



North Essex Garden Communities Tending Colchester Borders Garden Community

Concept Framework



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Artists perspective of the Concept Framework





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North Essex Garden Communities Tending Colchester Borders Garden Community

Concept Framework

Introduction

- i. David Lock Associates (master planning consultants), Peter Brett Associates (development and infrastructure consultants) and David Jarvis Associates (landscape consultants) have been commissioned by Braintree District, Colchester Borough, Tendring District, and Essex County Councils (hereafter referred to as the North Essex Authorities) to prepare Concept Frameworks for two potential new Garden Communities on land on the Tendring Colchester Borders (TCBGC), east of Colchester and west of Elmstead Market and land on the Colchester Braintree Borders (CBBGC) near Marks Tey.
- ii. The North Essex Authorities have formed a partnership and are working collaboratively on a strategic approach to the allocation and distribution of large-scale, housing-led, mixed-use development, including employment opportunities, community services and facilities and infrastructure provision. This has led to the identification of land for the creation of three new Garden Communities as one way to comprehensively address long-term growth aspirations across North Essex. This commitment is embedded in a common Strategic Section 1 for the Braintree District, Colchester Borough and Tendring District Draft Local Plans which gives primacy to the role of Garden Communities as part of each Council's sustainable strategy for growth.

The Brief and Role of the Concept Framework

- iii. The brief requires the production of a Concept Framework Plan that will explore the development potential of land identified for the creation of each new Garden Community through the preparation of spatial conceptual development options. It builds on the 'Concept Feasibility Study' work prepared by AECOM, which helped to inform the North Essex Authorities' selection of three Garden Communities to be taken forward through the consultation on Preferred Options (2016), and to inform subsequent Strategic Growth Locations Development Plan Documents (DPDs) following public consultation on the Draft Local Plans.
- iv. The role of the Concept Framework can be summarised as follows:
 - to refine the boundaries of development areas in order to define optimum development capacities
 - to articulate a Vision for the new community
 - to identify clear rationales for the range and disposition of land uses and key spatial structuring principles
 - to identify options for phasing arrangements
 - to assess outcomes against the North Essex Garden Communities Charter.
- v. Each Concept Framework will inform the basis of a Development Plan Document (DPD), following public consultation on the Local Plan, and provides a structure and context to guide the future development of the site and subsequent master planning stages that will follow.

Report Structure

- vi. This report is structured in three parts:

Part One - Addresses the strategic context of North Essex. David Lock Associates and the wider consultant team are commissioned to prepare Concept Frameworks for two of the three proposed new Garden Communities. These are located west and east Colchester, and together propose up to 33,000 new homes. In our view, an understanding of the opportunities and implications of the delivery of the new Garden Communities for the whole urban area of North Essex, particularly in terms of provision of and investment in transport infrastructure and economic development and jobs growth, are critical to the success of the Garden Communities and their sustainability in the long-term.

Part Two – defines a Vision for the Garden Community and provides guidance on placemaking. It goes on to address the Spatial Elements of the Concept Framework. It identifies development principles and presents a series of high-level frameworks which are recommended to structure future master planning stages.

Part Three - Refers to the 'Non-Spatial' Elements of the Concept Framework. It focuses on delivery and implementation of a Garden Community, both within the new Local Plan period (up to 2033) and beyond. It also provides an appraisal of the Concept Framework against the North Essex Garden Communities Charter (June 2016), which sets out 10 placemaking principles that underpin the North Essex Authorities' ambition for the Garden Communities, and in accordance with which the development will be designed and delivered.

Part 1:

The

Strategic

Context

PART 1: The Strategic Context

1.1 INTRODUCTION

- 1.1.1 The creation of three new Garden Communities in North Essex is a pragmatic and strategic response to the need to plan, long-term, for the economic and housing development needs of the whole area in a comprehensive, coordinated and sustainable way.
- 1.1.2 The three Local Planning Authorities across North Essex – Braintree District, Colchester Borough and Tendring District, in collaboration with Essex County Council - have formed a planning partnership to prepare a common strategic chapter for their new Local Plans, and are now partners in North Essex Garden Communities Ltd, a promotion and development company that will drive the creation of the new Garden Communities and investment in the infrastructure across the wider area.
- 1.1.3 This approach is embodied in a shared Section 1 to three Local Plans that sets the strategic context for development and puts in place strategic planning policies that will shape the future development of North Essex through the next plan period and beyond.

1.2 GROWTH

- 1.2.1 The basis for this arrangement is a desire to make proper provision for continued substantial growth in households and population in a way that is sustainable in the long-term, and does not need to be unduly constrained by administrative borders. This is achieved in a joint Section 1 Local Plan, published in June 2017 which provides:

“a strategic vision for how planned growth in North Essex will be realised; set strategic objectives and policies for key growth topics; set out the numbers of additional homes and jobs across the area that will be needed covering the period to 2033. The choices made, particularly in relation to the location of garden communities, will also set the framework for development well beyond the plan period; and highlight the key strategic growth locations across the area and the necessary new or upgraded infrastructure to support this growth.”

1.2.2 The planned scale of growth is substantial. For the plan period to 2033, The North Essex authorities have to provide land for 43,720 new homes (2,186 per annum for 15 years). They must plan for an additional 1,908 new jobs per annum and allocate between 65 and 137.1 ha of additional employment land to do so. In both cases the rates of growth are expected to continue beyond 2033. The Section 1 Local Plan recognises the substantial investment in infrastructure necessary to make this growth sustainable. Existing main settlements have infrastructure constraints that limit the potential for them to expand sustainably to accommodate the required growth.

1.2.3 Instead, the focus for this growth will be three new Garden Communities distributed across North Essex in cross-boundary locations, well related to but distinct from existing population centres, and well served by a strategic road network. These new communities will accommodate some of the housing and employment growth planned for North Essex within the plan period, with a significant amount beyond the plan period in a sustainable way that meets the Local Plan vision and strategic objectives, and provides a quality of development and community that would not occur in the absence of a holistic approach to planning and delivery.

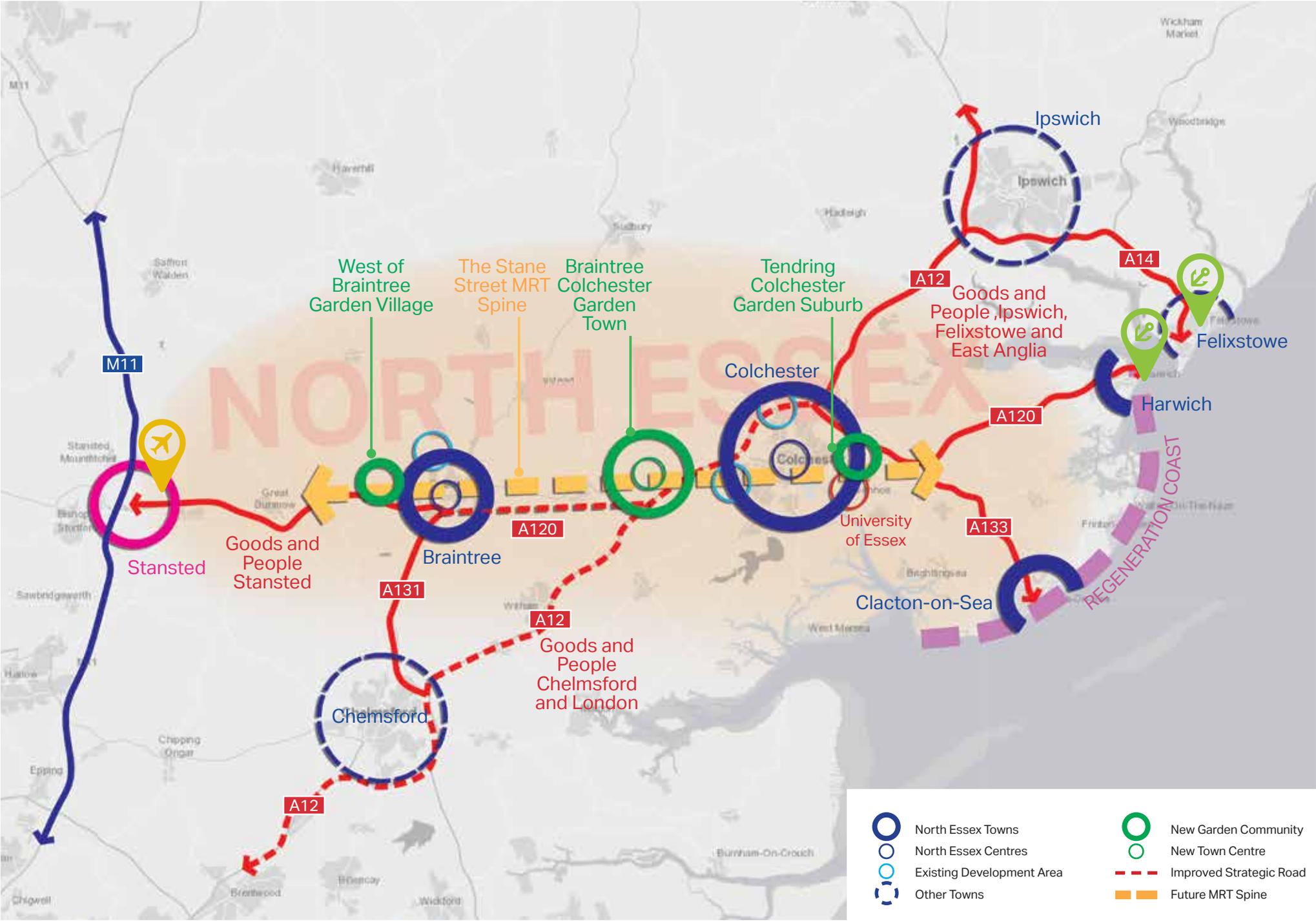
1.2.4 Each of the new Garden Communities is relied upon to deliver 2,500 dwellings during the Plan Period to 2033 to be allocated across the three Local Planning Authorities against their housing needs.

1.2.5 Together the three new Garden Communities are planned to provide land for between 29,000 and 43,000 new homes in total, at least 7,500 by 2033.

1.3 GOVERNING STRUCTURE

1.3.1 The North Essex authorities have created an overarching governance body to be known as North Essex Garden Communities Limited (NEGC Ltd) to coordinate the development and delivery of the new Garden Communities. Further local delivery vehicles will be established in association with landowners for each proposed Garden Community with the capacity to drive the delivery of each community on a comprehensive basis and with proportionate local authority support to help secure a high quality of place and the delivery of infrastructure set out in the policies in the Local Plan. In addition to strong local authority involvement and leadership, delivery of Garden Communities will also rely on active and sustained engagement with existing local communities and stakeholders. The Councils will explore other models of delivery if they can be confident that it will deliver the same quality and timing of outcomes for the community as a whole, both those in the new Garden Communities and the existing communities that will be affected.

Figure 1.1: North Essex Garden Communities



- North Essex Towns
- North Essex Centres
- Existing Development Area
- Other Towns
- New Garden Community
- New Town Centre
- Improved Strategic Road
- Future MRT Spine

Part 2:

The

Concept

Framework

PART 2: The Concept Framework

2.1 SYNTHESIS OF BASELINE

2.1.1 The North Essex Authorities previously identified four broad search areas for new Garden Communities and commissioned AECOM to undertake a 'Garden Communities Concept Feasibility Study' (June 2016) (Stage 1) to explore the potential of these four locations to support a new garden community.

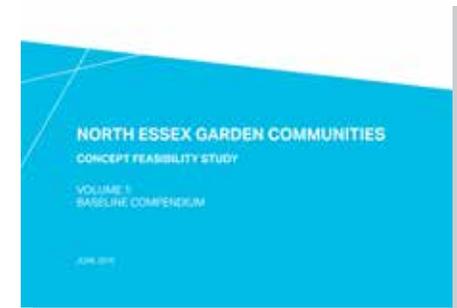
2.1.2 Volume 1 "Baseline Compendium" collates and presents existing data across a number of social, economic and environmental themes in relation to the four broad search areas. Volume 2, "Opportunities and Constraints", mapped the key opportunities and constraints identified from an analysis of the evidence presented in the Baseline report. Areas of analysis included: access and connectivity; landscape, ecology and heritage; employment and economy; and services and utilities. Volume 3, "Options and Evaluation", identified a number of options within each of the broad search areas supported by high level indicative development capacities and deliverability and viability assessments and presented an evaluation of each option.

2.1.3 This Concept Feasibility Study work informed the Councils' selection of the Tendring Colchester Borders Garden Community (TCBGC) as one of three new Garden Communities to be taken forward through the consultation on the Preferred Options (2016).

2.1.4 The DLA-led consultant team have been provided with further information from Essex County Council, the landowner consortiums and wider stakeholders at a series of meetings and workshops. We have also undertaken a baseline review of existing and emerging Policy, as well as conducting a series of site visits.

2.1.5 A review of this data and evidence in the round has enabled a synthesis of the baseline information, and an understanding of the constraints within the site; constraints that are both objective, relating to physical characteristics, and subjective, driven by perceptions.

2.1.6 Appreciation of both has informed the evolution of a "concept framework" that structures future master planning stages in accordance with a set of sound design and placemaking principles.



Site Context

- 2.1.7 TCBGC is closely related to Colchester, some 3 km east of the town centre, and is located between two strategic roads: the A133 from Clacton-on-Sea to Colchester, immediately south of which lies the University of Essex Campus and its Knowledge Gateway; and to the north the A120 from Harwich to the A12. The local authority boundary bisects the site in a broadly north-south direction. The site area and its context are shown in Figure 2.1
- 2.1.8 The majority of land within the site (north of the A133 and other relevant parcels south of the A133) is controlled by two landowners and is under option to Mersea Homes.
- 2.1.9 The major part of the land within the site lies on the plateau on the east side of the Salary Brook Valley to the east of Colchester, close to the residential areas of Greenstead, Parsons Heath and Highwoods. The villages of Wivenhoe and Elmstead Market are south and east.
- 2.1.10 The site forms part of two significant basins: the Northern Thames Basin and the London Basin. Two water courses flow through the site. The western boundary is defined by Salary Brook, a watercourse which forms a key natural asset and structuring element within the development. The Salary Brook is deep cut and steep sided with strong woodland belts and blocks on its east side. It creates a natural buffer to Greenstead and provides a soft edge to the proposed development. A second water course, the Six Penny Brook flows through the eastern part of the site from its source south of Crockleford Heath.
- 2.1.11 There is some flooding risk posed by Salary Brook and other watercourses surrounding the site, this is shown on the constraints map Figure 2.2.
- 2.1.12 The site is generally flat with significant and regular areas of mixed woodland (including Ancient Woodland) within the site which restrict long-distance views. There are also smaller concentrations of Ancient Woodland which comprise Local Wildlife Sites, including, from north to south: Welsh Wood; Wall's Wood; Thousand Acres; Home Wood; and Churn Wood and Meadow.

Figure 2.1: Site Plan



2.1.13 There are few constraints that limit development potential. However, there are natural features that will help to determine drainage and green space and boundaries to development. There are few water bodies within the site but there is an existing agricultural irrigation reservoir at Allens Farm at the eastern edge of the site, which could have future recreation and/or SUDS potential.

2.1.14 There are a number of Grade II listed buildings within the site. The land is mostly undeveloped and in agricultural use. There are relatively few dwellings within the site envelope, the greatest concentration being those around Crockleford Heath. However, there are some more isolated residential properties and farms. The quality of agricultural land is Good to Moderate (Grade 2-3), with some areas of Excellent (Grade 1 in the eastern part of the site).

2.1.15 Large areas of the site are also designated as sand and gravel Mineral Safeguarding Areas, which does not prevent its future development, but will be a consideration as part of the policy-making process for the site.

2.1.16 The site is free from restrictive strategic utilities infrastructure.

2.1.17 A summary of the key constraints is presented in Figure 2.2.

Figure 2.2: Site Constraints

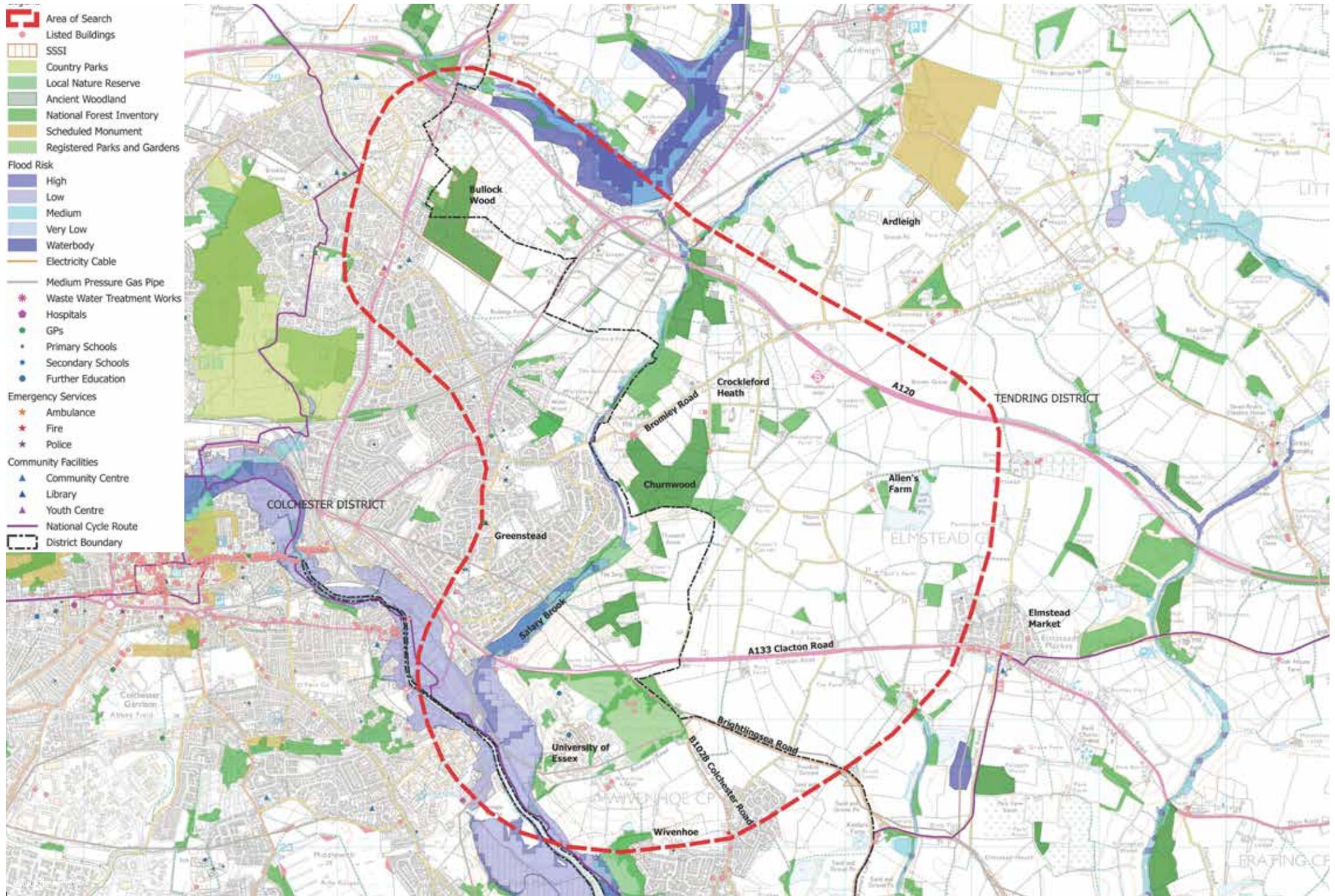
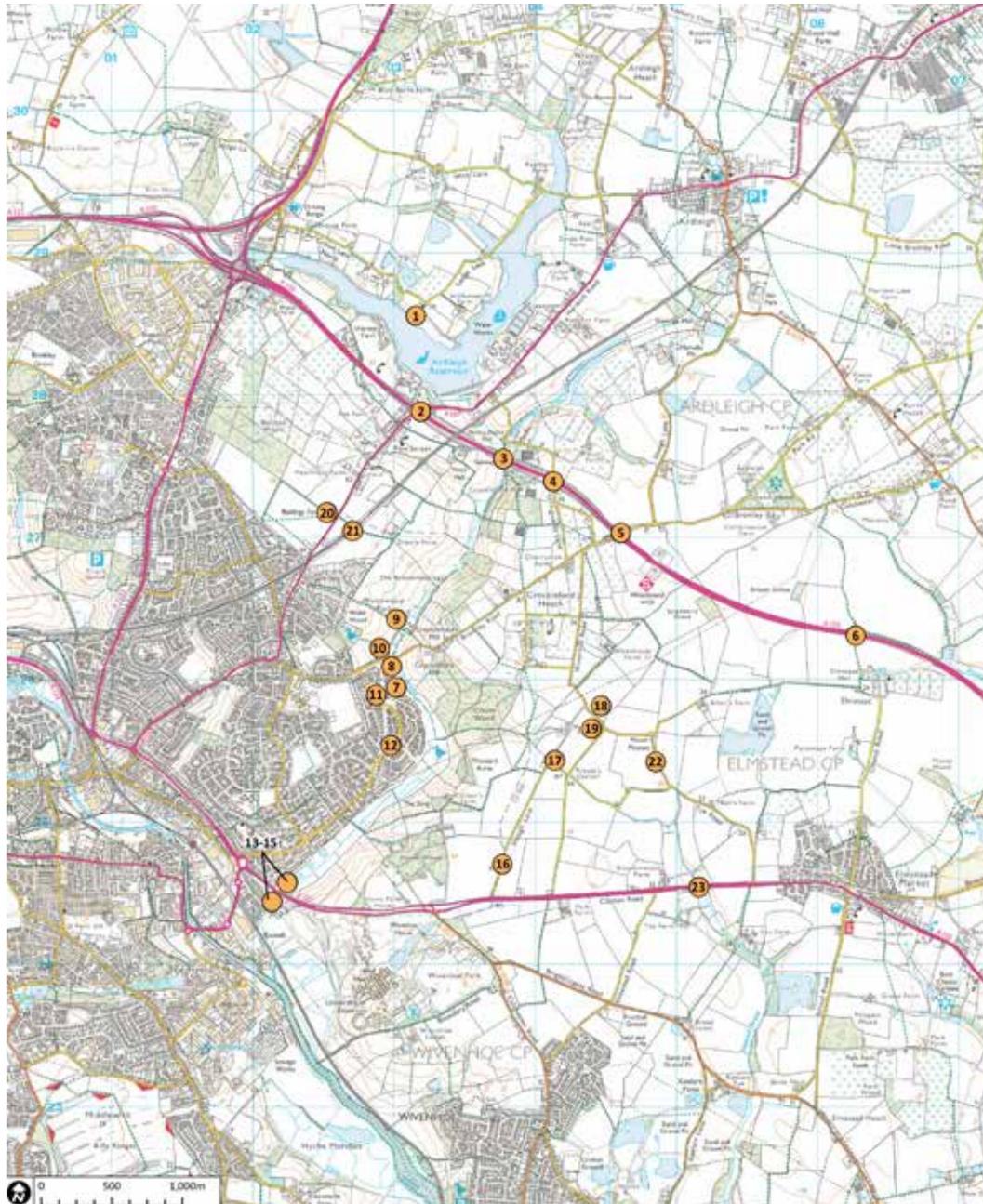


Figure 2.3.1: Photo Location Plan



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2.2 STAKEHOLDER ENGAGEMENT

The Community View

2.2.1 Stakeholder engagement has been an important part of the process of preparing this Concept Framework. It has helped to reach out to local community groups and facilitate the beginnings of a dialogue with local community groups and parishes.

2.2.2 DLA has facilitated two stakeholder events, the first was a workshop event that took place in November 2016 at the start of our commission. This workshop was part of the baseline work for the study and was prior to any prescribed framework outcome. The aim of the workshop was to encourage participation and sharing of ideas to help shape the concept framework thinking. The second event took place in June 2017, and was a briefing which reported back on the progress of the Concept Frameworks and discussed the extent to which the outcomes presented in the Framework were consistent with the stakeholder feedback from the earlier event.

2.2.3 The Councils' project team established the potential stakeholders for the workshops based on the local representative community bodies which they felt would be interested in participating. Attendance at the meetings was by invitation only.

2.2.4 The invitation list for the workshop was targeted towards interested local community representatives and groups including: County and Ward Councillors; Parish Councils; Neighbourhood Plan Groups; Local Heritage & Conservation Groups; and Action Groups.

2.2.5 DLA prepared a stakeholder feedback report for each event, which was circulated to invitees as a record of the meeting and the issues discussed. These are provided at Appendix B to this report.



Stakeholder Workshop

2.2.6 At the workshop in November 2016 at the University of Essex representatives of the communities in and around the proposed new Garden Community were asked to consider the key issues that would have to be addressed in the planning, design and delivery of a new Garden Community if it was to progress through the Local Plan process. Stakeholders were given an area of search as a reference for the consultation, see Figure 2.4.

2.2.7 The points raised can be summarised under 10 headings, and the table below shows how the emerging Concept Framework responds:



Figure 2.4: Area of Search - Stakeholder Event Nov 16



Tendring Colchester Borders Community Concerns

1. “The importance of Salary Brook as a key natural asset.” The Salary Brook valley has three key characteristics:

2. “The important role of Green Buffers in any potential master plan.”
The existing landscape of woodland blocks and belts and mature field boundaries dominate short and middle-distance views and curtail longer distance views. A key Garden Community principle of ready access to natural greenspace for everyone means that it is important that strong and accessible green boundaries for new development are defined and protected.

3. “Ensure the area feels separate and not simply an urban extension of east Colchester.”

Tendring Colchester Borders Garden Community Concept Framework Response

- It is uncharacteristically deep cut and steep sided compared with the plateau into which it is incised.
- It has strong woodland belts and blocks on its east side.
- It is a key part of the natural drainage system on the east side of Colchester.

As such it would be very difficult to develop in the valley in any circumstances. Rather, it is proposed to be the core of an extensive Country Park - protected in perpetuity as extensive natural green space for the benefit of existing and future communities - that will separate TCBGC from Greenstead. Provision of new quality pedestrian and cycle routes will ensure that development is well integrated with the existing communities which in turn will benefit from new facilities and infrastructure. No development parcels are proposed within the valley corridor.

This combination of considerations means that there will be “green buffers” on every edge of the proposed Garden Community, separating the proposed new community from existing communities.

The factors under point 2 above mean that the new Garden Community will always have its own identity within the network of communities that make up the urban area of Colchester. The future protection of Salary Brook means that the new Garden Community will not be simply an extension of the existing town but a new and distinctive community in its own right.

Tendring Colchester Borders Community Concerns	Tendring Colchester Borders Garden Community Concept Framework Response
4. "Avoiding coalescence with other settlements in particular Wivenhoe and Elmstead Market."	The "green buffers" that will be part of the accessible green space around the new Garden Community will be a part of belts of retained agricultural land that will continue to form the setting of Wivenhoe and Elmstead Market.
5. "Protection of the separate identities of existing communities through the use of open space and undeveloped land."	See 4 above.
6. "Protection of the rural character of the land to the east of Colchester."	If the Garden Community is built, there will be development on land that is currently rural in function and character. However, the Concept Framework will identify boundaries to development that are strong and well defined and will be reinforced by planting, public access and stewardship and by long-term planning policy.
7. "Build on the important role of the University of Essex."	<p>The University Campus will be an important element in the new Garden Community in four ways:</p> <ul style="list-style-type: none"> • It is a key location in East Colchester with a large student population and a beautiful campus, albeit currently relatively isolated from the town. • The University has plans to double its student numbers and intends to do so by expanding eastward on land east of Brightlingsea Road. This would be an important part of the new Garden Community and would be a key location adjacent to the proposed District Centre on Clacton Road. • The Knowledge Gateway is an important stimulus for growth in the North Essex economy; land will be made available for expansion of the Knowledge Gateway to the north of the existing campus within the Garden Community. • The main public transport route that will connect the Garden Community with Colchester Town Centre will also directly serve the University and its student accommodation, including the proposed campus expansion. <p>It is envisaged that the University will be a major generator of new jobs in the Garden Community, supported by business parks close to a new junction on the A120.</p>

Tendring Colchester Borders Community Concerns

8. “The need to plan in and deliver community facilities in the early phases of the development.”

9. “The incorporation of good public transport routes.”

10. “Exploration of alternative forms of sustainable transport networks (e.g. tramways and guided bus routes).”

Tendring Colchester Borders Garden Community Concept Framework Response

This new Garden Community will be planned holistically and for coordinated implementation. As such the plan will commit to:

- New primary and secondary schools, public open space, community services and facilities planned to be delivered alongside new homes
- Local Centres, including shopping and related services and facilities, planned to be delivered alongside new homes and jobs
- New walking, cycling and public transport to be an integral part of development within the new Garden Community, early delivery of an accessible movement network will help to establish early patterns of movement. implemented from the beginning

It is proposed to integrate a high quality public transport route through the heart of the Garden Community as a part of a wider North Essex Mass Rapid Transit system. This will provide fast, frequent and reliable services from Park-and-Ride locations close to the A120 and on the A133 and from business parks close to the A120, through the heart of the Garden Community and past the University to Colchester town centre and on along the Stane Street MRT Spine linking to the new Garden Community west of Colchester, Braintree, the Garden Village west of Braintree and Stansted Airport.

It is envisaged that initially, the MRT will start with high quality bus services enhanced by priority, real-time-information and modern vehicles. The ambition is for this to evolve into a tram system which would link through Colchester to the new Garden Community to the west with extensions to Colchester North and to Clacton, possibly sharing the existing railway track. This system would offer seamless interchange with local bus services.

Within the Garden Community there would be a hierarchy of sustainable transport from trams, buses and shuttles to dedicated high quality cycling and walking provision with potential for autonomous vehicles in the future. The key will be to establish mobility corridors as part of the plan with the flexibility to adapt to changing needs and new technologies.

2.2.8 A second workshop was held in April 2017, again at the University. In part 1, community representatives were asked for their reactions to the emerging Concept Framework (see Figure 2.5) and asked to assess where they thought the Framework was successful and where it was not. The following issues were raised:

Tendring Colchester Borders Framework “Most Successful Elements”	Tendring Colchester Borders Garden Community Concept Framework Response
1. “Employment locations (but could be made larger with more employment land identified to the north of the A120)”	To be a fully functioning Garden Community, the development must offer the opportunity to work close to home. There will be employment opportunities in the local and district centres, at the extended Knowledge Gateway near the university, and on two large business park areas close to the proposed new junction on the A120.
2. “Salary Brook Country Park (could be made larger with the whole valley designated on biodiversity/landscape grounds)”	The whole of the Salary Brook valley along the western and northern boundaries of the Garden Community will be protected as a Country Park, incorporating extensive areas of existing woodland. The area will be similar in scale to Highwoods Country Park in North Colchester.
3. “Sustainable transport links (i.e. bus, MRT and cycle) well mapped out and integrated throughout the concept.”	The Concept Framework is intended to incorporate a full range of sustainable transport modes making provision for improved walking and cycling routes, extended local bus services and a corridor for the implementation of a North Essex Mass Rapid Transit system.
4. “Cycle links should be delivered in the early phases of any proposal, and segregated from vehicle traffic.”	At this stage, the plan would make full provision for segregated cycle routes as part of the main street network, linking to important destinations within the new Garden Community, and to existing and enhanced routes across the rest of Colchester.
5. “Park-and-Ride facilities and locations.”	It is intended to encourage uses of the new public transport services by intercepting traffic at the main access pointed from the main road network with two Park-and-Ride facilities; one adjacent to the new junction on the A120 and one where the A133 passes the Garden Community. The intention is to reduce traffic en route to the town centre and to provide an attractive alternative.
6. “Link road location”	The location of the link road between the A133 and the A120 to form the eastern edge of the new Garden Community was supported.
7. “Overall levels of green space and green buffers (but more required north of Wivenhoe).”	The extent of proposed green space was supported but there was a feeling that the depth of the buffer north of Wivenhoe could be greater. This has been included in the current Concept Framework.

Tendring Colchester Borders Framework “Least Successful Elements”

8. “Development to the south of the A133 would create split communities; would not retain the ‘rural character’ of the area and would have a detrimental impact upon Wivenhoe.”

9. “The green buffer between the south of the proposal and Wivenhoe needs to be increased.”

10. “The District Centre is in the wrong place and should be moved to a more central location.”

11. “There is no green space shown near the proposed higher density areas.”

Tendring Colchester Borders Garden Community Concept Framework Response

The Concept Framework does not envisage the A133 remaining as a high-speed, rural dual carriageway as it runs through the Garden Community. This is because land to the south of the A133 will be developed as part of the Garden Community to accommodate expansion of the University and other institutional uses, and the severance caused by the road must be overcome if the facilities of the University, including the Knowledge Gateway, are to be made fully accessible to the new community. West of its junction with the new link road, the A133 will be speed limited and there will be dedicated crossing facilities. There will be public transport priority improvements and dedicated cycle and walking facilities.

The revised extent of the proposed development will minimise the perceived impact on Wivenhoe.

This has been increased in the revised Concept Framework.

If it is to be commercially and socially successful, the proposed District Centre needs to be located where:

New services and facilities can be established as early in the development programme as possible.

It is accessible to the greatest number of regular passers-by, which is generally the point at which most residents and visitors pass most days. This is considered to be the point where the new Garden Community meets the A133.

In order to be established early, the District Centre must be accessible to and visible to passing trade as well as new residents. This is considered to require a frontage to the A133.

There will be green spaces throughout the development areas of the Garden Community, including the higher density areas. That is the essence of a Garden Community. No part of the proposed development areas are more than a five minute walk from extensive natural green space.

Tendring Colchester Borders Framework “Least Successful Elements”

12. “The Knowledge Gateway should be moved further to the east and away from Salary Brook, and with a stronger designation placed on the area to safeguard it from development.”

13. “Traffic issues from the southeast (i.e. the B1027) do not appear to have been taken into account.”

14. “Land to the northwest not being considered as part of the concept.”

15. “More employment land may be needed to reflect Garden Cities principles of providing 1 job per home.”

Tendring Colchester Borders Garden Community Concept Framework Response

While there is a good case for elegant new Knowledge Gateway buildings to be a new landmark on the skyline above the Salary Brook, the argument for the Country Park to retain its rural tranquillity is understood. The land for the Knowledge Gateway extension has been moved further to the east over the ridge line.

The Concept Framework includes provision for traffic approaching Colchester from the south east to connect directly to the A133, the proposed link road and the A120 and to have access to the proposed Park-and-Ride sites and high quality public transport. This will require improvements to local roads and key junctions.

This land is considered to have significant development potential provided that access issues can be resolved. However the topography and character of the land between it and the proposed Garden Community means that it will always be separate and therefore not part of the same community. For this reason it will be examined further elsewhere in the Local Plan process but will not be a formal part of the proposed Garden Community.

It is considered that the provision for employment opportunities within the Concept Framework is adequate to meet this criterion (see point 1 above).

2.2.9 Stakeholders also put forward additional points for consideration:

Tendring Colchester Borders Framework “Additional Points for Consideration”	Tendring Colchester Borders Garden Community Concept Framework Response
16. “Concerns over the viability of the MRT concept.”	The Concept Framework makes provision for a high capacity “mobility corridor” to connect Park-and-Ride sites, employment areas, local and District Centres and homes within the Garden Community to Colchester Town Centre via the University. This is conceived to have great flexibility as to the mode of transport. Only if patronage is established at the right level will guided bus and tram systems be made viable, but it is important at this stage to make proper provision for that eventuality.
17. “Clarification needed regarding the University Expansion and land south of the A133.”	The University has strategic plans to double current student numbers. To do so it has to expand academic and support space and student accommodation. It would like to do this on land to the east of Brightlinsea Road to the south of the A133. Such land for the expansion of the University could also be home to other institutional uses.
18. “Consideration should be given to the possible location of a special school.”	There is no reason why such a facility should not be part of the new Garden Community.
19. “A lorry park and additional employment should be located north of the A120”	At present employment land can be created south of the A120 to meet the employment needs of the new Garden Community, and there are no proposals for additional land north of the A120. However, the new junction on the A120 can be configured to allow for this possibility in the future.
20. “A large secondary school may attract pupils from outside the development, increasing traffic levels.”	The policy of parental choice means this is always a possibility. However, education providers have no reason to provide more capacity than is needed to meet immediate needs and a secondary school in this community would be developed in phases to meet local demands first.

Tendring Colchester Borders Framework “Additional Points for Consideration”	Tendring Colchester Borders Garden Community Concept Framework Response
<p>21. “A wider range of community facilities (particularly local health facilities) needs to be considered and shown on the concept.”</p>	<p>The Concept Framework is a test of development capacity and feasibility at a strategic level, and makes no specific provision for such services and facilities. However the notation used is intended to indicate provision of all services. For example, healthcare would be part of the District Centre and possibly part of any local centre. This would be the location for formal sports provision. There would be community meeting spaces, local and neighbourhood play areas, playing fields, etc as part of the overall mix. Nothing is precluded from the plan even if there is no specific mention.</p>
<p>22. “Green links to the east of the proposal need to be linked to existing green infrastructure.”</p>	<p>The proposed green infrastructure is intended to connect and to enhance the footpath networks across the whole area. For example, Salary Brook would link beyond the A120 and to the Ardleigh Reservoir area while green corridors would link to the River Colne estuary and its extensive leisure routes.</p>
<p>23. “Local roads will need upgrading.”</p>	<p>This will be an important part of the plans for development of the Garden Community.</p>

2.3 VISION AND DESIGN EVOLUTION

The Vision

- 2.3.1** The Tendring Colchester Borders Garden Community (TCBGC) will be an exceptional place to be born, to grow up, to make a career, to raise a family, to retire; to enjoy a rich and fulfilling life. It will be a beautiful Community with a strong sense of identify and belonging.
- 2.3.2** TCBGC will combine the best of traditional Essex residential environments with the expectations of a 21st century lifestyle. It will have low-energy, high performance homes in a rich landscape setting with natural green space directly accessible to every home. It will be well served by sustainable transport modes to facilitate behaviour change, with a network of Public Rights of Way, streets and greenspaces that will integrate its distinctive neighbourhoods to each other and with Colchester as a whole.

- 2.3.3** It will be a place where walking and cycling to local destinations – schools, convenience shops, play spaces, places of work – will be as attractive and more convenient than getting in the car. Every new home will be within walking distance of local shops and other services that support daily life. TCBGC will have a range of brand new schools developed alongside its housing; a new secondary school and as many as four new primary schools.
- 2.3.4** An extension to the campus of the University of Essex will be planned near the district centre with opportunities to deliver a mix of uses to complement the district centre.

- 2.3.5** Good value, frequent, high-quality, reliable public transport will connect the Community to the University, Colchester Town centre, Colchester Station and to the main employment areas, and will link TCBGC to Braintree and to other destinations across North Essex.



Garden City Principles

2.3.6 TCBGC will support the economic growth of Colchester Town and the regeneration of the surrounding areas and improve opportunities for local people to access a wide range of employment opportunities. There will be a wide variety of jobs available in businesses housed in modern accommodation – in the district centre, in business parks located close to the A120 and in an expanded Knowledge Gateway close to the University, all accessible from homes by sustainable transport routes. Support will be given to local SME's to help promote entrepreneurship and embed local firms within the wider Colchester and Tendring economy. This might also include an element of homeworking. Furthermore, a choice of travel modes, including high quality public transport, provides households in TCBGC with the opportunity to seek employment in locations across North Essex and beyond.

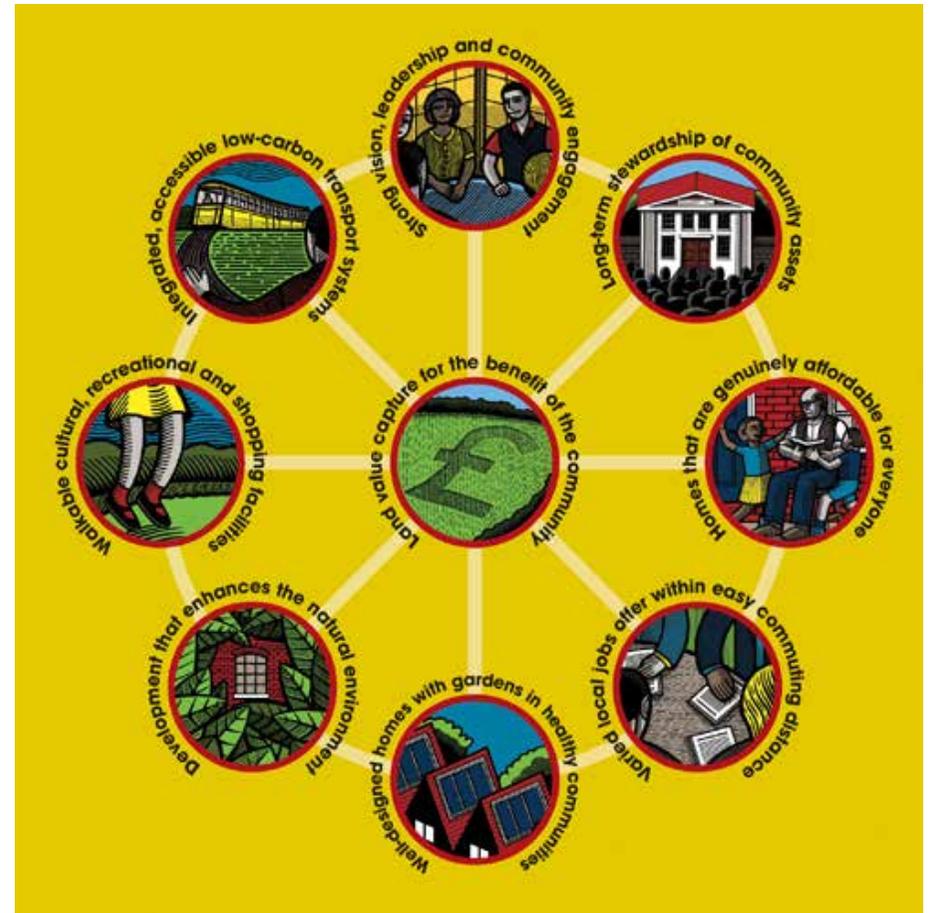
2.3.7 TCBGC will benefit from good links to the strategic road network, aligned to keep through-traffic away from where people live but still accessible to make journeys over a wide area as convenient as possible.

2.3.8 The timescale over which the Garden community will grow and develop will offer the unique prospect of incorporating exciting new technological innovations within the mobility strategies for the Garden community, allowing it to respond to sociocultural changes and patterns of travel behaviour which are constantly changing, thus ensuring their longevity and resilience.

2.3.1 The key is adherence to Garden City Principles, set down by Ebenezer Howard in 1902 and now articulated for a 21st century context by the Town and Country Planning Association. It is these principles that should underpin the development of a Garden Community on the Colchester Braintree Borders to produce a different offer to that typically delivered by the market.

2.3.2 This new Garden Community should be “a holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden City principles are an indivisible and interlocking framework for their delivery, and include” :

TCPA nine Garden City Principles:



1. “Land value capture for the benefit of the community”.

When land changes from being agricultural to development, its value increases enormously. The aim here would be to use a development agreement with the landowners to capture a significant proportion of that uplift to provide funds for investment in the infrastructure and public services that the new community will need, and to repay pump-priming investment from the public purse.

2. “Strong vision, leadership and community engagement”.

The partnership of four Councils is working together to develop a long term and visionary plan for this new Garden Community. They have created a company – North Essex Garden Communities Ltd – to oversee this process. This provides strong and committed leadership. The partnership will expand to involve landowners and developers in joint “Local Delivery Vehicles” or their equivalent as the proposals are refined and implemented. The partnership is also committed to community participation in the planning and design process, working with existing communities in the beginning and then involving new residents when the new Garden Community is underway.

3. “Community ownership of land and long-term stewardship of assets”.

There will be large areas of the new Garden Community that will be community assets – extensive public open space, community meeting spaces, land and buildings for community and charitable organisations, etc - that need to be managed by, and accessible to, the whole community, in perpetuity. The new Garden Community should have mechanisms to place ownership and management in the hands of local people; the Milton Keynes Parks Trust, the Letchworth Heritage Foundation and local Community Foundations and Community Trusts are good models for future stewardship without placing an additional burden on local tax payers.

4. “Mixed-tenure homes and housing types that are genuinely affordable”.

In order to support a thriving and diverse community and to address the long-term housing needs of the whole local population, the new Garden Community should plan for a wide variety of housing types and tenures: contemporary and traditional; large, small and much in between; open market for sale, private rental and all types of affordable; lifetime homes and retirement homes. It will be important to find the means by which low cost housing for lower income households can be sustained as a key part of the mix.

5. “A wide range of local jobs in the Garden City within easy commuting distance of homes”.

The key characteristic that will distinguish the new Garden Community from a simple housing development will be concerted efforts to establish its economy and a range of job opportunities within the development that are available to the wider population. Indeed, this is the factor that drives the creation of new Garden Communities across North Essex. This new Garden Community is planned at a scale that can offer a variety of development opportunities for businesses and other employers allied to a concerted strategy to attract investment and employers to locate in this new place, all part of the strategy to transform work opportunities and economic development within the new Garden Community and across North Essex. The development will include employment within a town centre and other neighbourhood centres, and in modern premises well related to homes and to the wider transport networks. Improved public transport will provide connections for new residents to work in the wider North Essex area and will also allow others to travel to the jobs in the new Garden Community, all by more sustainable means.

6. “Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food”.

This is the characteristic that can distinguish a new Garden Community from other large-scale, urban developments. There will be a conscious commitment to creating a beautiful place that supports healthy and fulfilling lives. A place where homes and businesses and schools and centres sit in a garden setting of extensive and lush greenspace. Where people will feel proud of their environment and feel compelled to look after it. The guarantee that this vision will be delivered lies in the public control of the land and future investment in the quality of design and construction that this control affords, supported by clear objectives, policies and standards. Public accountability and stewardship will be open to community scrutiny at all stages. The scale of the proposed new Garden Community means that the best skills can be employed to realise the vision.

7. “Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience”.

Approximately 40% of the total area of the new Garden Community will be accessible greenspace of one form or another. To this can be added the private gardens of houses and other buildings. Compared with the agricultural fields that currently exist, these should increase biodiversity and will make accessible extensive natural greenspace where at present public access is significantly restricted. Milton Keynes is a model for the quality of environment that can be created in this new Garden Community.

8. “Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods”.

The plan should create walkable neighbourhoods, each with a distinctive character, and each well integrated with the others and with the new Garden Community as a whole. The concept framework has respect for heritage assets, making them jewels for the whole new community to cherish. Each neighbourhood should be focussed on a local centre where local shops, local employment, healthcare, other services and facilities and a primary school should be located, no more than a 10 minute walk from any home, and served by public transport, cycling and walking routes. Green space and play areas should be readily accessible to every home.



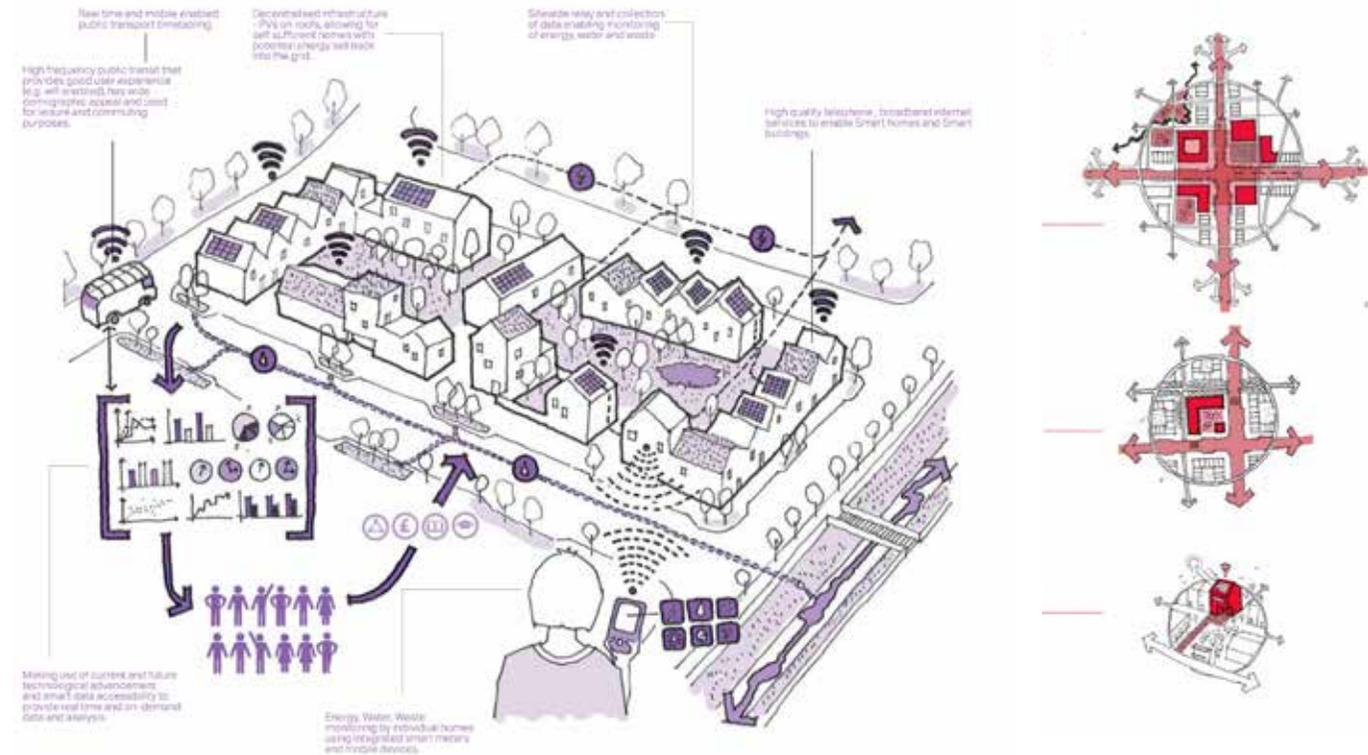
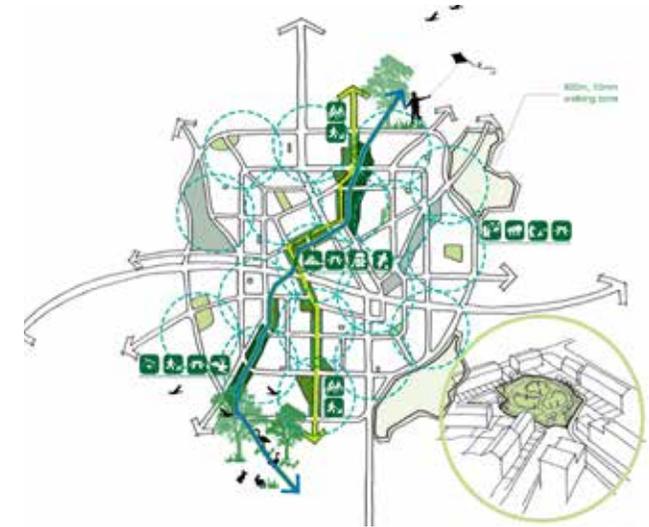
9. “Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport”.

A new Garden Community will fail if it is reliant on cars for longer journeys; but it can facilitate and support a transformation in mobility within its own boundaries and within Colchester. There is the potential to divert traffic away from the existing A133 and to reallocate road space as a quality mobility corridor for priority public transport services to Colchester. The corridor will have the flexibility and capacity necessary to accommodate new technologies in the future. A new network of streets within the new Garden Community can be designed to accommodate local bus services and direct, safe walking and cycling routes, designed with the flexibility and capacity to accept new technologies in the future. The objective will be for as many journeys as possible to be easy and attractive by sustainable and active modes. Emerging technology including autonomous cars, transport on demand and shared cars will be researched ensuring the plan adapts and is future-proofed.



North Essex Garden Communities Charter

- 2.3.3 The North Essex Authorities have adopted a North Essex Garden Communities Charter that interprets the key criteria from the TCPA’s Garden City Principles. The charter sets out 10 place-making principles that underpin the North Essex Authorities’ ambition for the Garden Communities, and in accordance with which the development will be designed and delivered.
- 2.3.4 Section 3.2 of this document provides further detail on how the Concept Framework meets the principles of the Charter.



Aecom Charter report diagrams

The Rationale for TCBGC

2.3.9 The population of North Essex is set to increase substantially over the period to 2050, and, given that the average household size will continue to fall, that population will need even more new homes. The North Essex economy is strong enough to create plenty of new jobs alongside new homes, but only if the bottlenecks in infrastructure can be overcome.

2.3.10 The TCBGC is a project with scale and ambition; it has potential to unlock economic growth and development in Colchester and Tendring and to contribute to the long-term needs of a growing population.

2.3.11 The ambition is to create a new Garden Community in the great English tradition with jobs and all the services and facilities that a new planned community will need. It will be a new Garden Community of scale, with up to 8,000 new homes, enough for more than 19,000 people and with jobs to match. There will be significant areas of open space permeating residential areas which will provide opportunities for formal play, informal amenity spaces, foot and cycle ways, sustainable urban drainage and areas of habitat and biodiversity enhancement.

2.3.12 Delivering a new community of this scale has real complexity; careful consideration of all aspects of its planning, design, delivery and management is required from the beginning. Development parameters and design principles will be refined and realised in stages over the next 30 years.

2.3.13 The development of a Garden Community is a more sustainable and long-term choice for delivering development. If population growth is accommodated by simply making existing towns and villages bigger, the conditions for everyone will deteriorate – congestion, availability of services and facilities, access to natural green space.

2.3.14 Our collective goal is to create an attractive new Garden Community that makes opportunities for people to live and to work and to spend their leisure time in an environment that supports 21st century lifestyles. The Garden Community will be different. It will be rooted in local distinctiveness but with the convenience of a layout and form planned to make sustainable local journeys easier and with jobs, facilities and natural green space accessible to everyone.

2.3.15 This new Garden Community will add to the great diversity of businesses already in Colchester to create jobs that will increase the strength and resilience of the whole North Essex economy, creating skilled and high value employment opportunities for the new population but also for people across the whole geographic area.

North Essex – Potential Benefits

2.3.16 Benefits that flow to the wider North East Essex community from the delivery of a new Garden Community of this scale are significant. Existing towns and villages are protected from additional development that would deliver little by way of enhanced infrastructure, facilities and services and would rapidly use up any capacity that currently exists. The new Garden Community would be a new economic engine that can be a focus for inward investment and economic development to the benefit of the wider population. Improvements to strategic road networks mean communities to the east of Colchester are better connected. And the growth in new households meets local needs, keeps people local, enhances the catchment population for existing shopping and cultural and leisure attractions, and creates the potential for more and new attractions.

Existing Communities – Potential Benefits

2.3.17 Local impacts are most contentious, and indeed are felt most by existing communities. It is therefore important to consider what benefits might be realised for those communities close to the new Garden Community.

2.3.18 Existing communities have no local secondary school and no real choice of primary school. The communities are surrounded by agricultural land which is valued for its visual qualities but there is limited access for recreational use.

2.3.19 Connection of the A133 and the A120 could improve congestion issues in East Colchester. Existing homes could experience improvements to noise, vibration and pollution. Better, reliable and quick public transport would transform choices for local journeys.

2.3.20 A new Garden Community would have a new District Centre close to and accessible from existing communities enhancing accessible local services and facilities. The new Garden Community would have new healthcare and social care facilities to serve the whole population, meaning less need to travel or to move away.

2.3.21 There would be up to 4 new primary schools, with early years provision, and a new secondary school available to the whole community, great choices for education at all levels. And the transformation of private fields into a network of accessible greenspaces around existing communities and around and through the new Garden Community would expand the opportunities for recreation significantly.



2.4 DESIGN EVOLUTION: TOWARDS A FRAMEWORK FOR DEVELOPMENT

Garden Community Envelope

2.4.1 Following the baseline synthesis, the Garden Community envelope has been refined from options presented in the “Options and Evaluation” work undertaken by AECOM in July 2016 and influenced by stakeholder consultation with local community representatives in November 2016 and April 2017, as well as our consideration of a number of criteria which include:

- identification of clear and defensible boundaries (water courses, roads, woodland belts);
- appreciation of distance and separation of communities – (physical, visual, perceived);
- relationship to existing settlements;
- nature of land that will perform the role of a “green buffer” which will define an envelope within which a new community can be accommodated that remains distinct from other existing settlements;
- planning policy protection (how might this land be protected “in perpetuity” from built development whilst allowing complementary activities that support both the new community and existing communities?).

Strategic Area for Development

2.4.2 The rationale for identifying land to be allocated as part of the Garden Suburb is to include all land that provides for the built development area, and land required to ensure that development is integrated within the landscape and alongside existing settlements, and presents opportunities for complementary growth at the University. Within the Publication Draft Local Plans the area of potential development is defined as a broad location. The Councils’ will work on a more detailed development plan document for each garden community.

2.4.3 Once adopted, the Policies Map will identify a boundary for the development of the new Garden Community. The proposed Joint Strategic Development Plan Document (DPD) allocation boundary for TCBGS is presented at Figure 2.6. It reflects defensible boundaries where available that set limits to the area proposed for development. The land is some 705 hectares in size and covers some 3.79 km from its western to eastern extent, and 3.72 km from its northern to southern extent.

2.4.4 The A120 forms a clear and defensible boundary that defines the northern extent of the site. The northern boundary of the allocation follows the alignment of the A120, however it does include some land north of the A120 corridor, to secure delivery of a new junction on the A120 for a new link road to connect to the A133.

2.4.5 The western boundary of the allocation follows the Salary Brook. It is a strong landscape structuring feature within the area due to a steep topography that is a contrast to the plateau land to the east, and it has prominent woodland belts and blocks that create a diverse green infrastructure resource and biodiverse habitat. The inclusion of Salary Brook within an allocation boundary secures the retention and enhancement of the valley landscape as part of a comprehensive foot/cycle network and the designation of a Country Park, which would provide a valuable open space resource for the new residents and the existing population of Colchester, as well as providing an opportunity to establish a soft edge to the development and an appropriate buffer to Greenstead.

2.4.6 The proposed allocation boundary should include land north and south of the A133 for future expansion of the University campus, which will support a new community here, and makes provision for:

- enhanced transport services between the TCBGC and Colchester Town Centre;
- creating staff, student and visitor accommodation for the University;
- encouraging new employment opportunities.

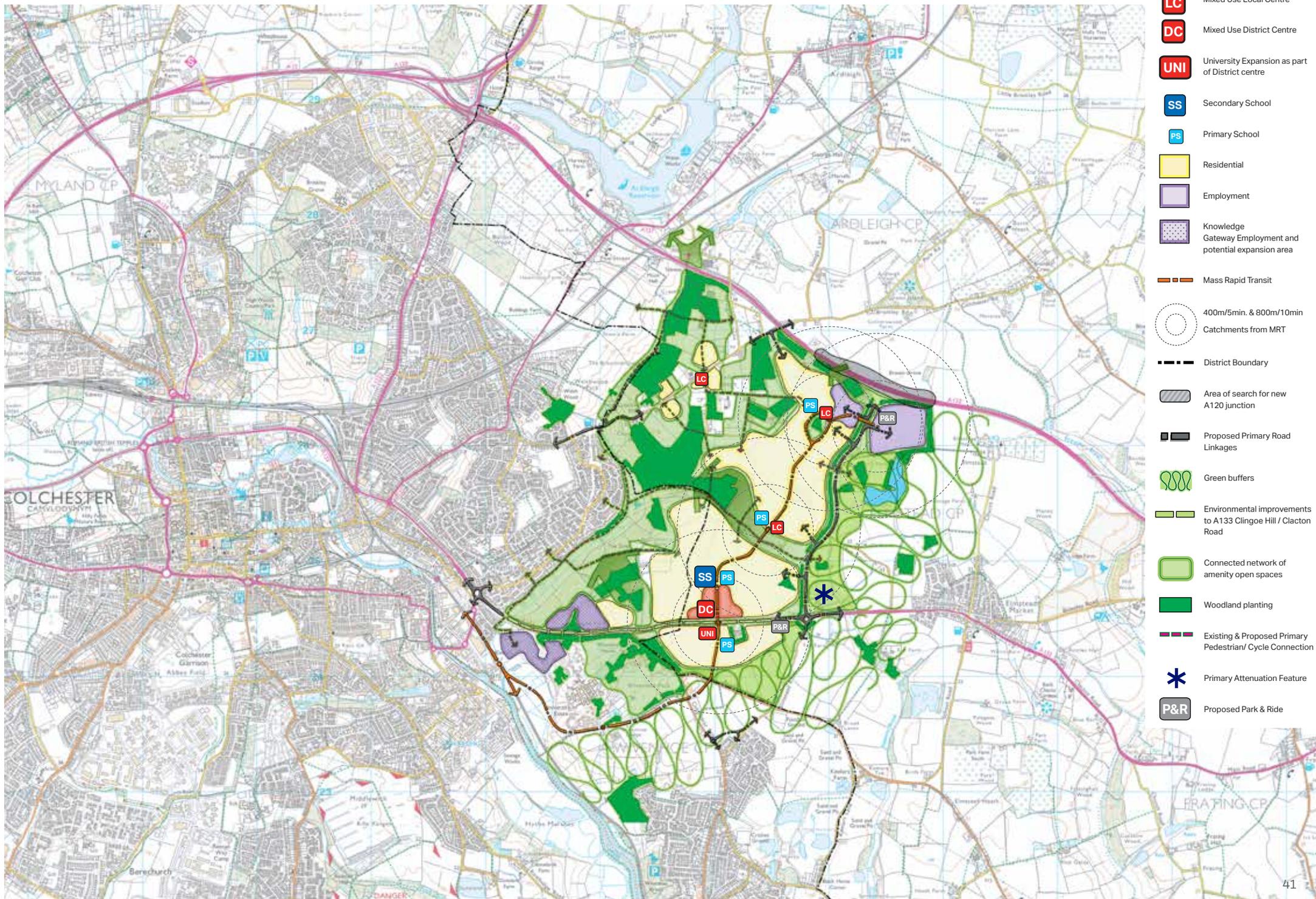
2.4.7 For the reasons set out above, the proposed development allocation should include land adjacent to the University, to the south of A133, to secure future expansion potential.

2.4.8 Brightlingsea Road provides a clear boundary to the south. At present, it is not reinforced by any continuous field boundaries, simply marked by occasional specimen trees and low, shallow hedgerows. There is no physical break between the northern extremities of Wivenhoe and the site envelope. New visual boundaries would be created by planting screens on the southern edge of the garden Community.

2.4.9 Elmstead Road creates a strong boundary further to the east reinforced by a substantial and mature field boundary hedgerow.

2.4.10 The eastern extent of the development has been informed in part by the requirement to create a new strategic road link running north-south between the A120 and A133 and ensuring appropriate separation distance from Elmstead Market. Amenity space, which includes a water body that is an opportunity for storm water attenuation, will create a soft landscape edge to the development.

Figure 2.5: Draft Concept Framework Stakeholder Event April 2017



Development Area Boundary

2.4.11 The broad development area boundary illustrated in Publication Draft Local Plans is shown in Figure 2.6. This land accommodates built development and necessary, complementary open space, drainage and infrastructure, and mitigation measures. It defines the core development area.

Green Buffers

2.4.12 Green buffers:

- provide an attractive setting to built development;
- create a valuable and appropriate landscape in environmental terms;
- protect the amenity of existing and nearby settlements.

2.4.13 The definition of green buffers to development is inherently location and context specific. The Concept Framework suggests green buffers that form part of the Framework for development, to define limits of built development, 'designing-in' green edges as one element of a wider, comprehensive GI strategy; and to provide the basis for planning policy protection.

2.4.14 The Concept Framework identifies green buffers that perform a development and mitigation function related to the site, and those that don't have such a direct development and mitigation function.

2.4.15 Areas of land within a green buffer that perform an open space amenity function required to support the proposed scale of development are also included within the development allocation. Land that does not perform a specific mitigation or development function, most commonly areas that play a 'landscape setting' role, are not included within the development allocation but could be protected by other planning policy.

2.4.16 To the west, Brightlingsea Road passes through woodland to the east of Wivenhoe Park and the University Campus that would be retained as an ecological corridor defining the southwestern extent of development and connecting to woodland north of the A133 and onward to Salary Brook. The land between Wivenhoe and the site would continue to be perceived as open land.

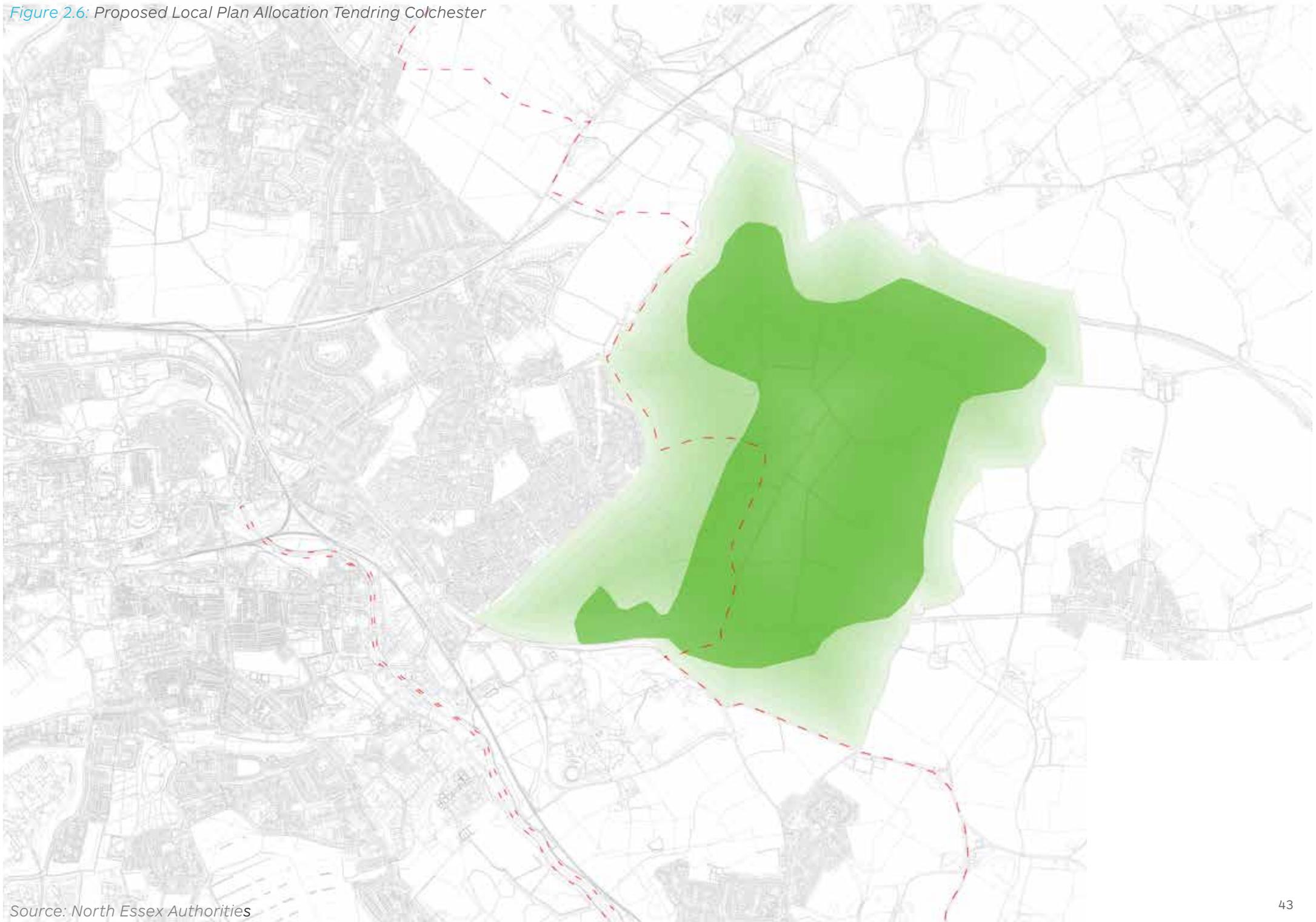
2.4.17 In some areas, accessible green space will be provided as part of the 'green buffers' around the new Garden Community reinforced by belts of retained agricultural land. This approach will ensure that open and undeveloped land will continue to form the setting of Wivenhoe and Elmstead Market.

2.4.18 The precise role and function of green buffers, both those that are within the allocation and those outwith, can be refined in future master planning stages. Some 'green buffer' land may be identified to have a wider function which can accommodate income generating uses such as continued farming or recreational pursuits, which can in turn provide means to sustain the open space resource over the long-term as a 'working estate', as well as a quality recreational asset.

2.4.19 The appropriate approach to the definition and protection of these green buffers can be further defined through policy formation as part of the preparation of site specific DPD's. Key considerations that will inform an approach to the protection and designation of land include:

- The form and implementation and long-term robustness of urban separation;
- The scale of the land so designated;
- The functional, visual and environmental/ecological relationship with surrounding land;
- The anticipated period of protection (Plan Period to "in-perpetuity");
- The future purpose of the green space so defined and any proposed change of use; and
- Ownership, control and stewardship, long-term.

Figure 2.6: Proposed Local Plan Allocation Tendring Colchester



Concept Framework

2.4.20 The Concept Framework is presented at Figure 2.7 and is a diagram of a structure for the TCBGC that reveals development potential by reference to known constraints, and has been subject to critical review following local consultation. It interprets the key criteria from the TCPA's Garden City Principles and the North Essex Garden Communities Charter. It will be subject to further review and refinement in later stages of master planning.

2.4.21 Whilst it is a robust basis for development that has been tested and proven, it is not yet a master plan for the new Garden Community. The development quantum, and form and disposition of land uses presented for TCBGC will be further explored and refined through later policy making and master planning stages.

Development Assumptions

2.4.22 The Concept Framework has been informed by tests of development potential and capacity using DLA's GIS land-use tool. Tests have been undertaken in parallel to design work.

2.4.23 The land-use tool relies on a set of key assumptions:

- A lower residential density of 25 dwellings per ha
- A higher density of 30-40 dwellings per ha
- A density for housing development in local centres of 60 dwellings per ha
- A density for housing development in district centres of 100 dwellings per ha
- An average household size of 2.33
- 0.3 Primary School pupils per household
- 0.2 Secondary School pupil per household
- 1 Job per household

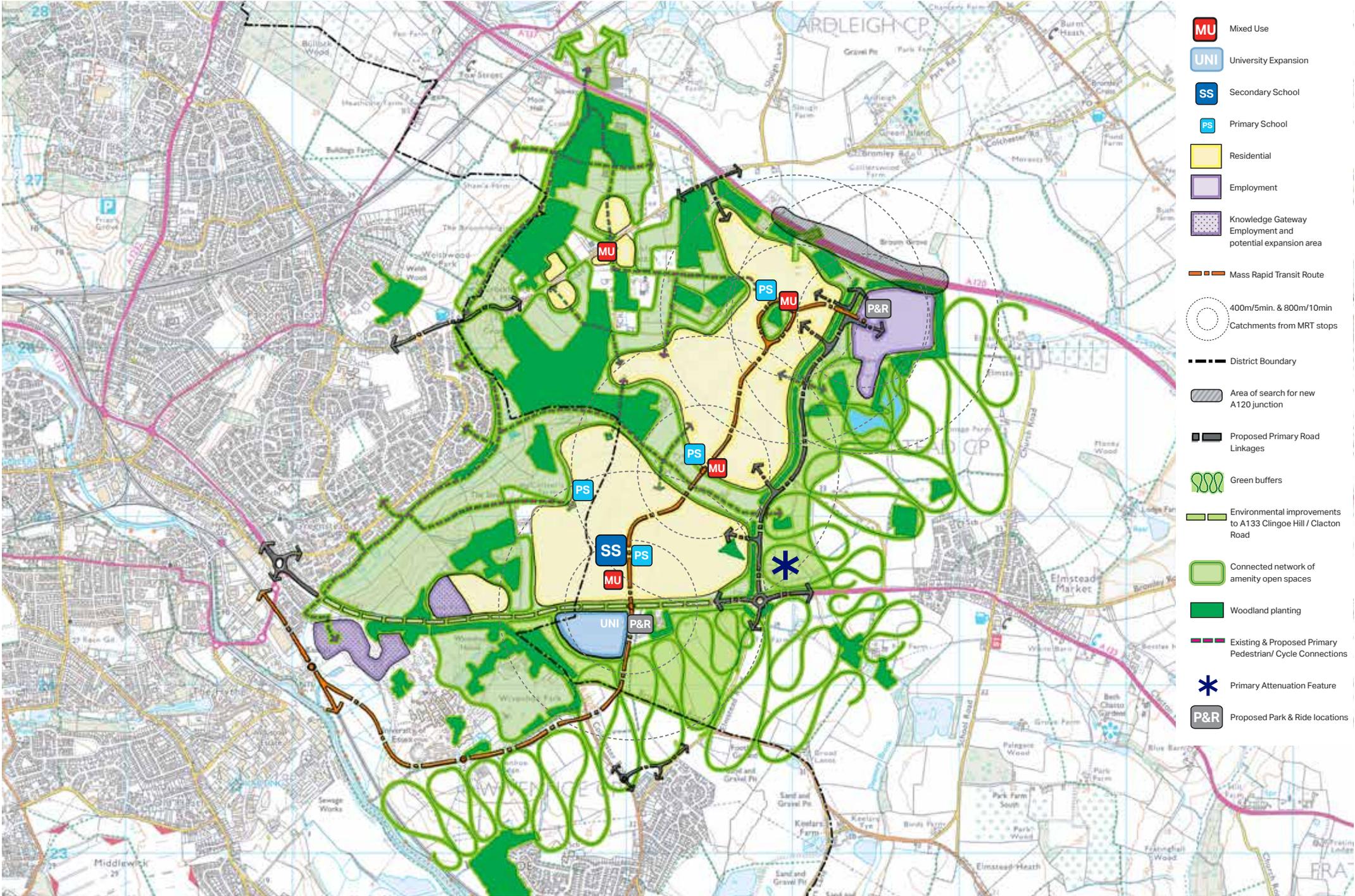
2.4.2 The residential density levels selected are informed primarily by the design rationale for the Garden Community, its landscape setting, and the need to deliver a balanced community, and to ensure a critical mass of development to deliver the quantum of development included in the emerging planning policy. Densities also reflect the North Essex Garden Communities Charter, which seeks higher density development associated with mixed use centres.

2.4.3 The average household size is consistent with that adopted in AECOM's baseline work, which utilised the 2001 Census data, collating the three authorities North Essex Local Authorities.

2.4.4 The school place and early years assumptions are consistent with those referred to in Essex County Council - Developers' Guide to Infrastructure Contributions (2016).

2.4.5 Principle 3 of The North Essex Garden Communities Charter requires Garden Communities to seek to provide access to one job per household within the new community or within a short distance by public transport.

Figure 2.7: Concept Framework



High Level Development Capacity and Land Use Budget

2.4.6 A summary land use budget for the land uses and key elements shown in the Concept Framework is presented below:

Land Use	Area
	Hectares (Ha) approx.
Residential ¹	
	c.198 Ha c.7529 dwellings (a density average of @ 38.3 dph taken from individual development parcel densities)
Mixed use ²	
Town Centre	c.8 ha
Employment ³	
Employment area	c.25 ha
Education ⁴	
Primary School	c.8 ha
Secondary School	c.8 ha
Park-and-Ride(s)	c.7 ha
University Expansion	c.10.7 ha
Core Garden Community Development Footprint ⁵	c. 258 ha

¹ Residential Areas are gross parcels (i.e. make full provision for accesses, streets, landscape, local and informal open spaces such as play areas, informal amenity space etc)

² Mixed Use areas include higher density residential and other land uses associated with local centres and district centres. There is no specific provision for commercial and community space in the Mixed-use centres, however it is assumed that such facilities will be part of the range of uses within those areas. In the Concept Framework, Mixed Use areas assume a land use split of 50% residential and 50% other land uses (e.g. A1-A5 and community uses)

³ Employment land includes an extension to the University's Knowledge Gateway, and a Business Park adjacent to the A120 with a mix of employment uses supported by Park and Ride, and served by a Mass Rapid Transit network, and employment floorspace within the district and local centres.

⁴ Primary School (including early years) – 3/4 @ 2ha; Secondary school – 1 @ 8ha

Framework Elements

2.4.7 Open Space uses are likely to comprise some 40-60% of land within the potential new community area boundary - accessible and varied in form: playing pitches, amenity space, community orchards, allotments, play areas, retained and new woodland, storm water attenuation areas, informal parkland, continued agriculture and grazing.

2.4.8 For TCBGC the open spaces uses include an opportunity for a new Country Park of some 165 ha, that could accommodate areas of retained woodland, new and enhanced pedestrian and cycle connections, attenuation features as well as some income generating uses such as grazing of livestock.

2.4.9 The Concept Framework Plan is broken down into a number of elements under the following headings:

- Development Parcels
- Landscape Framework
- Mobility and Access Framework
- Employment/ Jobs
- Density Strategy

Development Parcels

2.4.10 In combination, the constraints set limits on the extent of land that has development potential, and create a basic framework within which development can be accommodated. Within this Concept Framework we have defined seven development parcels (Figure 2.8), each with its own characteristics and each with a particular role to play in the new community as a whole.

2.4.11 High level land use and development capacity assumptions for each parcel are set out below, supported by a summary of the development rationale from which more detailed master planning principles can be established.

2.4.12 Parcels 3 and 4 would be the core of the New Community.

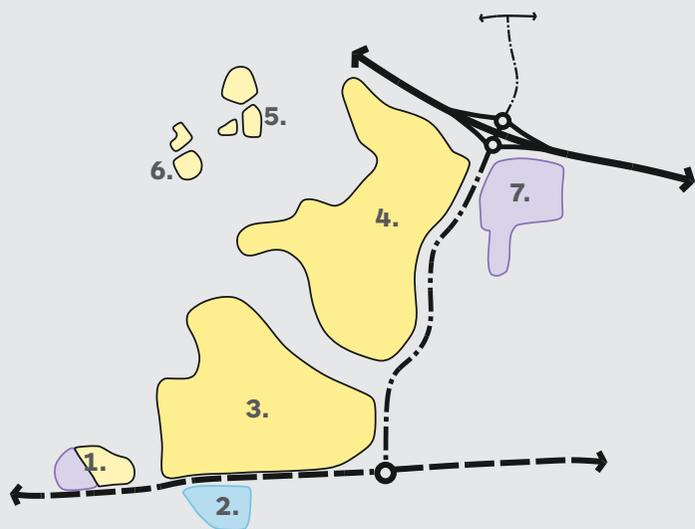


Figure 2.8: Concept Framework Development Parcels

Parcel 1: 'Home Farm'

Approximate Neighbourhood Area (Developable): 9.5Ha (23.5 acres)	
Potential Uses:	<ul style="list-style-type: none"> Residential (c.5.0Ha) Knowledge Gateway Expansion (c.4.5Ha) Student Housing University Expansion
Anticipated Development Capacity:	c.175 dwellings @ 35dph average, responding to Salary Brook edge

2.4.13 Parcel 1 is defined by:

- Proximity to the Salary Brook and the steep valley sides,
- Substantial areas of established woodland and
- A frontage to the A133.

2.4.14 It is close to the campus of Essex University and to its Knowledge Gateway. It has the potential for excellent access to the town centre and to a new railway station for the University making possible wider regional connections.

2.4.15 It is clearly capable of development to create new homes.

2.4.16 It also has the potential for University expansion or University related development for academic purposes or student housing, or future expansion of the Knowledge Gateway.

Parcel 2: 'Park Farm'

Approximate Neighbourhood Area (Developable): 10.7 Ha (26.4 acres)	
Potential Uses:	<ul style="list-style-type: none"> University Expansion Park-and-Ride (c.3Ha) Student Housing Complementary institutional uses
Anticipated Development Capacity:	University floorspace/expansion to suit needs in to future to double university size.

2.4.17 Parcel 2 is defined by:

- Woodland along the B1027 Colchester Road
- Brightlingsea Road
- A landscape setting to the northern part of Wivenhoe
- Elmstead Road
- Frontage to the A133

2.4.18 This parcel is south of the A133 and is part of a strategy to transform the character of the A133 from a high speed rural dual-carriageway to an urban boulevard integrated into the new community, whilst retaining its strategic function as a key route into Colchester Town. This will require changes that stop it being a barrier and help it to become a shared access and landscape resource as part of the new development.

Parcel 3: 'Pyecat'

2.4.19 It is in a highly accessible location at a point where a high-capacity MRT public transport route will cross the A133.

2.4.20 The current version of the Tendring Local Plan proposes land for University expansion, for academic purposes, for student housing or a combination.

2.4.21 A Park-and-Ride site could be located here to capture westbound traffic from the A133 and the new A120/A133 link on the approach to Colchester.

Approximate Neighbourhood Area (Developable): 92 Ha (227 acres)	
Potential Uses:	<ul style="list-style-type: none"> Residential (c.80Ha) Mixed Use Centre Secondary School (c.8Ha) Primary School(s) x2 (c.4Ha)
Anticipated Development Capacity:	c.3120 dwellings in core area @ 40dph average; plus <c.160 dwellings in the mixed-use centre @ 80dph (gross parcel) average

2.4.22 Parcel 3 is defined by:

- Woodland blocks and belts above the Salary Brook
- A landscape setting to Greenstead
- Development on the flat land above the valley side and therefore out-of-sight
- A green corridor east to west along the line of Slough Lane and the tributary valley of Salary Brook heading towards Churn Wood
- The line of the proposed A120/A133 link road
- A landscape setting to Elmstead Market
- Frontage to the A133

2.4.23 This is a large, open parcel on flat land. It sits opposite parcel 2 on the A133. As such, some of the same characteristics apply. It would be a key part of a strategy to transform the character of the A133 from a high speed rural dual-carriageway to an urban boulevard integrated into the new community.

2.4.24 It is in a highly accessible location at a point where a high-capacity public transport route will cross the A133, and as such would support a mix of uses. The MRT route would be the central spine of the whole parcel.

2.4.25 New homes included within a mixed-use centre would be developed at a higher density, with medium density development around the MRT stops and lower densities towards the periphery of the parcel.

2.4.26 This parcel would be the ideal location for a new Secondary School and up to two 2FE Primary Schools, one either side of the MRT spine.

Parcel 4: 'Mount Pleasant'

Approximate Neighbourhood Area (Developable): 104 Ha (257 acres)	
Potential Uses:	<ul style="list-style-type: none">• Residential (c.100 Ha)• Mixed Use Centre x2• Primary School x2 (c.4Ha)
Anticipated Development Capacity:	c.3360 dwellings @ 35dph average; and c.320 dwellings in mixed use centres @ 80dph (gross parcel) average

2.4.27 Parcel 4 is defined by:

- A green corridor east to west along the line of Slough Lane and the tributary valley of Salary Brook heading towards Churn Wood
- Woodland blocks and belts above the Salary Brook
- Woodland blocks and belts around Crockleford Heath
- Acoustic buffer to the A120
- Location of the new A120/A133 link road junction on the A120
- The line of the proposed A120/A133 link road
- A landscape setting to Elmstead Market

2.4.28 A large, open parcel on flat land.

2.4.29 The proposed public transport MRT spine would continue through this site heading towards the new junction with the A120, near which a Park-and-Ride site could be located to intercept traffic approaching from the A120 (ideally this would be located in parcel 7). This would also be an ideal location for a Local Centre with local employment, a 2FE Primary School and access from the employment development in Parcel 7.

2.4.30 There could be a second local centre and second 2FE Primary School at the south end serving part of this parcel and part of Parcel 3.

2.4.31 This site would be predominantly residential with higher densities around the public transport MRT stops and lower densities towards the periphery.

Parcels 5 and 6: 'Crockleford Heath and Crockleford Mill'

Parcel 5: 'Crockleford Heath'

Approximate Neighbourhood Area (Developable): 4.5 Ha (11 acres)	
Potential Uses:	<ul style="list-style-type: none"> Residential
Anticipated Development Capacity:	c.120 dwellings @ 25dph average

Parcel 6: 'Crockleford Mill'

Approximate Neighbourhood Area (Developable): 8 Ha (20 acres)	
Potential Uses:	<ul style="list-style-type: none"> Residential Element of mixed use
Anticipated Development Capacity:	c.200 dwellings @ 25dph average

2.4.32 These parcels are small in size, and relate to field and woodland boundaries and the relationship with existing homes and communities.

2.4.33 The potential is for low density, "Arcadian" development (Essex Design Guide) of larger homes on generous plots complementary to existing development. New development here would be connected to the main parts of the New Community by an extension of the public transport system and onward journeys via Bromley Road.

2.4.34 There is potential for a small scale mixed use centre to provide services for the existing community and new residents alike.

Parcel 7: 'North of Allen's Farm'

Approximate Neighbourhood Area (Developable): 19 ha (47 acres)	
Potential Uses:	<ul style="list-style-type: none"> Employment (c.16.5Ha) Park-and-Ride (c.4Ha)
Anticipated Development Capacity:	c. 82,500sqm/ 888,023 sqft @ 0.5:1 plot ratio (4,125 jobs @ 1:20sqm)

2.4.35 Parcel 7 is defined by:

- The location of a new junction on the A120
- The line of the A120/A133 link road
- The Sand and Gravel Pit at Allen's Farm
- A landscape setting to Elmstead Market
- The A120

2.4.36 This parcel would be ideal for employment development that requires good access to the Trunk Road network. This parcel is big enough to accommodate a wide range of employment uses including B1 (offices, light industrial, R&D), B2 (General Industry) and B8 (Distribution and Logistics, probably port related).

Strategic Landscape and Open Space Framework

2.4.37 Draft Local Plan Policy SP8 Tendring/ Colchester Borders Garden Community requires the development of the TCBGC to draw upon natural assets and features within the site to generate high standards of design. It requires an approach that sets development within a strong green framework.

2.4.38 Figure 2.9 provides a green infrastructure Landscape Framework that recognises the significance of existing landscape features and their influence on the shape of a new community. Within the landscape framework, a network of informal and formal open spaces would be created, including: provision for a new Country Park along Salary Brook; landscape buffers to existing communities; areas of woodland planting both existing and proposed, to include an extension of Wivenhoe Park; and primary amenity open space that includes Sustainable Urban Drainage features.

2.4.39 The landscape framework extends the green landscape of the urban edge of Colchester into the new suburb to provide a strong landscape link that connects existing communities and Salary Brook with the new Garden Community. The Framework emphasises a central 'east-west' orientated corridor between Greenstead, Salary Brook and new Country Park towards the rural eastern edge of the Suburb and on to Elmstead Market to the east. There is also potential to link across the A120 to Ardleigh Reservoir.

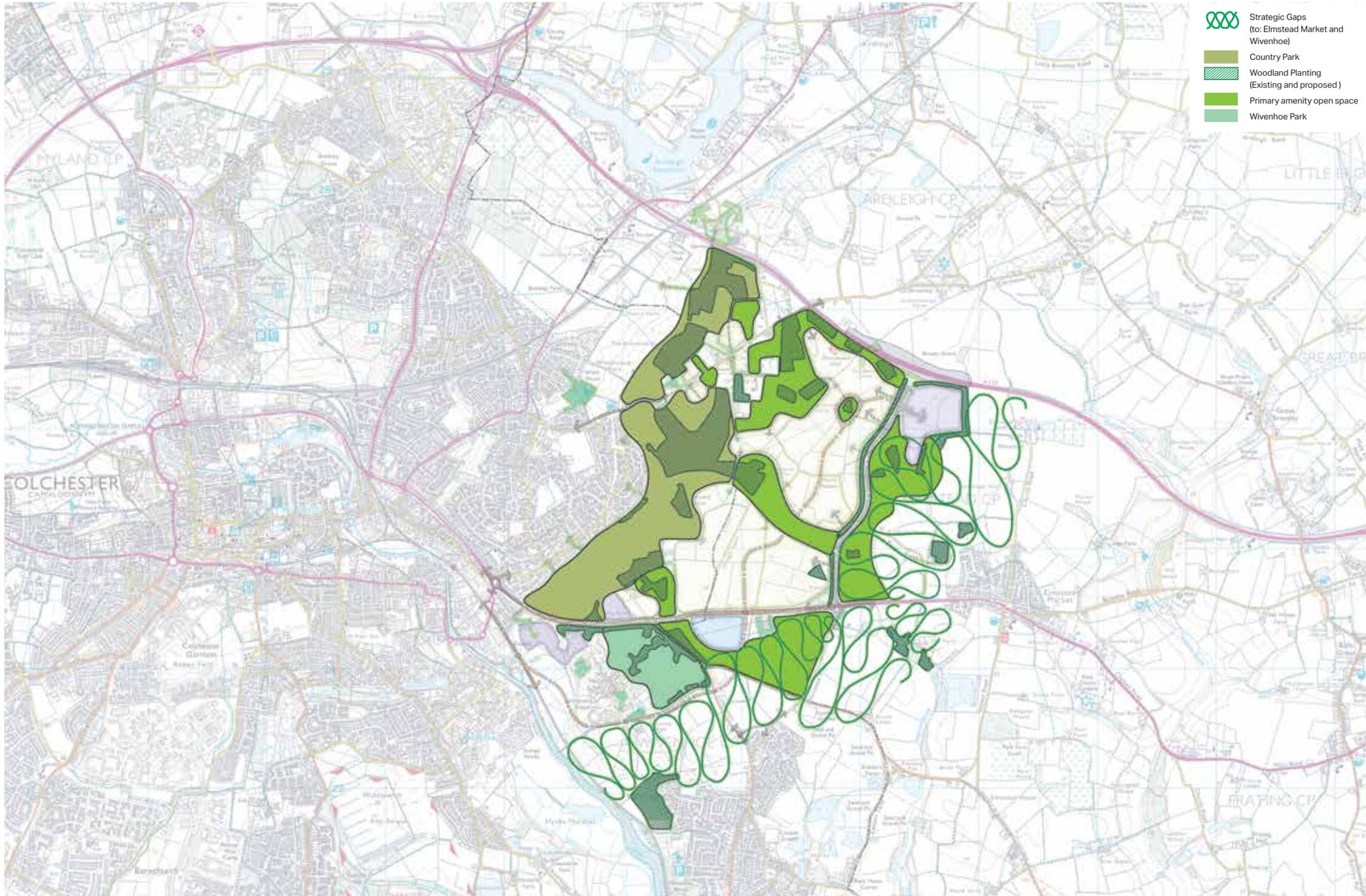
2.4.40 This 'east-west' link is defined by woodland blocks and belts above the Salary Brook, a green corridor east to west along the line of Slough Lane and the tributary valley of Salary Brook heading towards Churn Wood, combining to provide informal movement and habitat connections which delineate distinct development parcels within a green, functional and accessible landscape setting.

2.4.41 The landscape framework provides the following functions:

- Formal open space, sports pitches, recreation and play areas;
- SUDS/ drainage and watercourses;
- Woodland, trees and hedgerows and areas of informal amenity;
- Productive landscapes such as allotments, orchards, agriculture;
- Active green space which could include income generating uses supported by some built elements that could be related to recreational activities and accommodate footpath and cycle routes;
- Informal resource for recreation and free play allowing direct intimate contact with the natural environment permeating residential areas;
- Noise mitigation of the A120; and
- Development buffers between existing settlements.



Figure 2.9: Strategic Landscape and Open Space



Mobility and Access Framework

- 2.4.42** Draft Local Plan Policy SP8 Tendring/ Colchester Borders Garden Community requires a package of measures to encourage smarter transport choices to meet the needs of the new community and maximise sustainable travel patterns both within the new community and connecting with Colchester and the University of Essex Campus. The draft policy recognises the importance of a hierarchy of movement networks that includes pedestrian and cycle networks to encourage permeability within the new development.
- 2.4.43** Based on the findings of a preliminary assessment by Peter Brett Associates in the document 'Transport Demand Analysis and Scheme Review' (February 2017), a key element of the access and movement strategy is the integration of a mass rapid transit system that connects Colchester Town and its stations with the University and with the new Garden Community. There may opportunities for rail-based services to provide frequent and reliable journeys to railway stations, which, over time, could be expanded as part of a wider Mass Rapid Transit network that extends across the urban area of Colchester with onward connections both east to the North Essex coast and west towards Braintree.
- 2.4.44** Figures 2.9, 2.10, 2.11 and 2.12, illustrate a series of mobility principles which provide a framework for movement and access within, and connections to and from, the new community. They are consistent with, and help illustrate, the solutions proposed by Jacobs (consultants to Essex County Council) as part of their 'North Essex Garden Communities Movement and Access Study May' (May 2017) and reflect the demands and origins and destinations for travel identified in Peter Brett Associates' 'Transport Demand Analysis and Scheme Review' document dated February 2017.
- 2.4.45** Figure 2.9 illustrates a strategy for highway access and demonstrates the opportunities provided by development of scale adjacent to strategic highway routes. The A120 is a strategic route, but also carries a considerable amount of local traffic. A new junction on the A120 will be required to provide a highway link to the A133 and to provide access to the Garden Community. The link road is proposed to form a development edge which will define the eastern extent of the new community which could be designed as a 'Parkland Avenue', with junctions to provide access into core development areas.
- 2.4.46** The junctions at either end of the new link road provide the opportunity to intercept vehicular trips travelling into Colchester on the A120 and A133. Provision of Park-and-Ride facilities at the northern and southern ends of the link road would further support this objective.
- 2.4.47** The Concept Framework proposes a significant change to the form and character of the A133 east of Clingoe Hill, which at present is experienced as a high speed route, but during peak periods is a congested rural dual carriageway that isolates the University from the town. It could be reconfigured to better incorporate dedicated walking and cycling routes on both sides, with appropriate crossing points encouraging lower vehicle speeds while retaining capacity.
- 2.4.48** Environmental improvements should be accompanied by a robust public transport and mobility strategy which prioritises this route for sustainable transport modes over those by private car. This would offer significant environmental benefits and would deliver better place making opportunities to support creation of a vibrant and successful setting for the new community.

Figure 2.9: Highway Access

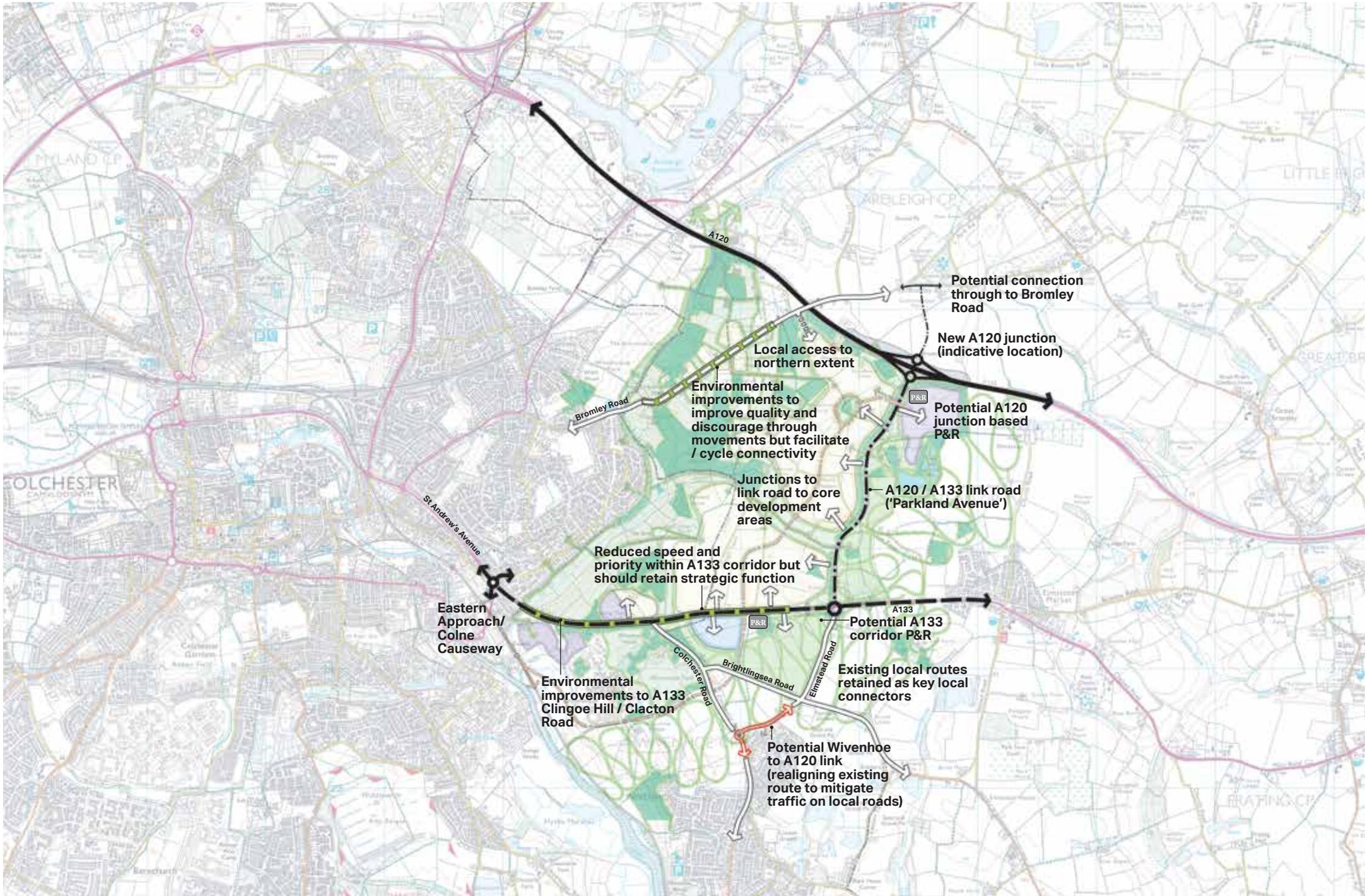


Figure 2.10: Potential MRT and Stops

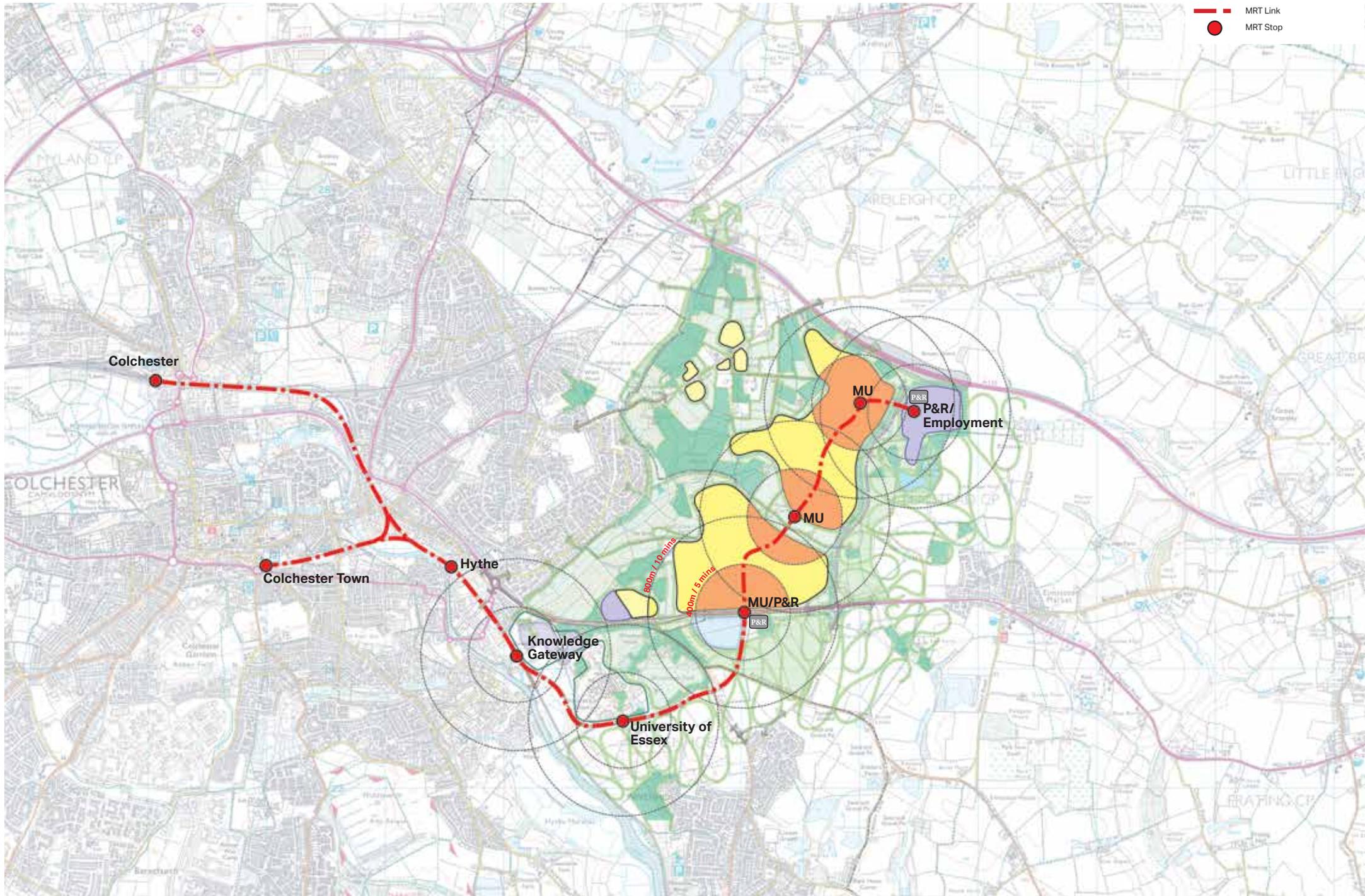
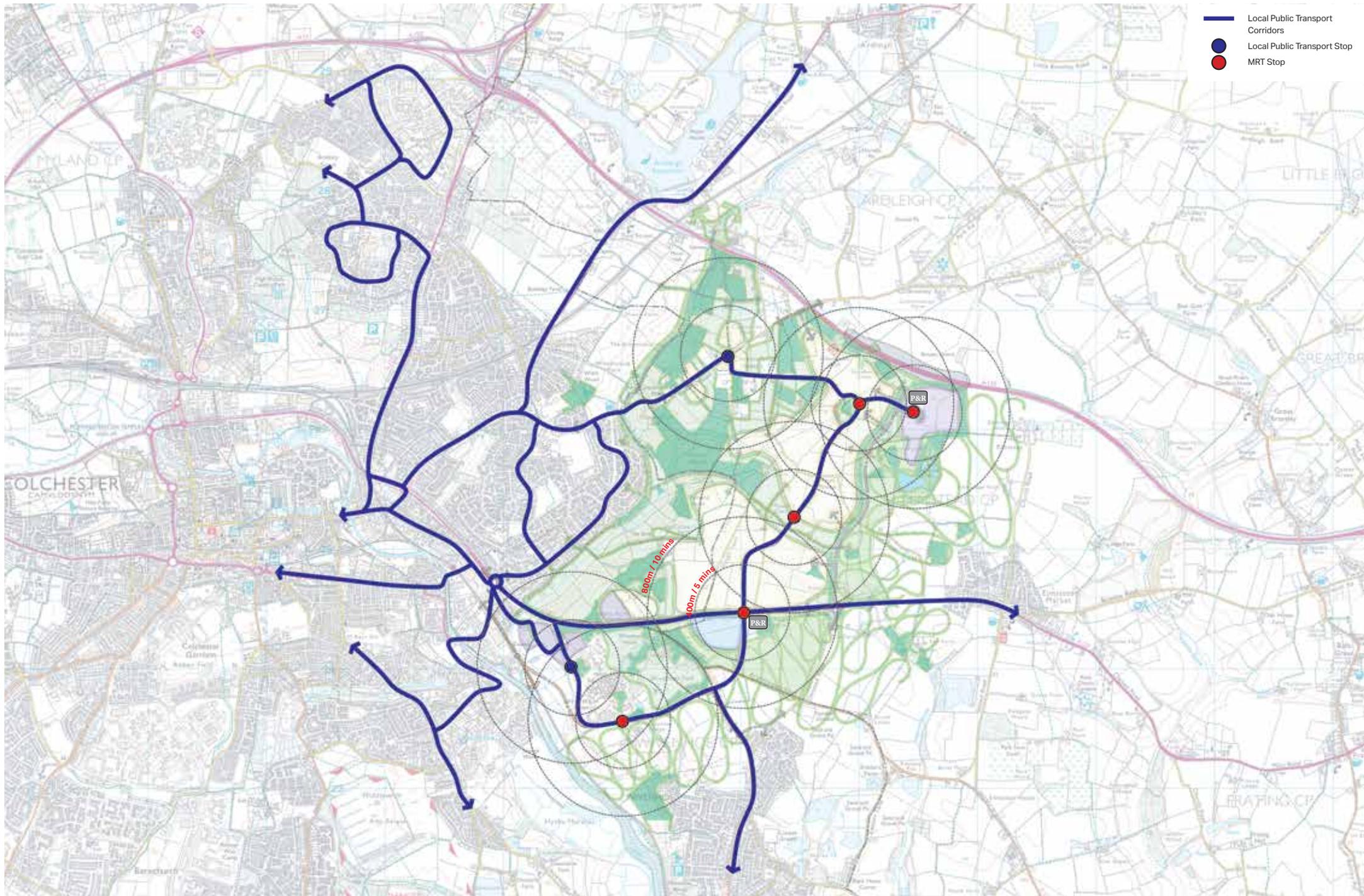


Figure 2.11: Local Public Transport Corridors



2.4.49 Figure 2.10 illustrates a framework of high quality public transport corridors, identifying potential routes that would serve the development and recognising opportunities for enhanced bus connections beyond the development site: to the University, to the town centre and its railway stations. Potential Mass Rapid Transit nodes are also identified to demonstrate how this service could integrate with a wider public transport (bus) network.

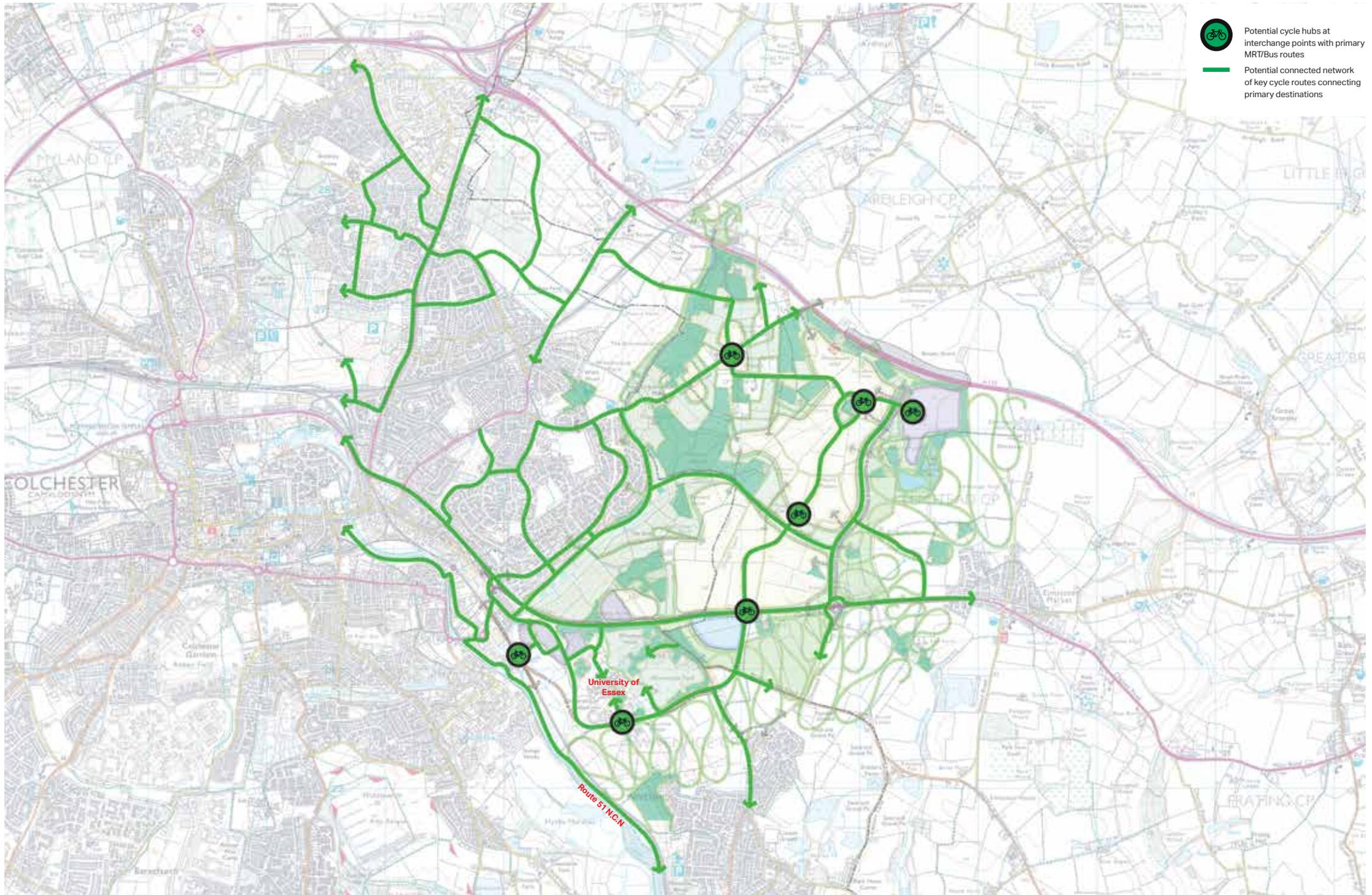
2.4.50 Figure 2.11 further reveals the opportunities for the implementation of a Mass Rapid Transit (MRT) service as a step change in public transport provision for Colchester Town and the wider urban area. The MRT route reflects a principal route through the new garden community, providing a service to the employment areas in the north (co-located with Park-and-Ride provision) the district and local centres. These are informed by the origin destination analysis from the 'Transport Demand Analysis and Scheme Review' document dated February 2017 by PBA.

2.4.51 Figure 2.11 also illustrates onward services to the University, Knowledge Gateway, and Colchester stations.

2.4.52 Key MRT nodes would be complemented by a series of local transport interchanges as illustrated by Figure 2.11, and would support the physical integration of the public transport system with cycling / pedestrian networks illustrated by Figure 2.13. This network would promote the principles of walkable community catchments, and serve key community facilities such as schools.



Figure 2.12: Strategic Cycleway Network



Employment

2.4.53 Draft Local Plan Policy SP8 Tendring/ Colchester Borders Garden Community requires land for a wide range of employment opportunities. It is clear that there are significant employment opportunities related to the University Campus, and complementary activities associated with the University Campus. The Tendring Local Plan currently proposes land south of the A133 for University expansion, for academic purposes, for student housing or a combination. A key objective illustrated by the Concept Framework is to maximise the integration of the University activities in the creation of a new community.

2.4.54 Allied to this will be the potential for expansion of the Knowledge Gateway on land north of the existing campus.

2.4.55 A further employment opportunity is identified adjacent to the A120, a location where A120 junction related employment could be established which could generate:

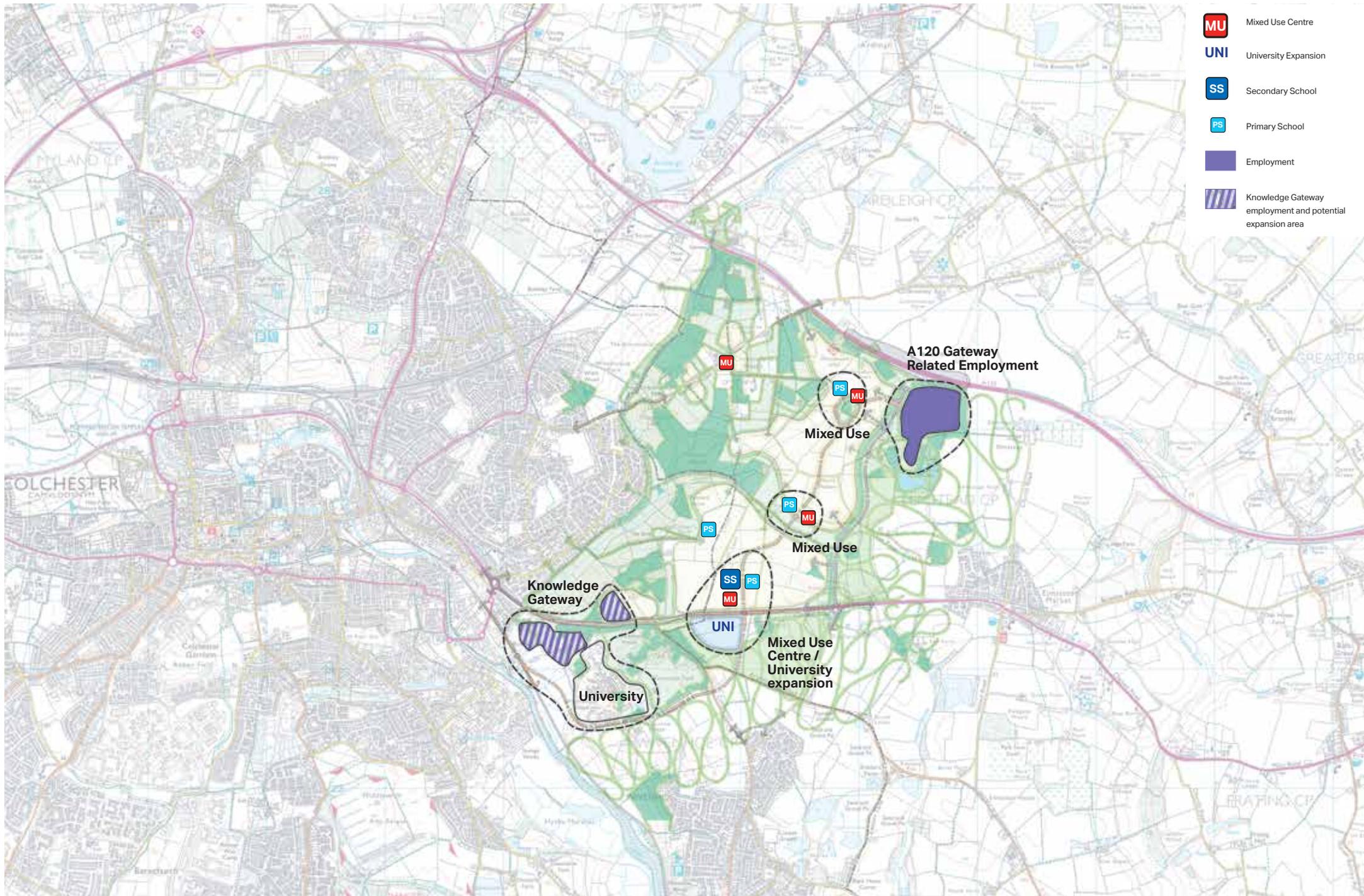
- some B2 and B8 opportunities, capitalising on proximity to a strategic transport corridor and the route to Harwich port.
- opportunities for office, R&D and high skill employment uses, that might be associated with the Knowledge Gateway and, given its high degree of accessibility supported by Park-and-Ride facilities MRT services and proximity to A120, could have links to both Colchester Town and the wider area.

2.4.56 More employment opportunities will also be provided within the mixed-use district centre and local centres, associated with provision of retail space, community uses and schools.

2.4.57 Figure 2.13 illustrates the range of employment opportunities identified as part of the new community.



Figure 2.13: Employment Areas



Density Strategy

2.4.58 There is an inherent relationship between sustainable land use, place making and density. The approach adopted within this Concept Framework is master plan-led, it responds to the need to:

- deliver a balanced community and ensure critical mass of development;
- provide density variation to differentiate between more urban forms of development at ‘centres’ and lower density, rural transition areas; and
- maximise patronage for mass rapid transit nodes.

2.4.59 Figure 2.14 provides a high-level density strategy which articulates the relationship of these elements to support the overall sustainability of the development. When planning at this scale, the most important aspect of residential density is to demonstrate how variety between different parts of the development can be achieved. Avoiding consistent average densities is key to delivering locally distinctive communities.

2.4.60 There is a clear rationale. More dense development increases the catchment population within easy walking distance of local and District Centres and public transport routes, and this is fundamental to their initial viability and long-term sustainability.

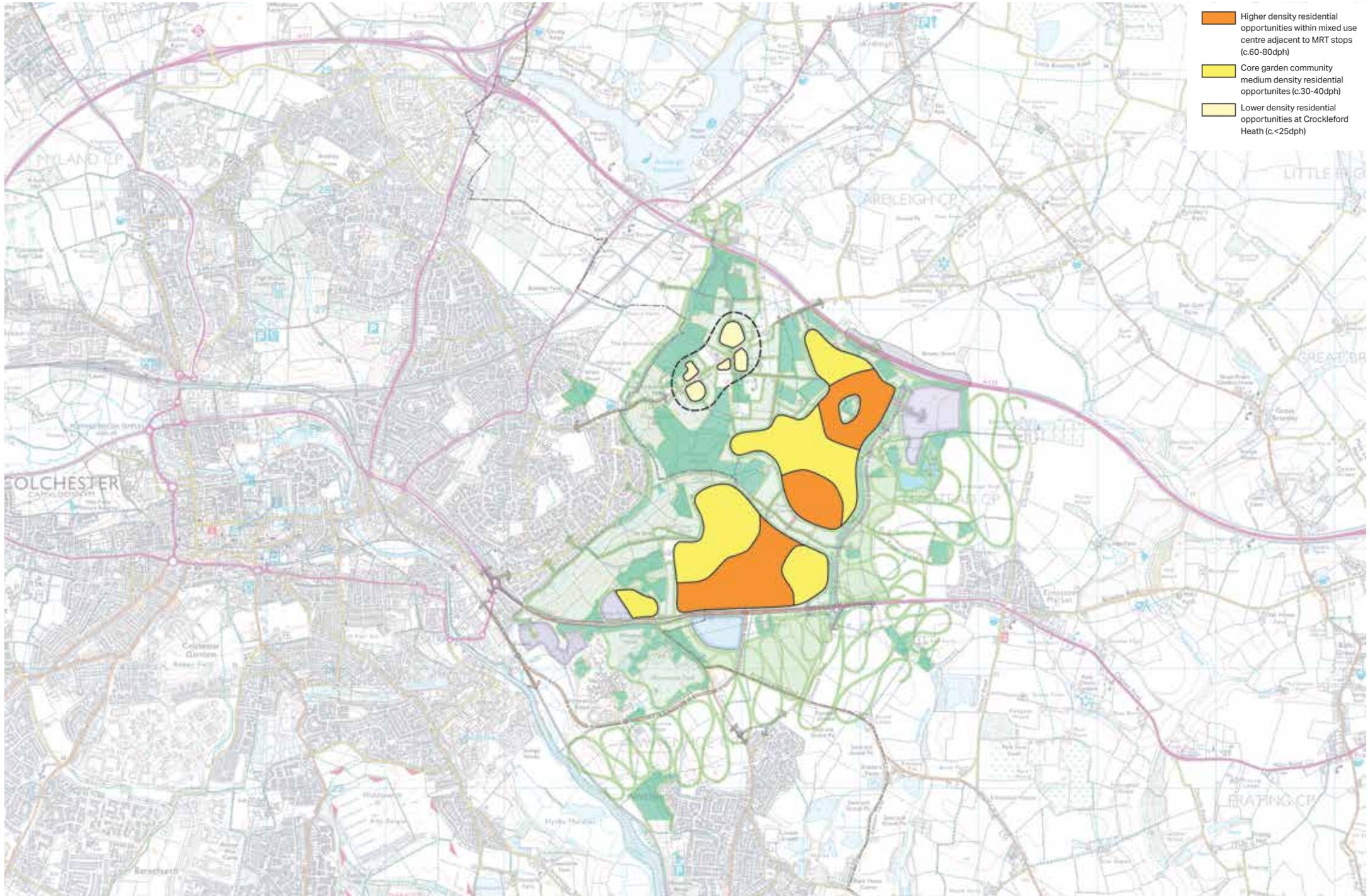
2.4.61 Higher densities support mixed uses and offer significant urban form benefits, creating attractive urban places for shopping and leisure, incorporating space for businesses, and reinforcing the legibility of the community as a whole. The district centre could accommodate densities of some 100 dwellings per hectare (dph), which could be achieved through a combination of two- three- and four-storey buildings with continuous frontages along a regular grid of streets. House types could include apartments and/or town houses with commercial uses on the ground floors and some buildings for employment uses.

2.4.62 The provision of an MRT service within the garden community requires a positive master planning framework that supports its establishment. Higher density residential development should be located around the MRT nodes to maximise the adjacent residential catchment to support its MRT patronage. Denser residential forms will also complement and help frame mixed use areas associated with local centres, providing legibility and character to the built form distinct from wider residential areas.

2.4.63 Core residential areas are anticipated to be delivered with a range of 30-40 dph – a conventional “Garden City” density - with lower density area around 25 dph identified around Crockleford Heath, to ensure sensitive integration of development within the landscape and the existing scattered development forms.



Figure 2.14: Density Strategy



2.5 PLACEMAKING IN A GARDEN COMMUNITY

Housing Areas

Important considerations in developing at scale are how to create an identifiable sense of place and identity for residents whilst ensuring adequate opportunities for positive relationships with existing communities, and how to create conditions that will respond to changing lifestyles, remain flexible to shifting priorities, but will sustain investment values in the long-term.

2.5.1 A new community of some 8,000 homes will take time to establish. Its pioneer residents are very important, and they must be afforded the right conditions for the development to flourish.

2.4.1 The Concept Framework reflects a spatial dimension of community-making to create separate areas that:

- are distinct in character and form;
- reflect design aspirations such as walkable communities;
- create a sense of place and identity; and
- achieve sufficient critical mass to support provision of community facilities – schools, shops, community hubs, local employment and open space.

2.5.2 The framework propose the structuring of development into identifiable neighbourhoods or ‘villages’. Shaping development in such a way has a number of benefits for place-making, design quality, sense of community and delivery. It creates a series of distinct and recognisable places which can be reinforced through layout, architectural style and the materials palette. It also provides a ‘human-scale’ of development which is proportionate to the walking distances that people might experience day to day – to school; local shops; transport services; recreation.

2.5.3 Creating distinct neighbourhoods can also have benefits for phased implementation, and the provision of supporting social infrastructure alongside areas of housing.

2.5.4 Due to the scale of development it is imperative that new housing achieves variation in density, form, character and architectural detail to reinforce legibility throughout the Garden Community. This will also deliver a wide range of housing types and tenures to achieve a mixed and balanced community within vibrant and sociable neighbourhoods.



Mixed Use Centres

2.5.5 A Higher Order Mixed Use District Centre would provide a central feature to serve the new community. It will provide facilities for the new community that would also serve existing communities. It could incorporate a number of complementary uses associated with the University, to include student/visitor accommodation and opportunities for business start-up initiatives.

2.5.6 A centre could be developed with higher density residential accommodation, complemented by MRT/public transport interchange and primary and secondary schools, in combination supporting a vibrant heart to the new community as a whole.

2.5.7 There are a number of factors to be taken into account when considering the location of the higher order centre:

- It is important to establish new services and facilities as early as possible to establish sustainable patterns of travel and to ensure that early residents can satisfy their regular shopping needs locally;
- In order to optimise the viability of a new District Centre, it is important to locate it where it is accessible to the greatest number of regular users. This is generally the “centre of gravity” of the new community – the point passed most regularly by the greatest number of people using all modes of transport. This is not always the centre of the development but is more likely to relate to the main point of access and connection for traffic and for public transport;

- In order to establish the facilities and services of a District Centre as early as possible and to sustain the variety and mix over time, it is important to locate the District Centre where it will serve passing trade (and thereby a wider catchment population) as well as the residents and workers within the new community.
- It will be important for the District Centre to serve a working population as well as a resident population, thereby spreading demand across the whole day. Residential areas generate low daytime demand for retail services because they generally have low daytime populations.

2.5.8 A location close to the A133 would provide accessible and convenient, higher-level retail and related facilities and services to serve the new Garden Community but also accessible to existing communities on the eastern edge of Colchester without the need to travel further into Colchester. This location would be an excellent neighbour for co-location of complementary University activities.

2.5.9 The role, scale, function and location of mixed use centres will be considered further in parallel with a more detailed design exploration.

Local Centres, services and facilities

2.5.10 Smaller local centres would cater for day-to-day needs close to each home. These centres reinforce the concept of self-sustaining neighbourhoods, each supported by its own mixed-use area where services and facilities are focused to support the day to day needs of residents, ideally co-located with a primary school to maximise patronage.

2.5.11 Mixed use centres should be located to maximise the number of households within 400m or 5 minutes walk. Locating such community facilities at the heart of a new community as part of a mixed-use centre reinforces the social sustainability of a place, encourages linked trips and helps to facilitate the development of social networks, and community groups and activities.

2.5.12 Emphasis should be on the early deliver of the community facilities, to create a social and design 'anchor' for new housing to focus around a hub of activity.

2.5.13 Early provision of facilities is necessary to meet with the aspirations of a true Garden Community, particularly with regard to schools, but also has benefits in attracting new residents to the area.

Employment

2.5.14 There must be a concerted and coordinated employment and investment programme to grow job opportunities in parallel with new homes as part of the development of the new Garden Community. This approach is important to create a balanced and self-sustaining community.

2.5.15 A range of employment opportunities must be identified as part of the new community, provided on a variety of sites and premises for businesses and other employers that provide high quality modern accommodation and could include investment opportunities currently not found in established centres.



Part 3:

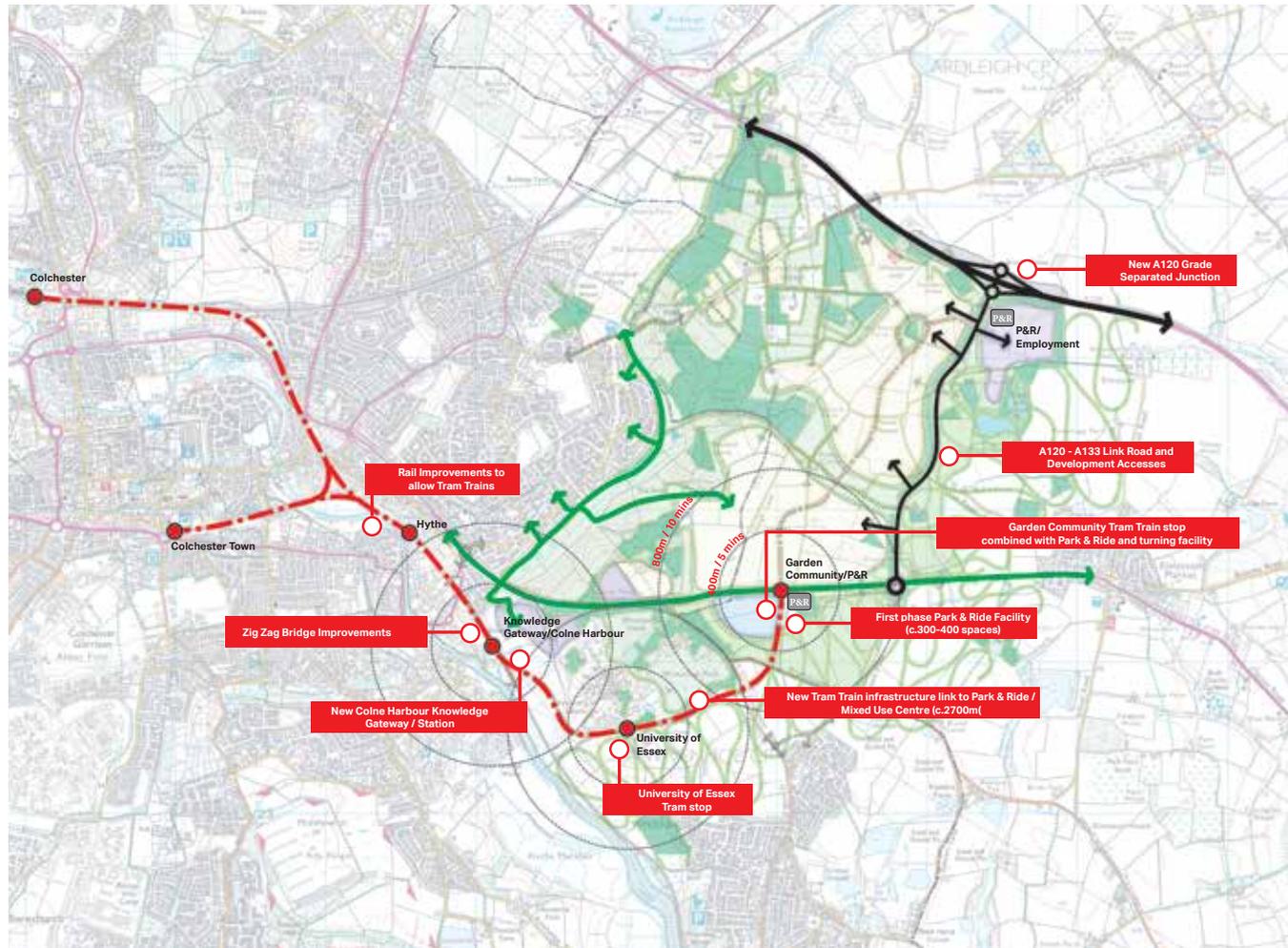
Delivery and Implementation

PART 3: Delivery and Implementation

3.1 PHASING, INVESTMENT AND INFRASTRUCTURE

Phasing

3.1.1 TCBGC is a long-term development project; the majority of development will be constructed beyond this Local Plan cycle (post-2033). However, the Councils' ambition for and commitment to realising the optimum development outcome from TCBGC will be enshrined in Local Plan policies SP6 and SP7.



Plan Period

3.1.2 Development will commence at the southern part of the site on land adjacent to and north of the A133, the key point of access onto the strategic highway network. This could include land to deliver an early phase of the district centre to meet day to day needs of pioneer residents, and make land available for any commercial opportunities.

3.1.3 Early commitment to the delivery of the A120-A133 link road would open up further opportunities for development fronts along its length, offering flexibility for the extent of the subsequent phases of development. A second opportunity for early development phases could be at the northern extent of the site, to deliver homes with a local centre and school. Unlocking development to the north of the site through early delivery of the A120 junction and link road would also make strategic employment land available to the market, delivering jobs in parallel with homes.

3.1.4 Delivery of the link road could be complemented by implementation of the Park-and-Ride to establish sustainable patterns of public transport movement early in the development. This would also need to be supported by a wider strategy for Colchester which considers how and where bus priority could be provided within the rest of the town to support these objectives.

Beyond Plan Period

- 3.1.5 A clear strategy for phasing and delivery should be established. Developers should be able to develop individual parcels, whilst being consciously connected to the wider development and its community.
- 3.1.6 Developing at scale and over time requires a flexible approach that is capable of responding to changes in market and/ or priorities over the lifetime of the development.
- 3.1.7 Identifying distinct parcels of development that are 'village' in scale, would provide a clear strategy for phasing and delivery and would help support a responsive construction and implementation programme.

Key Highway and Transport Infrastructure Investment

- 3.1.8 There must be a clear focus on the provision of infrastructure from the outset; the master planning and transport planning stages must be aligned.
- 3.1.9 Any highways and transport infrastructure strategy for the development would need to consider a wide range of transport topics and be supported and directed by area-based local transport policy, particularly in relation to the following:
- Walking and cycling
 - Public transport priority
 - Parking
 - Park-and-Ride
 - Traffic signal control and Intelligent Transport Systems
 - Demand management
 - Travel Planning
 - Mass Transit
 - Future technologies
- 3.1.10 The development should support early build-out of a dense internal network of high quality walking and cycling infrastructure which includes improved accessibility to Colchester, the University of Essex, Elmstead Market, Wivenhoe as well as improvements to the routes through Salary Brook.
- 3.1.11 A new road link from the A133 to a new junction on the A120 will include junctions to provide access into core development areas. It will also intercept traffic from the surrounding area and provide an alternative route from the A133 to the A120 which could relieve some pressure on key routes within Colchester. Park-and-Ride facilities related to the A120 junction and the A133 on the eastern edge of the new community will further support this objective but only if appropriate bus priority is provided. Delivery of this new link would support a re-consideration of the form and character of the A133 at Clingoe Hill which could incorporate environmental improvements along its length to limit speed and better accommodate walking and cycling provision whilst maintaining capacity.
- 3.1.12 Commitment should be made to delivering a section of the proposed Mass Rapid Transit system which could to link the A120 Park-and-Ride through the new Garden Community to Colchester town centre and beyond, via a new District Centre and the University with fast, frequent and reliable public transport services that prioritises public transport within the heart of the development and directs car movements to the edges. This could be converted to a rail-based system at any stage to tie in with a wider Greater Colchester Metro Network ambition.

Cycle of Investment and Infrastructure

3.1.13 The scale and complexity of these proposals means that a new model of investment is required to secure physical, social and mobility infrastructure in parallel with or, better, in advance of development. All involved in the planning process – councils, consultants and existing communities – are clear that the conventional model where supporting infrastructure is often inadequate or late and reliant on developer funding alone will not deliver the quality of place and community that is desired and that is sustainable long-term. Developers and landowners do not have the same long-term interest in the establishment of communities as the local council, and the planning process alone is often too crude a management tool to achieve quality and sustainable development across the board.

3.1.14 Rather, the creation of the Garden Community requires early investment from the public purse in return for participation as a full development partner. Such investment ensures that:

- The development is well and sustainably connected to existing places;
- The new community has resources and efforts targeted at building its economic base to attract and to secure jobs and economic sustainability; and
- It has health, social and educational services and facilities in place as early as possible to create a focus to the community, to establish sustainable travel habits and patterns, and to minimise the impact on existing communities.

3.1.15 The model for this is well documented and was established by the new town development corporations. They were never reliant on public subsidy but instead had access to long-term loans as patient money secured against control of land and participation in the uplift in value that comes from the process of change from greenfields to development. Experience from the last new towns to be designated in the UK is that, once past the halfway mark toward development targets, early and substantial investment costs can be covered by further development that makes a net positive contribution to the repayment of public debt, provided that appropriate participation in the uplift of land value is secured from the outset. NEGC Ltd and the local development vehicles are key to this role for the public sector.

3.1.16 In this way, investment by the public sector can be recycled to ensure that infrastructure is delivered in a timely manner and with appropriate capacity, both to support community development and to mitigate potential adverse wider impacts on existing places, services and facilities. This is part of the Garden Community pact with local people.



KEY THEMES AND PRINCIPLES



3.2 MONITORING PERFORMANCE AGAINST THE GARDEN COMMUNITIES CHARTER CRITERIA

- 3.2.1 The Councils in North Essex have adopted a Garden Communities Charter to establish principles for the development of three new Garden Communities. Below is a table that summarises how the proposed approach to the development of Tendring Colchester Borders Garden Community addresses these principles.
- 3.2.2 Development performance against these Criteria should be kept under review, and should be used as part of a continuing dialogue between the North Essex Authorities and respective developers and stakeholders.

Source: Aecom North Essex Garden Communities Charter Report

<p>North Essex Garden Communities Charter</p>	<p>Tendring Colchester Borders Garden Community Response to the Charter</p>
<p>THEME 1: PLACE AND INTEGRATION</p>	
<p>Principle 1 - Green Infrastructure:</p>	
<p><i>“The garden communities will provide a generous amount of green space. They will be set within a multi-functional and integrated natural environment; providing space for nature, making the communities more resilient to climate change; promoting healthy lifestyles, and creating beautiful places to live and work.”</i></p>	<p>Some 40-60% of the land within the new Garden Community will be green space, including:</p> <ul style="list-style-type: none"> • Play areas • Playing fields • Formal parks and gardens • Community orchards and allotments • Retained woodland blocks and belts • Wildlife areas • Storm water storage areas • Retained pasture land with enhanced public access • Other natural greenspaces <p>Green space will be readily accessible from every home, with natural green space never more than five minutes’ walk away.</p>

<p>Principle 2 - Integrated and Sustainable Transport:</p>	
<p><i>“The garden communities will be planned around a step change in integrated and sustainable transport system for the North Essex area, which will put walking, cycling and public transit systems at the heart of the development, and be delivered in a timely way to support the communities as they grow.”</i></p>	<p>TCBGC will support the prioritisation of public transport movements through the heart of the development. There is a real opportunity for the Mass Rapid Transit network to expand as part of a North Essex Metro system, a spine of high quality, frequent and reliable public transport connecting across North Essex.</p> <p>A connection to the spine will support Park-and-Ride next to the new A120 junction and along the A133 and will pass through the heart of the Garden Community, Mixed Use Centre and the University Campus.</p> <p>Local feeder services within the new Garden Community will serve the development as it grows, with priority to provide a high-quality service available to all. These routes will connect to other destinations in the town such as centres of employment, the Hospital and Colchester Station.</p> <p>At the neighbourhood level, walking will be a key factor in the design of the street and open space networks making local trips easy and attractive on foot. This will be complemented by a Garden Community-wide network of cycle routes to make any journey within the new Garden Community and into Colchester feasible and attractive by bike. Existing towns and villages will be linked into this system.</p> <p>The systems will be capable of being delivered incrementally to grow as the suburb grows, but to make sustainable travel available from the earliest days of development.</p>

<p>North Essex Garden Communities Charter</p>	<p>Tendring Colchester Borders Garden Community Response to the Charter</p>
<p>Principle 3 - Employment Opportunity:</p>	
<p><i>“The garden communities will seek to provide access to one job per household within the new community or within a short distance by public transport. The employment function will be a key component of creating character and identity and sustainable communities.”</i></p>	<p>There will be a concerted and coordinated programme to grow job opportunities in parallel with new homes as part of the development of the new Garden Community. There will be a wide variety of sites and premises for businesses and other employers, and these will include investment opportunities not found in established centres, providing high quality modern accommodation.</p> <p>It is proposed to create:</p> <ul style="list-style-type: none"> • Business park sites adjacent to the new A120 junction, which are complementary to the growth aspirations of Colchester and Tendring; • Employment accommodation within each of the Local Centres and the District Centre; • A significant expansion of the University Campus • An extension to the University Knowledge Hub north of the A133
<p>Principle 4 - Living Environment:</p>	
<p><i>“Community inclusiveness and walkable, sociable and vibrant neighbourhoods will be a defining characteristic of the garden communities. A diverse mix of homes responding to existing and future local needs will be provided alongside</i></p> <p><i>A range of community services, including health, education, leisure and recreation, culture and shopping.”</i></p>	<p>TCBGC will not be a single expanse of undifferentiated housing. It will be designed as a series of distinctive neighbourhoods, each with a character derived from its historic environment legacy, location and setting, density and morphology, its relationship with other neighbourhoods and existing communities, and its relationship to employment areas.</p> <p>Each neighbourhood is planned to be a complete community in its own right, incorporating many of the day-to-day services that its residents and businesses will require. Each will also be an integrated part of the whole development, well connected to benefit from the services and facilities that the whole community will deliver.</p> <p>Each part of the new Garden Community will offer a full range of homes in terms of type, size, configuration and tenure.</p> <p>There will be two main neighbourhoods either side of a primary East-west green corridor that links Salary Brook to the accessible green space that forms the eastern boundary. Each neighbourhood will have a choice of two primary schools at local centres located to provide convenience shopping, healthcare facilities, social and community facilities, and specialised homes. In addition, there will be modest, low density village extensions as part of the overall Garden Community at Crockleford Mill and Crockleford Heath.</p>

North Essex Garden Communities Charter	Tendring Colchester Borders Garden Community Response to the Charter
Principle 5 - Smart and Sustainable Living:	
<p><i>“Planned for the 21st century, the garden communities will secure a smart and sustainable approach that fosters resilient environments and communities; able to respond positively to changing circumstances. Innovation and technology will be embraced to achieve resource efficiency, higher quality of life and healthier lifestyles; creating the conditions for sustainable living.”</i></p>	<p>Sustainability must be built into each stage of the masterplanning and delivery of TCBGC.</p> <p>The Concept Framework demonstrates an access and movement strategy that prioritises sustainable transport and identifies the significant investment required to deliver an effective and high quality public transport network that is supported by opportunities for active travel.</p> <p>The Framework also demonstrates a robust landscape, to include retention of important natural features, provision of Sustainable Urban Drainage Systems integrated into the landscape and opportunities for the creation of productive landscapes, such as orchards and allotments.</p> <p>Social Sustainability is encouraged through co-location of facilities at the heart of new communities that are walkable in scale and provide amenity and health benefits.</p> <p>Development at this scale provides opportunities to consider innovative energy solutions that could include combined energy sources such as district heating.</p>
Principle 6 - Good Design:	
<p><i>“Through all stages of the planning, design and development of the garden communities the highest quality of design and management of the built and public realm will be promoted. Existing local assets will be capitalised to help create distinctive places.”</i></p>	<p>The key to success will be good design; good design at all levels of conception and implementation of the new Garden Community.</p> <p>Structuring features have influenced the development form, these include:</p> <ul style="list-style-type: none"> - Salary Brook; - Existing Woodland; - Existing hedgerows and lanes; and - Watercourses and natural drainage features - Existing settlements and farmsteads.

<p>North Essex Garden Communities Charter</p>	<p>Tending Colchester Borders Garden Community Response to the Charter</p>
<p>THEME 2: COMMUNITY</p>	
<p>Principle 7 - Community Engagement:</p>	
<p><i>“The garden communities are a locally-led initiative, and their development will be shaped through engaging existing communities and emerging new communities; residents will be empowered to contribute to shaping the future of North Essex.”</i></p>	<p>The Concept Frameworks have been informed by and have responded to stakeholder engagement with representatives from the local community.</p> <p>The North Essex Councils are committed to long-term community engagement and will be considering opportunities to engage with the wider community to ensure residents and businesses continue to have an opportunity to help guide the developing concepts.</p>
<p>Principle 8 - Active Local Stewardship:</p>	
<p><i>“The garden communities will be developed and managed in perpetuity with the direct involvement of their residents and businesses; residents will be directly engaged in the long- term management and stewardship, fostering a shared sense of ownership and identity.”</i></p>	<p>The Vision for TCBGC is that the growing community should have a real stake in its future ownership and management – genuine local stewardship. This will be particularly important for community assets – public open space, play areas, community meeting facilities, etc – and their future upkeep will be supported by the creation of a “community trust” of some kind, endowed with property with rental income to cover the costs of on-going stewardship.</p> <p>The new Garden Community should have a community council of local elected representatives who will scrutinise local decisions on behalf of whole population, and act as a strong voice in discussions with the local District/Borough Councils and other elected and statutory bodies.</p>

North Essex Garden Communities Charter	Tendring Colchester Borders Garden Community Response to the Charter
THEME 3: DELIVERY	
Principle 9 - Strong Corporate & Political Public Leadership:	
<p><i>“The councils of North Essex will collaborate to provide clear Vision for the garden communities and commitment to their long-term success. Central to this will be a commitment to high quality placemaking, timely infrastructure provision, and achieving a steady pace of housing and employment delivery.”</i></p>	<p>This is a long-term development project. Its evolution will stretch beyond the time horizons of the elected Council cycle or the 15-year Local Plan cycle. The decision to pursue a new Garden Community in this location already shows strong and farsighted leadership. This will be reinforced by decisions that secure the future planning and delivery of the new Garden Community by whatever means are necessary. Leadership across the political spectrum will make the new Garden Community apolitical and will realise long-term commitment to its success. The partnership of Councils across North Essex is working to coordinate the delivery of key infrastructure in parallel with the evolution of the concept framework.</p>
Principle 10 - Innovative Delivery Structure:	
<p><i>“The garden communities will be delivered through a genuine and pro-active partnership approach between the public and private sectors, where risk and reward is shared and community empowerment enabled.”</i></p>	<p>Braintree District Council, Colchester Borough Council, Tendring District Council and Essex County Council, have created an overarching body, now established as North Essex Garden Communities Limited (NEGC Ltd), which will coordinate the development of the new settlements, subject to local planning processes. The leadership of each of the four Councils is represented on the Board of the Company. This organisation will be responsible for the coordination and delivery of area wide strategies and investments necessary to make the Garden Communities a reality, and for the alignment of the planning regimes. NEGC Ltd will deliver the leadership described under Principle 9.</p> <p>Below this level, each of the new Garden Communities will have a Local Delivery Vehicle, a joint-venture company that brings together the Councils, the landowners, developers and local communities to bring forward schemes that truly deliver on garden city principles and this Garden Communities Charter. The Councils have given in-principle agreement to provide /and or seek funding to the LDVs to address the challenges of early infrastructure delivery and the long-term nature of such schemes, which could facilitate the delivery of infrastructure in a more timely and co-ordinated way than could be achieved via traditional development models.</p>



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