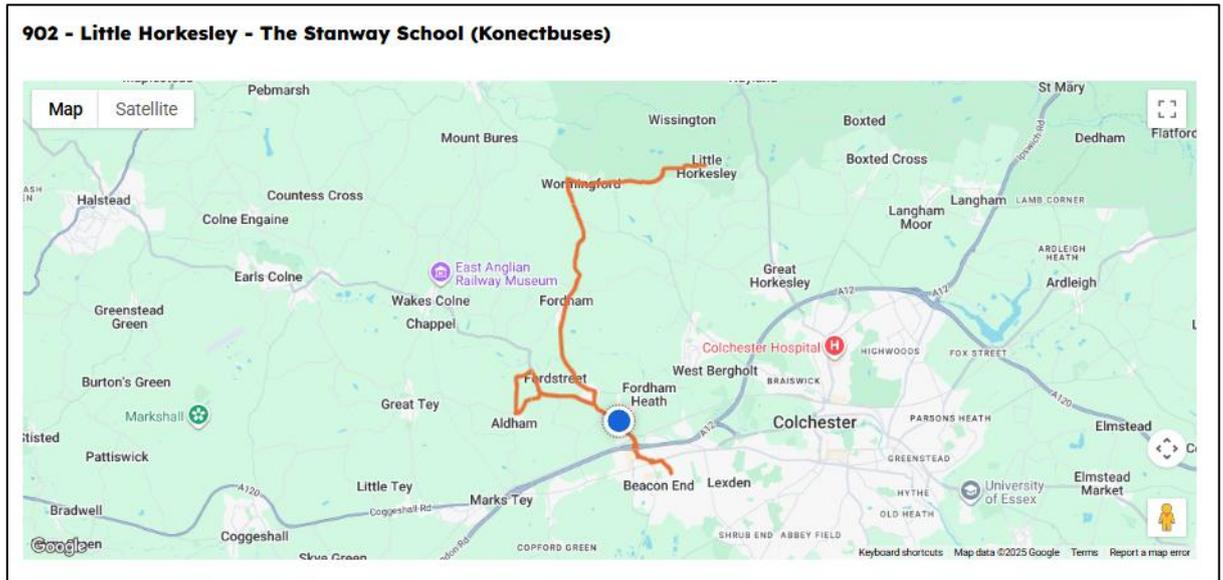
83B - Colchester - Fordham - Aldham - Colchester (Konectbuses)

Travel Essex: Extract of Route 83B Between Fordham Eight Ash Green and Colchester City



School Services

- 8.4 Konnect Service 902 is a school service which operates along Halstead Road, between Little Horkesley - Woringford - Fordham -Aldham - Fordstreet- Eight Ash Green - Stanway School.



Travel Essex: Extract of Route 902 Eight Ash Green - Stanway School

- 8.5 The 826 Flagfinders service between Castle Hedingham and Colchester Royal Grammer School and stops in Eight Ash Green – AM 08:08 and PM 16:10.

826 - Colchester Royal Grammar - Castle Hedingham (Flagfinders)



Travel Essex: Extract of Route 826 Eight Ash Green – Colchester Royal Grammer



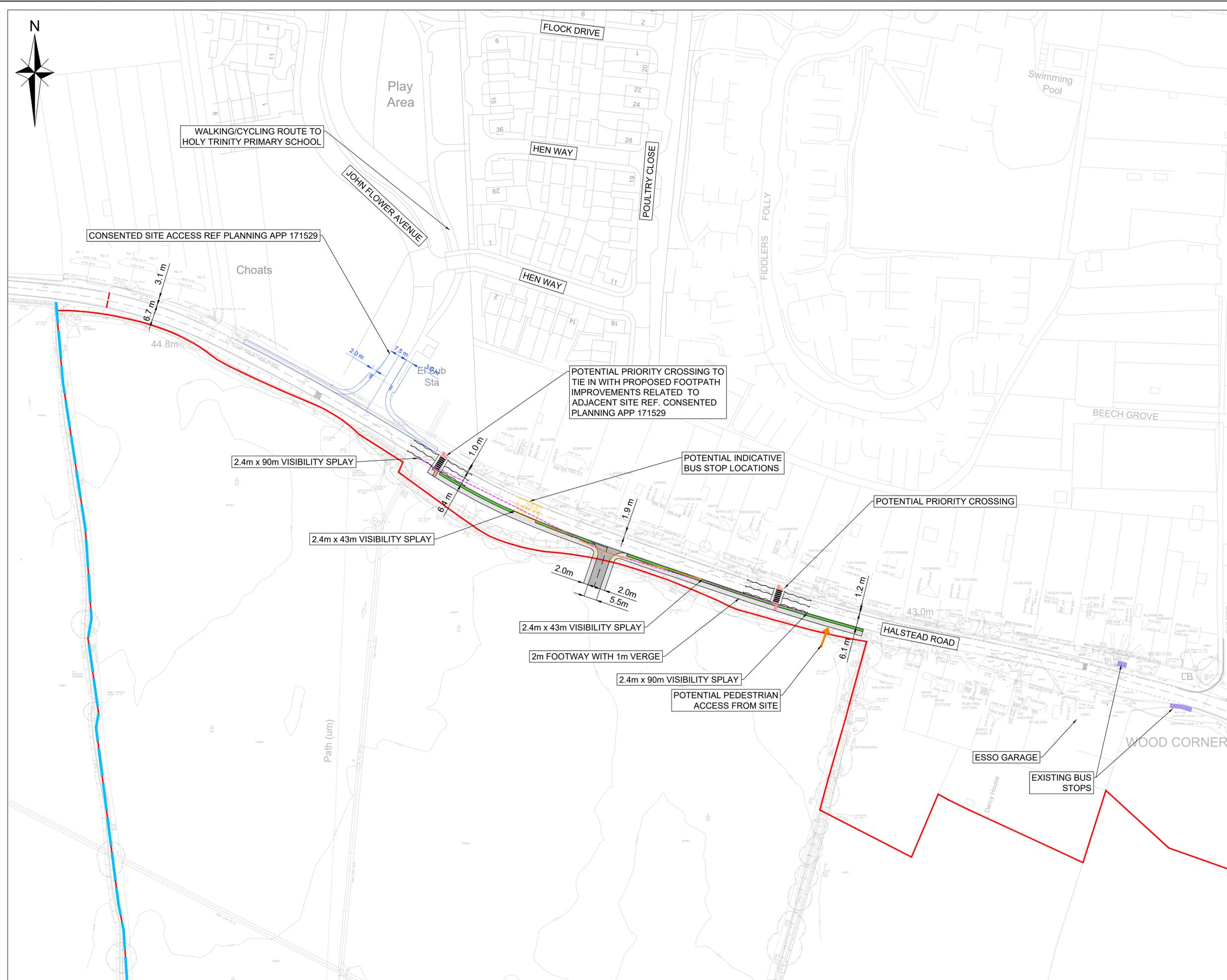
Rail Services

- 8.6 The nearest railway station is Marks Tey located within 5 kilometres to the southwest of the site. The station is operated by Greater Anglia and provides regular services to Colchester, Ipswich, Sudbury, and London Liverpool Street.
- 8.7 There are 231 car parking spaces provided at the station, inclusive of 12 spaces for individuals with reduced mobility. There are 60 covered cycle parking spaces and a further 200 uncovered spaces which are monitored by CCTV.
- 8.8 Bus services from Eight Ash Green provide frequent every 30 minutes bus access into the City, where onward connectivity from Colchester Town Station.

9.0 Summary

- 9.1 From a highway and transport perspective, residential development at Land south of Halstead Road is considered supportable on highways and transport merits. The site is centrally located to key village facilities, can provide access for non-car modes, and improved pedestrian and crossing facilities. The site compares well to the current draft allocations PP31 & PP32.
- 9.2 A full highway and transport assessment would be undertaken at the planning application stage, supported by a Transport Assessment and Travel Plan prepared in accordance with current guidance and the National Planning Policy Framework (NPPF).

Drawing Number ZE901-PL-SK-204 Potential Access Overview



KEY

- SITE BOUNDARY
- ADJACENT SITE ACCESS REF. CONSENTED PLANNING APP 171529

NOTES

REV	DESCRIPTION	DE	DR	CH	DATE
-	DESIGNED BY	JTH			
-	DRAWN BY	JTH			
-	CHECKED BY				
SCALE @ A1 SIZE		DATE			
D.N.S		12.12.25			
PROJECT TITLE					
LAND AT HALSTEAD ROAD, EIGHT ASH GREEN					
DRAWING TITLE					
POTENTIAL ACCESS OVERVIEW					
CLIENT					
BLOOR HOMES EASTERN					
<p>Cambridge House, Lanwades Business Park, Kentford, Newmarket, CB8 7PN Tel: 01638 555107 www.cannonce.co.uk info@cannonce.co.uk</p>					
DRAWING NUMBER					REV.
ZE901 - PL - SK - 204					-

M:\ZE901 Halstead Road, Eight Ash Green's PLANS\DRAWINGS\CURRENT DRGS\ZE901 - PL - SK - 204 - POTENTIAL ACCESS OVERVIEW

Appendix A – Framework Plan

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-  SITE LOCATION (15.96HA)
-  INDICATIVE DEVELOPABLE AREA (6.95HA) APPROXIMATELY 250 HOMES
-  INDICATIVE PRIMARY ACCESS POINT (SUBJECT TO FUTURE SPECIALIST INPUT)
-  POTENTIAL EMERGENCY ACCESS POINT (ALLOWING ACCESS TO PEDESTRIANS AND CYCLISTS)
-  POTENTIAL PEDESTRIAN CROSSING (SUBJECT TO FUTURE SPECIALIST INPUT)
-  INDICATIVE TREE-LINED PRINCIPAL STREET (WITH GREEN VERGES)
-  EXISTING PUBLIC RIGHTS OF WAY (PROW)
-  PROPOSED RECREATIONAL PEDESTRIAN AND CYCLE ROUTE
-  POTENTIAL FUTURE FOOTWAY ALONG HALSTEAD ROAD
-  INDICATIVE LOCATION FOR A LANDMARK BUILDING
-  PUBLIC OPEN SPACE (LANDSCAPE BUFFERS, GREEN CORRIDORS, UTILITIES EASEMENTS, PLAY AND RECREATION AREAS, SUSTAINABLE DRAINAGE FEATURES AND RECREATIONAL PEDESTRIAN AND CYCLE ROUTES)
-  EXISTING VEGETATION (SUBJECT TO TREE SURVEY)
-  PROPOSED STRUCTURAL PLANTING
-  INDICATIVE ATTENUATION BASINS AND SWALES (SUBJECT TO FUTURE SPECIALIST INPUT)
-  LOCAL EQUIPPED AREA OF PLAY (LEAP) (FORMAL CHILDREN'S PLAY AREA)
-  POTENTIAL COMMUNITY PARKLAND AND INFORMAL TRIM TRAIL
-  POTENTIAL SKATE PARK
-  ESSEX AND SUFFOLK WATER - WATER PIPE AND ASSOCIATED 12M EASEMENT
-  LOCAL HIGH PRESSURE (LHP) GAS MAIN (CADENT GAS) AND ASSOCIATED 19M EASEMENT
-  CONSULTATION ZONE ASSOCIATED WITH THE LHP GAS MAIN (74M WIDE)

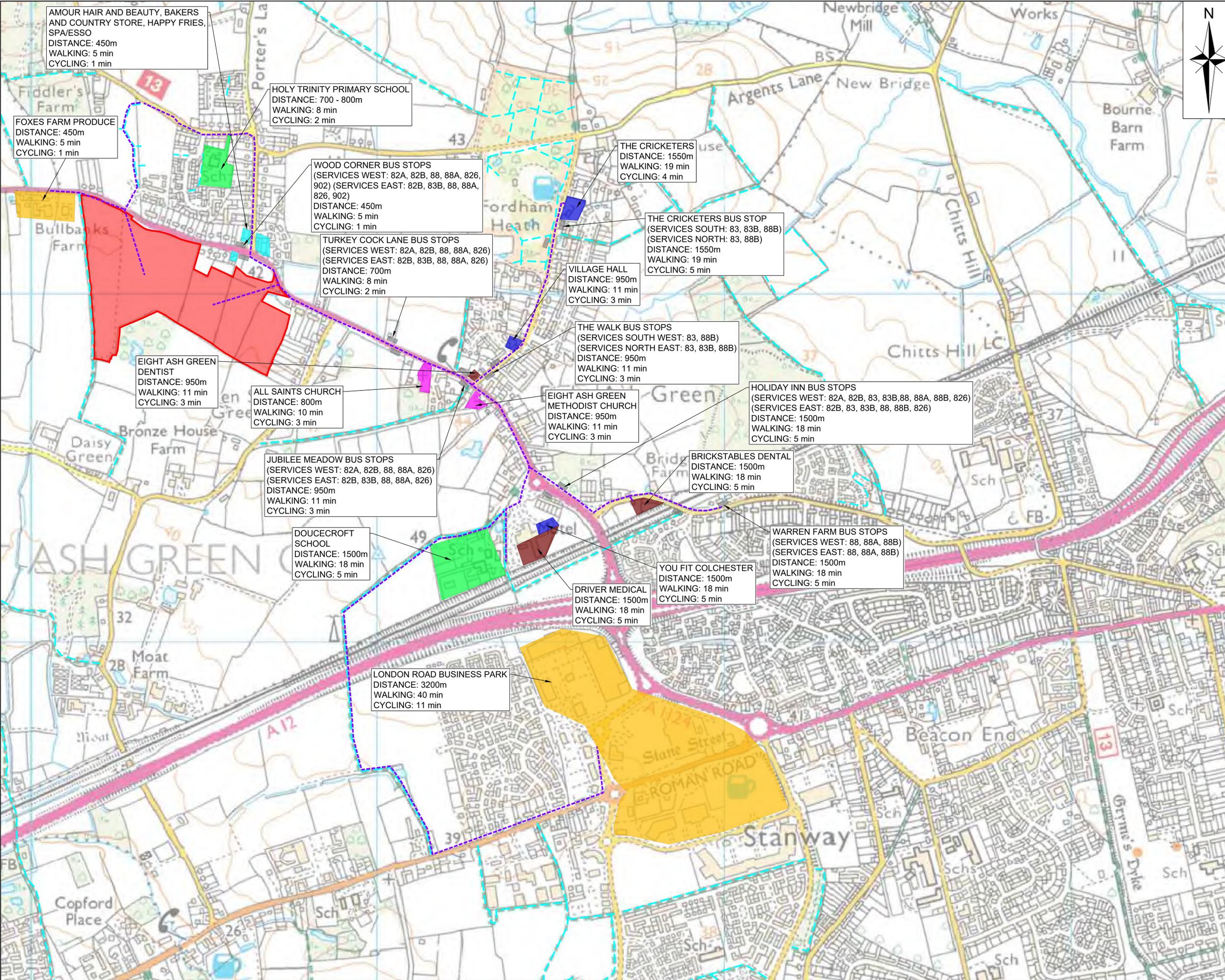
OPEN SPACE PROVISION:
 MINIMUM REQUIRED*: 1.70HA
 PROVIDED AS PART OF THE PROPOSALS: 8.00 HA**
 * BASED ON COLCHESTER BOROUGH COUNCIL SPD - PROVISION OF OPEN SPACE, SPORT AND RECREATIONAL FACILITIES (JULY 2006), ASSUMING 2.83HA OVERALL ACCESSIBLE PUBLIC OPEN SPACE PER 1000 POPULATION
 ** EXCLUDING SUSTAINABLE DRAINAGE SYSTEMS (SUDS)



LAND SOUTH OF HALSTEAD ROAD, EIGHT ASH GREEN, COLCHESTER – DEVELOPMENT FRAMEWORK PLAN



Appendix B – Accessibility Plan



KEY

- SITE LOCATION
- EMPLOYMENT
- EDUCATION
- LEISURE
- BUS STOPS
- HEALTH
- PLACE OF WORSHIP
- RETAIL
- WALKING/CYCLE ROUTE
- PROW



NOTES

1. MAIN BUS ROUTE (88) TO AND FROM COLCHESTER IS EVERY 30 MINUTES

M:\25001 Halstead Road, Eight Ash Green\3 PLANS\DRAWINGS\CURRENT DRGS\25001 - PL - SK - 203 - ACCESSIBILITY PLAN

REV	DESCRIPTION	DE	DR	CH	DATE
-	DESIGNED BY				
	DRAWN BY				
	JTH				
	CHECKED BY				
	SCALE @ A1 SIZE				
	D.N.S				10.12.25
	PROJECT TITLE	LAND AT HALSTEAD ROAD, EIGHT ASH GREEN			
	DRAWING TITLE	ACCESSIBILITY PLAN			
	CLIENT	BLOOR HOMES EASTERN			
	Cambridge House, Lanwades Business Park, Kentford, Newmarket, CB8 7PN Tel: 01638 555107 www.cannonco.co.uk info@cannonco.co.uk				
	DRAWING NUMBER				REV.
	ZE901 - PL - SK - 203				-