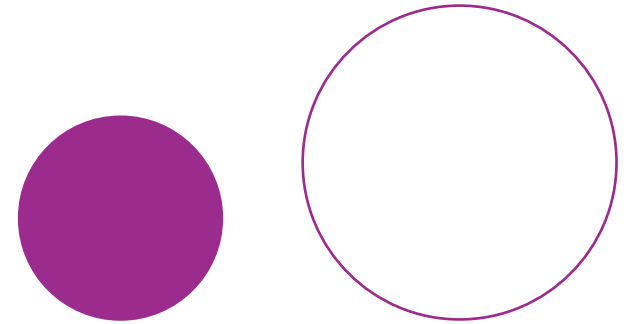




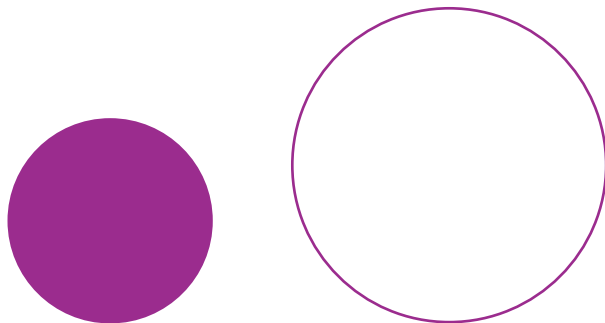
A PLAN FOR COLCHESTER BRAINTREE BORDERS GARDEN COMMUNITY **Issues and Options Report**

October 2017



David Lock Associates
Town Planning and Urban Design

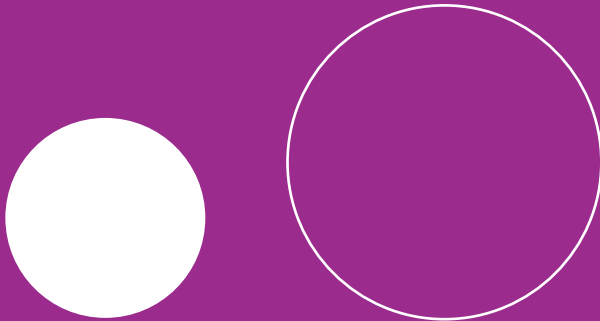




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Have your say



This consultation represents the first stage in the planning process of preparing a Development Plan Document (DPD 'The Plan') for the Colchester Braintree Borders Garden Community.

The Plan, once prepared, will include the required strategies, policies and proposals to guide the delivery of the Garden Community. Public consultation is a fundamental part of preparing the Plan and the Councils recognise the importance of early and meaningful engagement with stakeholders to not only ensure that the Garden Community is a successful place to live, work and visit, but that it is also locally-led, accountable and transparent in its planning.

As a stakeholder in this process we welcome your views on the Issues and Options related to the planning of the new Garden Community and ask you to respond to the questions set out at the end of each section within the document.

There is no requirement for you to comment on every issue or to answer every question; we would like you to submit comments on any areas that you wish to. Additionally, if you believe some issues have been missed out or not accorded the weight they deserve, please raise this in your response.

Your feedback to this consultation will directly influence the strategies, policies and proposals in the final Development Plan for the Colchester Braintree Borders Garden Community.

HERE'S HOW YOU CAN GET INVOLVED

The Councils have set up a dedicated online portal in order to make responding to the consultation as simple as possible. Following a simple registration process you will be able to respond to the questions posed in this document and comment on other areas you think are relevant to the planning of the Garden Community. The online portal also has a facility for respondents to upload documents relevant to their submissions and you are particularly encouraged to submit documents which may assist the understanding of issues raised in your responses, including for example, maps, plans and photographs which help illustrate points that cannot be explained as well through a written response.

PERIOD OF CONSULTATION

The Issues and Options consultation will be held between 13th November 2017 and 8th January 2018. Unfortunately, submissions received after 5pm on 8th January will not be able to be considered by the Councils so early submission of your responses is encouraged.

After the consultation ends all of the responses received will be validated and published on the online portal for public viewing to ensure the process is transparent. All responses will then be read and analysed by the Councils and collated into a consultation report. This report will collate responses into themes if common issues are raised and be accompanied by a formal response from the Councils on all issues raised.

For more information of what happens next in the planning process, please see Section 1.

SECTION 1.

Introduction

THE PURPOSE OF THIS CONSULTATION

The purpose of this **Issues and Options** consultation is to gather your views on the development of the **Colchester Braintree Borders Garden Community (CBBGC)**. The responses to this consultation will directly feed into the emerging planning strategies, policies and proposals which will guide future phases of the Garden Community's development.

As the planning process progresses these emerging policies will be refined through further public consultation and stakeholder engagement to ensure that as many views as possible are taken account of in the preparation of the Plan for the CBBGC. Eventually the Plan will be adopted by both Colchester Borough Council and Braintree District Council and will sit alongside their respective Local Plans.

WHY IS A DEVELOPMENT PLAN NEEDED?

The delivery of a Garden Community represents a step-change in the traditional approach to delivery of large-scale development and is a collective response by three local Authorities to the need to plan, long-term, for the economic and housing development needs across North Essex in a comprehensive, coordinated and sustainable way. Tendring District Council, Colchester Borough Council and Braintree District Council together with Essex County Council (collectively known as the North Essex Authorities), are committed to delivery of development at scale, of high quality, and with all necessary infrastructure (roads and transport choices, jobs, schools, open spaces, and community facilities).

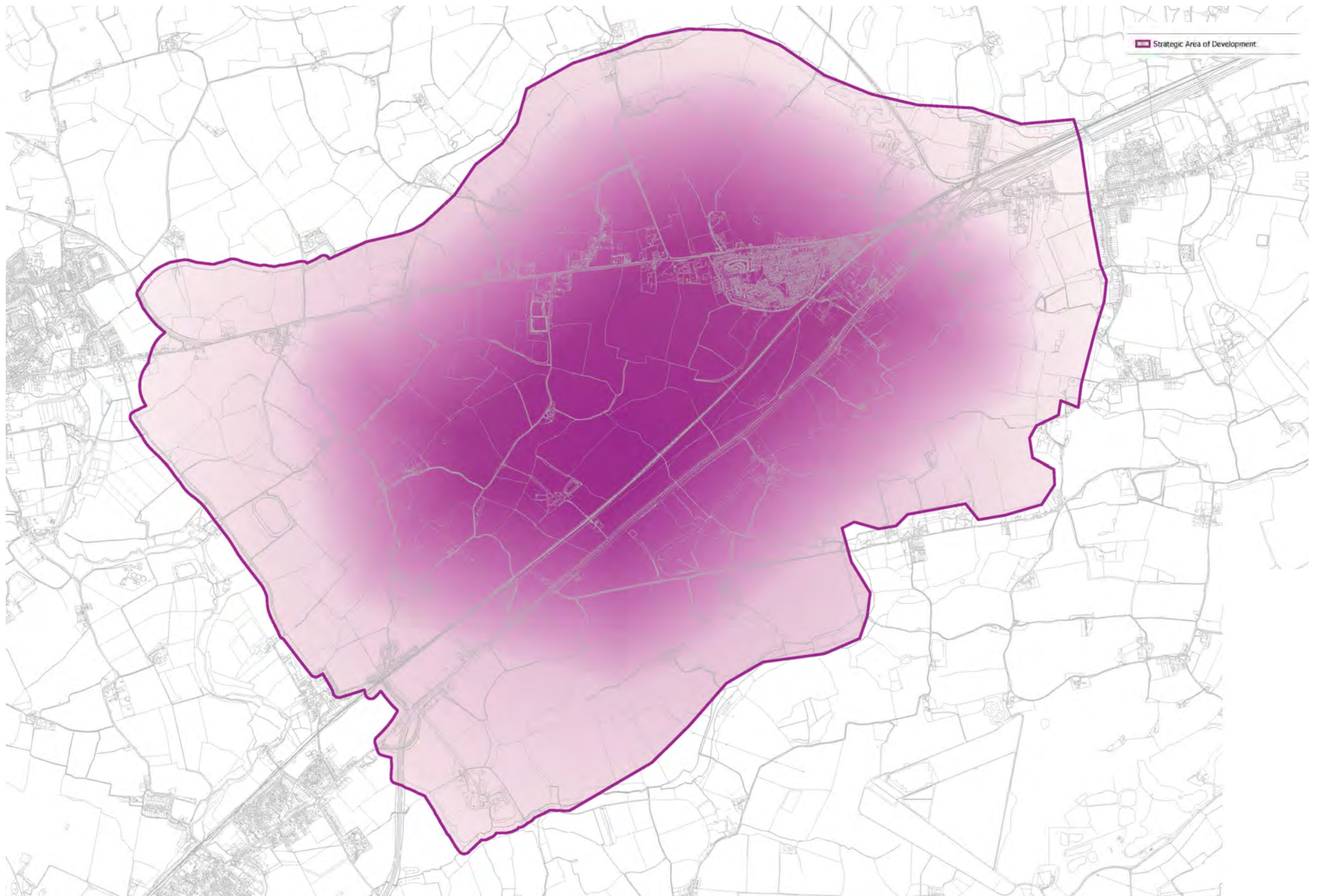
Development at CBBGC is identified in the joint Strategic Section 1 of the Tendring District, Colchester Borough and Braintree District Councils' Draft Local Plans. **Draft Local Plan Policy SP9** specifically refers to development of a Garden Community at Colchester Braintree Borders and requires the preparation of a **Strategic Growth Development Plan Document (the Plan)** that will provide a framework for the subsequent preparation of more detailed masterplans and other design and planning guidance for the site. The Proposed Strategic Development Area is shown in **Figure 1.1**.

Due to the new Garden Community covering land in both authorities the Plan will be adopted by both Braintree District Council and Colchester Borough Council. The Councils, have included the principle of development of a new Garden Community in the location proposed in this consultation within their respective draft Local Plans.

The Plan will have to take the principle of development further and include specific proposals, strategies and detailed policies to inform the delivery of the Garden Community. The Plan will provide certainty for stakeholders on the type, scale and location of specific land uses including the infrastructure required to accommodate them.

This Plan will build on Local Plan policy, including cross boundary issues identified and addressed through joint Strategic Section 1 of the draft Local Plans.

This Issues and Options consultation is the first stage in the preparation of the Plan.



WHY ARE YOUR VIEWS IMPORTANT?

In addition to strong local authority involvement and leadership, the delivery of Garden Communities will also rely on active and sustained engagement with local communities and stakeholders and with the residents and businesses of the new community once development starts, including, for example, opportunities for direct local stewardship of community assets and facilities.

It is important that future residents and businesses, existing surrounding communities, and local and public bodies and key stakeholders should be confident about:

- **what is being delivered;**
- **when it will be delivered; and**
- **how it will be delivered.**

The main purpose of the DPD is to set out a shared Vision for the new community at Colchester Braintree Borders and a strategy for its delivery. A strategy that includes both the requirement for **2,500 homes and related infrastructure to be delivered within the Plan period**, 2017 to 2033, with the majority of the development to be delivered over a longer-term beyond 2033.

It will also set out a range of development objectives that will help deliver this Vision, and more detailed policies that will guide land-use proposals and secure timely delivery of development and infrastructure in the short, medium and long term, in accordance with relevant Local Plan policies.

The Plan will need to have flexibility in the way that development might be delivered taking into account the long-term nature of a development of this scale, but must also be true to the development and design ambitions that are agreed for the new community.

WHAT STATUS WILL THE DEVELOPMENT PLAN DOCUMENT (THE PLAN) HAVE?

The Plan is required to guide the development of the Garden Community, rather than a lesser Supplementary Planning document (SPD), because of the scale of the development proposed; its cross-boundary nature; the associated land assembly required to accommodate the proposal; and the use of a local delivery vehicle which will put proposals into practice. All of these qualities depart from traditional forms of development and consequently require a higher-level document, subject to a greater degree of scrutiny and, as a result, afforded statutory weight.

The Plan's statutory weight will result in all subsequent planning proposals within the boundaries of the Garden Community being determined in accordance with it. Due to its importance, the DPD will have to be prepared in a diligent and transparent manner and provide all stakeholders with an opportunity not only to inform the planning of the Garden Community but also to scrutinise its preparation. Essentially the **preparation of the Plan will follow a similar planning process to that used in the adoption of each Councils' Local Plan.**

ABOUT THIS ISSUES AND OPTIONS REPORT

This Issues and Options report provides information to stakeholders and local communities, and it invites comments and views on initial issues and options for the development of a Garden Community at Colchester Braintree Borders (CBBGC) and represents the first stage of the production of the Plan to provide a framework for development will guide master planning stages that will follow.

This report is structured around five main sections.

Section 2 introduces North Essex Garden Communities Ltd and provides an overview of the site, the emerging evidence base and a summary of community engagement to date.

Section 3 introduces the North Essex Garden Community Charter which identifies a set of overarching principles that help inform potential development options. It also sets out an analysis of land use and environmental constraints as well as opportunities that will shape the design and delivery of CBBGC.

Section 4 further explores the Charter Principles and provides the LPA's emerging strategy for each. It presents a series of 'Issues' that are considered relevant to the design and delivery of a new Garden Community and seeks your views on these issues, how important they are and how they might be resolved through the Plan.

Section 5 presents a current development concept option for comment and invites alternative approaches based on a review and analysis of issues identified in this report.

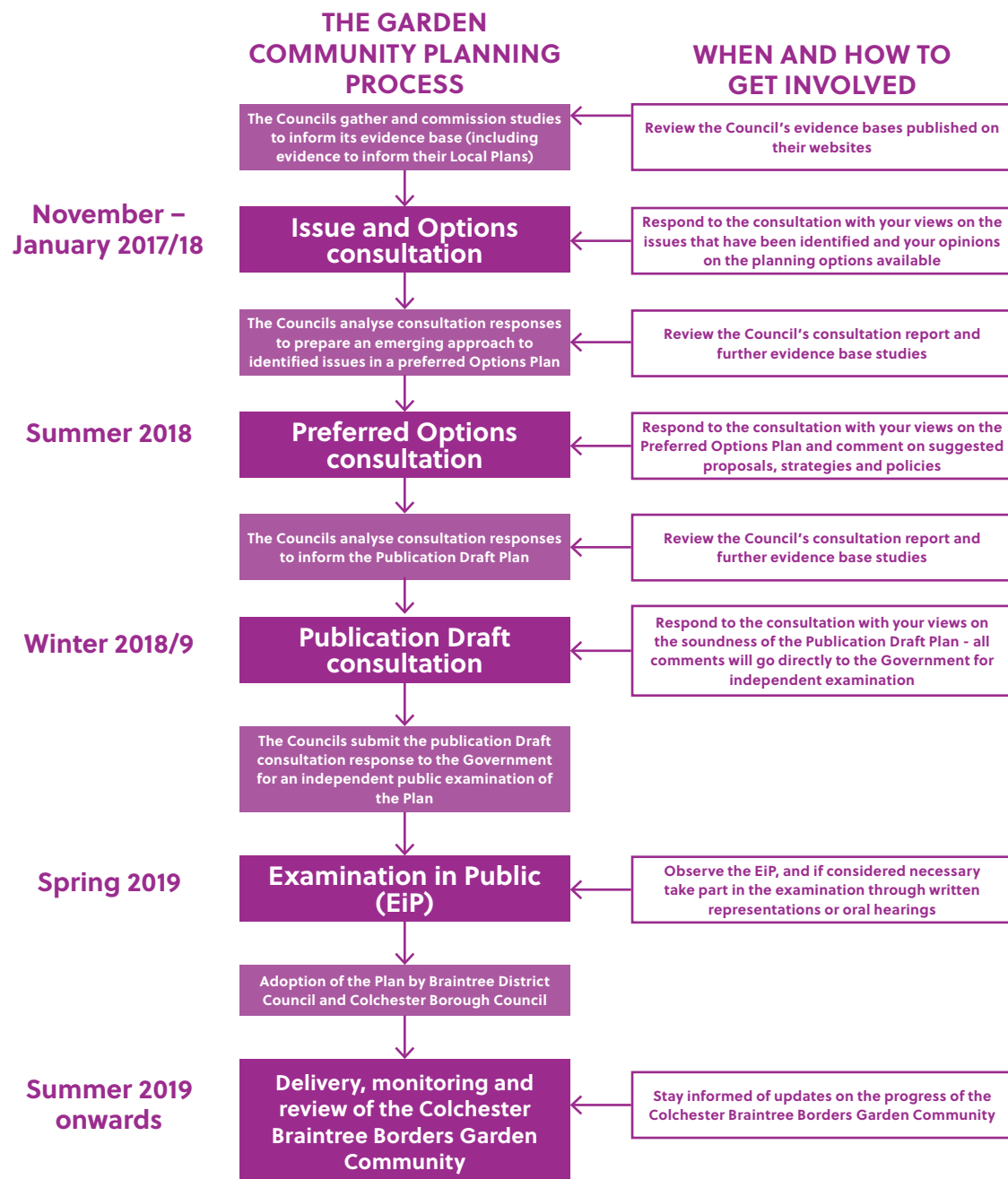
Section 6 sets out the next steps towards preparation of the Plan.

This document should be read in conjunction with the **Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA)** which provide a high-level evaluation of options that consider potential social, economic and environmental impacts. These documents can be downloaded at https://www.braintree.gov.uk/downloads/200592/new_local_plan

The Issues and Options report will be subject to an eight week period of consultation and engagement with stakeholders and the wider community. The aim of this consultation is to gain a clear understanding of the issues involved in the development of CBBGC, and to develop consensus around a set of options that can be explored and developed to refine a framework for development of the site that will underpin a Plan for CBBGC.

Steps to preparing the Plan (DPD)

The preparation of the Plan document will be an extensive process reflecting the importance of the final document to the area it covers. The following flowchart illustrates the individual stages in the planning process.



POLICY CONTEXT

National Planning Policy

The National Planning Policy Framework (NPPF) articulates the Government's objectives for growth in the context of sustainable development. It identifies the elements of sustainable development:

- an economic role – contributing to building a strong, responsive and competitive economy;
- a social role – supporting strong, vibrant and healthy communities; and
- an environmental role – contributing to protecting and enhancing It is committed to a presumption in favour of development.

The NPPF advocates the use of large-scale developments which incorporate **Garden City principles** as one way of achieving development at scale (paragraph 52).

Development of new large-scale communities must be established by working with existing local communities, and significant weight is attributed to good design of the built environment and creating a high quality and inclusive design.

The NPPF also seeks to ensure an integrated approach to the planning of housing, and provision of commercial and employment uses alongside the delivery of community services and facilities, to include education and open space uses as part of the creation of healthy and inclusive communities (paragraph 69).

The NPPF also recognises the significance of financial viability in both plan making and decision taking.

A National Agenda for Garden Communities

In 2015 the Government invited proposals for new 'Garden Communities' across the UK as a way of tackling the housing crisis. The North Essex Authorities have responded positively to this significant opportunity for long-term comprehensively planned growth and put forward draft proposals within a joint Strategic Section 1 of their Local Plan's for three new settlements to be designed and delivered to Garden City Principles. Colchester Braintree Borders is one of the proposed new communities.

The Government continues to recognise the contribution that well-planned, well-designed new communities can make to meeting long-term housing needs and has confirmed its intention to legislate to allow locally accountable New Town Development Corporations to be set up which could further support public sector delivery of new communities.

The North Essex Authorities are working jointly to prepare a common strategic chapter for their new Local Plans. The Authorities are now also partners in **North Essex Garden Communities Ltd (NEGC)**, an overarching governance body that will provide strategic direction and oversight of the creation and delivery of the three new Garden Communities and secure investment in the infrastructure across the wider area.

Each of the three Garden Communities although part of a comprehensive strategy for growth, will be taken forward as separate 'schemes' to be planned and implemented independently of each other.

NEGC Ltd is jointly owned by Braintree and Tendring District, Colchester Borough and Essex County Councils. Through

NEGC Ltd, the Councils will act as the "lead developer", and so would not only have control over the type of housing, the design and the speed of delivery but also the ability to commit to timely delivery of infrastructure – ensuring that transportation, schools, health and leisure facilities etc, are all built ahead of or alongside the homes, to adequately serve the needs of the new community and to minimise any adverse impacts on existing communities. The authorities would also play a key role in attracting businesses to assist in the **creation of vibrant, thriving self-sufficient communities where people can choose to live, work and spend leisure time.**

The current strategy for CBBGC would see Colchester and Braintree Councils playing a key role in its delivery, giving the Councils the ability to control the design, type of housing, rate of construction and, importantly, the associated infrastructure requirements that will come alongside, or in advance of the development.

The Councils are working jointly to explore the most effective way to deliver the Garden Community that would maximise benefits of the development for all. One delivery option is through NEGC Ltd and Local Delivery Vehicles for each site; another may involve emerging Government proposals for locally led New Town Development Corporations which may offer an alternative means of delivery that is devolved and accountable locally.

Regardless of which delivery model is applied, **capturing the uplift in development land value will be critical** to ensuring that the long-term aspirations of community stewardship of public assets and infrastructure are delivered.

Local Planning Policy

Within their Local Plans, Tendring District, Colchester Borough and Braintree District Councils must identify where housing and jobs will be delivered up to 2033. For the plan period to 2033, The North Essex authorities have to provide land for a minimum of 43,720 new homes and plan for some 1,900 new jobs per annum. The rates of both housing and employment growth are expected to continue beyond 2033.

The Local Plans will shape the future of North Essex and set the policy framework over the next 15 years. The Councils have committed to 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 local and strategic infrastructure. This commitment is embedded in a joint Strategic Section 1 for the Tendring District, Colchester Borough and Braintree District draft Local Plans which gives primacy to the role of Garden Communities as part of each Council's sustainable strategy for growth and development.

Draft Policy SP2 - Spatial Strategy for North Essex, sets out a spatial strategy over the long-term that focuses growth at 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 transport network.

Draft Policy SP7- Development and Delivery of New Garden Communities in North Essex, identifies three new Garden Communities to accommodate at least 7,500 new homes) and employment growth planned for North Essex up to 2033, with a significant capacity beyond the plan period in a sustainable way that meets the Local Plan vision and strategic objectives. The joint Strategic Section 1 Local Plan recognises the substantial investment in infrastructure necessary to make growth at scale sustainable.

Draft Local Plan Policy SP9 identifies Colchester Braintree Borders as being capable of accommodating a range of **15,000- 24,000 homes** alongside associated transport, employment, education, open space and community infrastructure, in the long term. It also refers to the preparation of a Strategic Growth DPD that will provide a framework for the subsequent development of more detailed masterplans and other design and planning guidance for the Colchester Braintree Borders Garden Community. The policy goes on to identify a number of design, development and delivery requirements that a DPD should address. This has helped to inform the scope of this Issues and Options Report.

Notwithstanding that development of the proposed Garden Communities would be delivered largely beyond the Plan period (beyond 2033), the Councils have a duty to demonstrate a robust growth strategy that is forward-looking and responds to future planning need, without which the Local Plan risks being found unsound when it goes before the Independent Planning Inspector.

The Section 1 Plan will be submitted for examination by the Planning Inspectorate in the autumn 2017.

SECTION 2.

Background and Evidence

THE NORTH ESSEX GARDEN COMMUNITIES CHARTER

The **North Essex Garden Communities Charter** has been jointly developed by the North Essex Authorities. 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. The Charter sets out for consultation the Councils' ambitions for the new Garden Communities so that they **deliver more than large housing estates**.

These principles are shared across the Authorities and have been informed by the **Town and County Planning Association's (TCPA) Garden City Principles**. Together they cover a broad range of issues that drive the requirements set out in the draft, site-specific policy for CBBGC (SP9), having regard to the scope of issues that The Plan for the site might be expected to include.

The Charter, alongside the draft joint Strategic Section 1 Local Plan Policies, has guided this Issues and Options Document (see Section 3).

EVIDENCE DOCUMENTS

To support the preparation of the Plan, and indeed as part of the preparation of the draft joint Strategic Section 1 Local Plan, a wide range of existing and new evidence and information has been drawn upon to further refine and qualify policy requirements, Councils' aspirations and development assumptions that will together shape a future for CBBGC. The evidence base to the draft local Plan is hosted by Braintree District Council: <https://www.braintree.gov.uk/>

Garden Communities were amongst a range of options which were considered by the local authorities to deliver their long-term housing and employment needs. A number of sites of sufficient scale to accommodate a Garden Community were identified through the Call for Sites, the Strategic Land Availability Assessment (SHLAA) and wider evidence gathering processes by each of the local authorities. All these options were evaluated and the assessments can be seen in the Sustainability Appraisal, a key part of the Local Plan preparation. **See Appendix B for a list of the relevant evidence documents.**

Technical Groups and Workshops

Technical groups and workshops have formed an important part of the evidence gathering process.

A number of NEGC technical meetings, attended by professionals and stakeholders as part of the Infrastructure and Masterplanning and Transport Working Groups, have helped to explore topics relevant to the evolution of proposals for CBBGC, and have included housing, design, transport, education, community provision, and health and wellbeing.

Two community stakeholder workshops were also held as part of the evolution of the Concept Framework for CBBGC and to begin to explore the joint work required to deliver on the objectives set out in Local Plan policy. These were attended by representatives of the local communities that relate to the site as well as Council officers and Councillors.

The aim of the first workshop was to ask participants to identify principles that they felt were important elements for the development at CBBGC that they would like to see embedded in any future concept framework.

Key design principles identified at the CBBGC concept framework workshop (November 2017)

- Infrastructure first i.e. facilities before houses.
- Need to deal with current A12/A120 capacity issues prior to additional development.
- Early delivery of schools and healthcare facilities.
- Get the key service providers on-board.
- Real jobs are needed and not just additional employment land.
- Respect the identity and character of existing communities.
- Repairing the severance of existing communities, especially Marks Tey.
- Realising the true Garden City Principles i.e. strong Green Infrastructure, strong Design Philosophy and a wide range of housing.
- A clear transport strategy (which maximises public transport, sorts out road and rail capacity issues and helps to minimise commuting).
- The need for a Special Purpose Vehicle/Local Development Vehicle to ensure legally binding agreements.

The second consultation took the form of a Briefing. A presentation was given which explored a potential growth scenario that illustrated how a new Garden Community of scale could be developed over time. It explored the stages of growth from its inception; to the creation of place that is self-sustaining and is supported by a commitment to high quality placemaking coupled with infrastructure investment.

Following the presentation was an active debate centred on a number of key topics, which included infrastructure, scale of development, community and benefits, economy and jobs and community engagement. Further details relating to the workshop and its outcomes can be found in the **CBBGC Concept Framework Report**.

SECTION 3.

Vision and Principles

A VISION FOR COLCHESTER BRAINTREE BORDERS

A Vision for Colchester Braintree Borders Garden Community will provide a mandate for its future development. It should be a shared Vision that governs all processes from design through to delivery of the development and indeed management of community assets.

It should create an identity for the new community where residents and business feel like they “belong”. It should foster a collective sense of ownership and pride in the place where people will live, work and spend their leisure time.

The Concept Framework presents a draft Vision for CBBGC, relating to different characteristics felt to be important to the creation of CBBGC.

The Vision combines and reflects the evidence, community workshops, the Garden Communities Charter and design principles set out above. It is a good starting point from which to develop a more succinct, and shared Vision with which people can fully identify.

It is still a draft vision and your views are important to the creation of a shared Vision that provides direction for the growth of CBBGC which is distinctive, inspiring and endures over the long-term.

COLCHESTER BRAINTREE BORDERS GARDEN COMMUNITY DRAFT VISION:

Colchester Braintree Borders Garden Community (CBBGC) represents a visionary approach to plan a new town for North Essex.

Beauty, Sense of Place, Health and Wellbeing

CBBGC will be a beautiful place with a strong sense of community and belonging. It is planned to be big enough to become a flourishing new town in its own right, complementary to Colchester and to Braintree, but with all the facilities, services and amenities needed by a new community that is town-sized, to deliver healthy and diverse new communities. It will have low-energy, high performance homes in a rich landscape setting with natural green space directly accessible to every home.

Transforming Economic Prospects

A new Garden Community will be big enough to create a new focus for economic growth that will be a catalyst to transform the economic prospects and prosperity for the whole of North Essex. It will be the main location in North Essex for housing development for the next thirty years and more. It will be planned for a population of 55,000 people with jobs, schools, shops and services to meet the new residents' needs. Support will be given to local small and medium sized businesses to help promote entrepreneurship and embed local firms within the wider Colchester and Braintree economy. This might include an element of homeworking.

A Comprehensive Vision

A new place that requires a different sort of “Vision”, one that considers all aspects of creating a new town in a new place. It is so much more than building houses in the countryside.

Making a Town

Standard large developments connected to existing towns are generally delivered in a single rolling programme of development by one or two developers. Creating a new Garden Community of up to 24,000 homes requires a structure of main roads and green spaces and utility services, and must be planned as defined and distinctive neighbourhoods within this framework. There is opportunity for co-ordinated development to achieve encouraging rates of delivery of homes, jobs and infrastructure.

Bespoke Infrastructure fit for a Town

CBBGC will not be reliant on the capacity of existing infrastructure – schools, primary healthcare, roads, utility services, parks and open spaces, etc. The plan will include new provision under each of these headings. Most will be built in parallel with the completion of new homes to ensure that new residents have their needs met in a timely and coordinated way. But systems of roads and public transport and strategic open space, will have to be created at timely intervals to ensure that the new Garden Community has the best possible start and has the minimum adverse impacts on existing communities.

Dealing with Existing Traffic Problems

Essex County Council has committed to leading on a feasibility study to upgrade the A120 between Braintree and the A12. It has been agreed by Essex County Council, the Department for Transport (DfT) and Highways England that the County Council will lead on the review of options through to Preferred Route status with the objective being for the scheme to be included in Highways England's Roads Investment Strategy: for the 2020/21 – 2024/25 Road Period (RIS2).

The A12 widening scheme between junctions 19 and 25 is committed within the Roads Investment Strategy for the 2015/16 to 2019/20. A preferred route announcement regarding whether there will be on line or off line widening has yet to be taken but it is expected in the Winter of 2017.

Optimum Benefits and Minimum Impacts

There are opportunities for existing residents, they will have ready access to a much greater array of facilities and services than they have at present; the volume of strategic-through traffic on local roads will decrease; yet careful planning and implementation will mean that their immediate surroundings may not change radically or quickly.

Future-Proofing Transport and Mobility

The timescales over which the Garden Community will grow and develop will need flexibility to incorporate exciting new technologies for future mobility, allowing the emerging neighbourhoods to respond to changes in patterns of travel behaviour which are constantly evolving in parallel with advances in new transport technology.

Respect for the Landscape and Existing Communities

There will be a positive relationship between new built form, existing communities and the landscape of the surrounding countryside. A network of extensive, new and accessible green spaces will preserve views and maintain the identity of existing communities - Marks Tey, Great Tey, Little Tey, Copford, Easthorpe, Surrex.

A Whole Bigger than the Sum of its Parts

This network will also create identity for distinctive new neighbourhoods, each self-sustaining and designed as a complete community, and each neighbourhood complementing and adding to range of services and facilities available to the whole.

A Comprehensive Green Network

A green network of connected walkways and cycleways that will provide attractive and safe non-vehicular access to core destinations such as the town centre, local centres, places of employment, schools and the railway station.

Phasing with Respect for Existing Residents

The first phase of development will be planned to minimise impacts on existing communities, address pressing accessibility and environmental issues and will deliver real benefits for existing residents.

Garden City Principles

Above all, there will be close adherence to Garden City Principles as promoted by the Town and Country Planning Association – the key to the creation of a distinctive, high-quality Garden Community.

A New, Exceptional Place

The Colchester Braintree Borders Garden Community 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.



Q1 - Do you agree with the content of the Vision? Is anything missing? What are the priorities?

TAKING FORWARD THE NORTH ESSEX GARDEN COMMUNITIES CHARTER PRINCIPLES?

The Charter Principles form the bedrock of the Vision; they should be **cross cutting**, and should create a **robust and accountable framework** upon which to progress design and development of CBBGC.

The joint Strategic Section 1 of the draft Local Plans refers to the North Essex Garden Communities Charter, both within the site-specific policy for CBBGC (SP9) and in the general policy that relates to the development of cross-boundary Garden Communities (paragraph 8.11 and SP7). The draft Local Plan acknowledges that the Charter provides a good starting point for a framework through which to explore place-making, governance and delivery structures.

Building on the draft Local Plan, the North Essex Charter has helped to frame the Issues that are subject of this consultation. The Charter has three themes:

Place and Integration – which relates to issues such as making good places, high quality design, planning for a healthy economy, mobility and access within and around the development, and landscape and biodiversity objectives.

Community – which relates to issues such as creating identity in a new community, engaging with future residents and businesses, existing and surrounding communities and local and public bodies and ownership and maintenance of community assets.

Delivery – which relates to issues such as leadership, partnership and phasing and delivery of homes together with jobs; education, leisure and community facilities; and transport and utilities infrastructure. Under these three themes are a set of 10 guiding principles:

The 10 principles set out in the Charter have informed emerging strategies for CBBGC (see Section 4). Options identified by this document together with those identified through this consultation process will be 'tested' against the Charter Principles, the emerging strategies and the wider evidence base, to create a preferred option that will underpin the Development Plan for CBBGC.

Options considered must be realistic, feasible and must deliver against the Vision for CBBGC.



North Essex Garden Communities Charter Principles

Place and Integration

- *Principle 1 - Green Infrastructure*
- *Principle 2 - Integrated and Sustainable Transport*
- *Principle 3 - Employment Opportunity*
- *Principle 4 - Living Environment*
- *Principle 5 - Smart and Sustainable Living*
- *Principle 6 - Good Design*

Community

- *Principle 7 - Community Engagement*
- *Principle 8 - Active Local Stewardship*

Delivery

- *Principle 9 - Strong Corporate and Political Public Leadership*
- *Principle 10 - Innovative Delivery Structure*

Q2 - Is there anything missing from the NEGC Charter Principles?

SECTION 4.

Issues

WHAT ARE ISSUES?

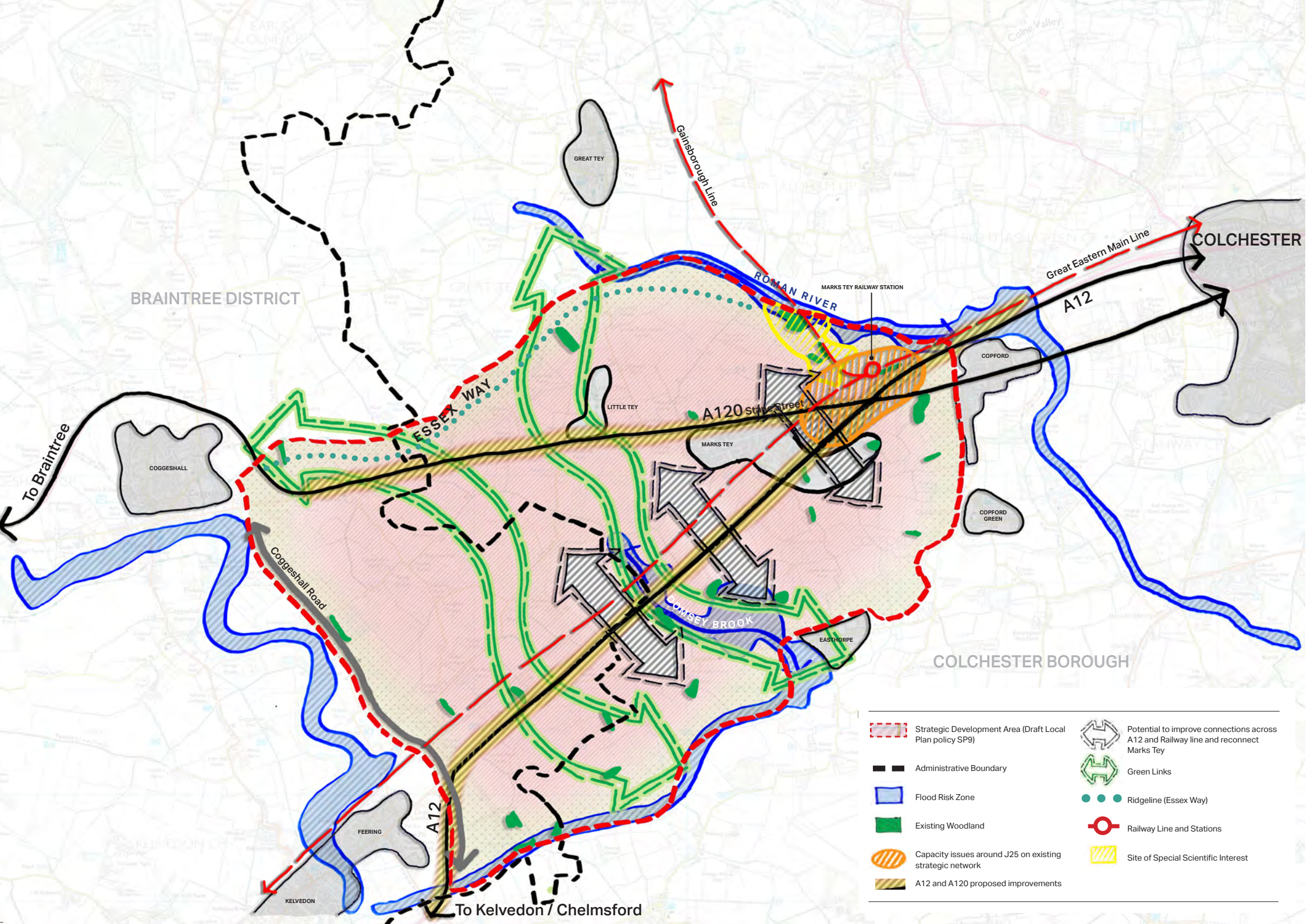
Issues are a set of considerations that are relevant to the design and delivery of development at CBBGC. The issues are understandably interrelated, they include and relate to elements of the Vision and the Charter guiding principles, but are also informed by constraints to the development that might limit the ability of some options to fulfil the Vision and Charter Principles as well as opportunities to maximise its potential.

This consultation seeks your views on these issues, how important they are, how they might be resolved but also whether there are any issues that have not been covered in this report. It also sets out the land-use, environmental and development constraints and potential opportunities related to the site.

Figure 4.1 shows some of the key constraints and opportunities for the site at CBBGC. When considered comprehensively, they start to reveal potential areas for development as well as factors to take into consideration as part of a detailed design and development strategy.

HOW WILL THE ISSUES HELP IDENTIFY THE RIGHT OPTION?

Understanding of the evidence base, emerging policy and guidance and engagement with stakeholders, specialist Council officers and Councillors has helped the Councils to compile a list of issues that needs to be addressed within a Plan for CBBGC.



THEME 1. PLACE AND INTEGRATION

CHARTER PRINCIPLE 1: GREEN INFRASTRUCTURE

"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."



EMERGING STRATEGY

The concept of Garden Communities places great emphasis on the landscape framework and the availability of high-quality, accessible green space near to homes and community facilities. The strategy for these new Garden Communities is 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 framework of internal green space and surrounding buffer areas that separate the new development from existing communities.

- Habitats in and around the Domsey Brook and Roman River corridors and around Seven Star Green should be retained and enhanced. Subject to more detailed survey work, the area has the potential to support a number of protected species and other species of conservation importance.
- It is necessary to maintain the identity of distinct settlements to the west of Colchester, including Great Tey, Marks Tey, Coggeshall, Easthorpe, Kelvedon, Feering. Green settings should be safeguarded from inappropriate development. Care will be needed in new development to mitigate potential adverse impacts on adjacent settlements and on the wider landscape – in particular, woodlands and mature hedgerows and field boundaries should be retained where they form screens.
- The existing landscape structure within the site should be retained and strengthened.
- The landscape framework should recognise the value of existing landscape and historic features and their ability to absorb and shape the development of a new community, it should:
 - provide an attractive setting to built development;
 - create a valuable and usable landscape in environmental terms,(biodiversity habitats, drainage) ; and
 - protect the amenity of existing and nearby settlements.

- A strategic green infrastructure framework will underpin the development of a more detailed green infrastructure framework that would accommodate the following functions:
 - Green links that will comprise formal open space, sports pitches, recreation and play areas and informal space for free play and recreation for all ages (such as pocket parks / outdoor gyms) that are accessible to communities and could help define and shape distinct new neighbourhoods
 - o Sustainable drainage and watercourses;
 - o Woodland, trees and hedgerows and areas of informal amenity;
 - o Productive landscapes such as allotments, community orchards, agriculture;
 - o Active green space which could include income generating uses supported by some built elements related to recreational activities, including access to footways, bridleways and cycle routes (eg commercial sports uses, cafes and restaurants, etc);
 - o Noise protection from strategic roads and the railways; and
 - o Green buffers to existing settlements, such as the creation of long Green park at Marks Tey.
- The provision of recreation facilities within the new Garden Community, including generous amounts of open space will help reduce the potential impact that additional residential uses will have on protected habitats in the area.

ISSUES

The Green Infrastructure Strategy for the new Garden Community will be the basis for achieving the different objectives outlined above. The Strategy should be comprehensive and balance the needs of the whole community with the natural environment. Your views are sought on the emerging approach to green infrastructure to help shape this future Strategy.

Q3 - Do you support the emerging approach to green infrastructure?

In preparing your response, you may like to consider:

- Parts of the site to be protected
- The sorts of public open space that are needed – parks, sports, play areas, natural places
- The importance of gardens and other private outside spaces
- How these spaces can be made available and accessible to everyone
- How they should be owned and maintained
- What are the open space priorities?

THEME 1. PLACE AND INTEGRATION

CHARTER PRINCIPLE 2: INTEGRATED AND SUSTAINABLE TRANSPORT

"The Garden Communities will be planned around a step change in integrated and sustainable transport systems 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."



EMERGING STRATEGY

The Partner Councils for North Essex have agreed a set of objectives for Integrated and Sustainable Transport across the area providing a strategic mobility backdrop for the creation of three new Garden Communities. These objectives are para-phrased below:

- Each new Garden Community should make full provision for active travel (walking and cycling) and sustainable travel (public transport) so that together they account for 70% of all trips.
 - Timely delivery of sustainable transport alongside homes and employment development.
 - Using technology and information to make best use of changing travel technologies in the future.
 - Organise new Garden Communities so that homes, jobs and facilities support sustainable travel and make public transport viable.
 - Inclusive, affordable and sustainable access to education, skills, jobs, shopping, healthcare, community facilities and transport hubs in each new Garden Community.
 - Walking and cycling that makes best use of current and future green infrastructure.
 - Minimise carbon emissions and pollutants associated with transport - such as supporting installation of electric charging points; cycle parking; and bike share schemes.
 - Modern, frequent and reliable public transport access to surrounding major towns and cities from the Garden Communities as an attractive and sustainable alternative to travel by car.
- Support the function and effective operation of local and strategic transport networks – roads, public transport, rail.

In the CBBGC area there are existing issues of poor connectivity and traffic congestion, transport corridors that divide existing communities and create environmental problems, particularly at peak times, and poor access to key locations such as schools, local shops and the railway station. These require a strategic approach to mobility and transport planning. The aim at CBBGC is to increase capacity for journeys by providing attractive alternatives to travel by car, and to redistribute through traffic to realigned routes. To these ends there are some specific proposals:

- Ensuring the most appropriate alignment of the A120 is designed and delivered in advance of longer term development.
- Connectivity by active travel modes – walking and cycling –to key destinations from the outset.,
- Reducing severance caused by the A12 and the mainline railway.
- Better accessibility for Marks Tey Station
- In conjunction with the scheme to widen the A12 from Junction 19 to Junction 25, there is potential to downgrade the existing Junction 25 on the A12 to reduce through traffic in Marks Tey if an off line A12 option is pursued
- Potential for downgrading of the A120 within the new Garden Community to become a 'community road' and unattractive to through traffic once a new A120 route has been confirmed.

- Optimising the development potential made possible by realignment of the A12 and A120.
- Potential for high quality rapid transit along Stane Street/ London Road corridor in the longer term and dependant on the A120 and A12 preferred options ;
- In the Medium- to Long-term, a Rapid Transit service to Colchester allied to dedicated routes and park & ride with phased construction through the new Garden Community.
- The potential for a new Town Centre railway station area in the longer term.
- Travel Plan development from the outset with exemplar levels of funding for travel plan measures to make the best use of infrastructure for active and sustainable modes of transport.

ISSUES

The approach to Transport and Infrastructure will have a direct relationship with the overall sustainability of the Garden Community and how it functions as a place. The availability of different transport choices will influence residents' behaviour strongly. Ensuring sustainable and active transport modes are given priority will be an underlying principle of the Strategy. Your views are sought on the emerging approach to help shape the future Transport Strategy.

Q4 - Do you support the emerging approach to integrated and sustainable transport?

In preparing your response, you may like to consider:

- Reducing the need to travel
- Encouraging people to walk, cycle and use public transport
- The importance of having public transport available in a timely manner to maximise its use in the community
- The best ways to accommodate cars so they don't dominate the environment
- Improving the environment of and access to Marks Tey Station and the need for a new station area for the Garden Community

THEME 1. PLACE AND INTEGRATION

CHARTER PRINCIPLE 3: EMPLOYMENT OPPORTUNITY

"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."



EMERGING STRATEGY

This location, along with the proposed transport improvements, provides great access across North Essex to Colchester – the primary regional centre - Chelmsford and Braintree. Ipswich, Harwich, Basildon, Romford, Southend, London Stansted Airport are all within 30-60 minutes. The railway station opens destinations along the Great Eastern Main Line, including London.

Existing sectors of the economy have potential for growth:

- Logistics
- Financial services
- Digital and creative
- Construction and links to advanced manufacturing.

The new location could provide for:

- Grade A offices linked to a new station and attractive to financial services
- The creative and digital economy related to Colchester's emerging role in this sector and the presence of the University, but requiring investment in ultra-fast broadband.
- Construction innovation
- Logistics
- The energy sector, in particular opportunities in renewables and waste.

The evidence to date suggests that new jobs across North Essex as a whole will be created by:

- Internal growth within each Garden Community – new homes and a bigger population generate more demand for public and consumer service, and jobs related directly to the construction of the new Garden Community.
- External growth created by organisations that serve wider regional, national and international markets, organisations that grow locally or are attracted in from outside. Unlocking the potential of the A120 corridor connecting across North Essex will deliver a further 20% of the new jobs required.

The special nature of the new Garden Communities will be at the core of targeted and pro-active efforts to attract new employment organisations into North Essex as part of inward investment strategies.

Wider North Essex has the potential to become a site for every stage of business growth (R&D, warehouse, logistics, office – small, medium and large), with a clear focus on key growing sectors such as knowledge and creative industries. It can develop to be a cohesive economic corridor in the South East of England which will offer business workspace, access to labour and clusters of expertise in:

- Good access to international markets via London Stansted airport and Haven ports
- Logistics hub
- High quality office space for support services/back office functions

- Development of trade deals to capitalise on markets in the USA and Asia
- Enterprise Zones / LDOs / financial incentives for companies to locate
- Investment in smart technology and high quality commercial space

The employment evidence to date identifies a need across Essex for an additional 100 large firms in its economy, and many of these could be in North Essex. The Garden Communities offer particular advantages of good locations and access; modern business premises; available, good quality housing and services; and a supportive business environment. Such large companies would be the drivers to deepen and broaden the economic base of North Essex, creating high quality jobs in the new Garden Communities providing a broad range of employment opportunities to the citizens of North Essex.

ISSUES

An Employment Strategy will underpin the economic growth potential of the Garden Community and will also be an important factor in sustainable development. Planning for economic growth is very different from planning for new housing because so many more factors are outside the control of the Councils; but the Garden Community can provide the right conditions to attract employers and employment and job growth. Your views on how the right conditions can be created are welcome.

Q5 - Do you support the emerging approach to employment opportunity?

In preparing your response, you may like to consider:

- Making best use of nearby economic drivers – the University, the Ports, town centres, existing employment centres
- Businesses that can grow with the new Garden Community
- Attracting employment that complements existing employment
- Jobs for a wide range of different people
- Changing technology and business needs
- Sustainable journeys to work

THEME 1. PLACE AND INTEGRATION

CHARTER PRINCIPLE 4: **LIVING ENVIRONMENT**

“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 a range of community services, including health, education, leisure and recreation, culture and shopping.”



EMERGING STRATEGY

Living Environment is a key Garden Communities principle that aims to set these new communities apart from run of the mill development. The North Essex Garden Communities Charter seeks the creation of social, vibrant, mixed and inclusive communities.

Neighbourhoods where everything is within easy walking distance, planned around connected centres, which provide a mix of homes, jobs and services set within attractive and green environments, and busy streets; places where residents can socialise, enjoy cultural facilities and lead healthy lifestyles.

The Charter also seeks innovative approaches to delivering local community services and facilities.

New ways to provide and deliver the education, health and other social and community facilities and services needed to support the new community will be explored to make sure these services are inclusive and available to all.

Options might include:

- Services gathered together in ‘hubs’ in the most accessible places to encourage cooperation and collaboration without duplication so that they make the best use of the land available.
- Flexible and adaptable, multi-purpose spaces (outdoor and indoor) that provide for specific but changing needs of a wide range of the individuals, groups, organisations, workers and visitors who together form the community.
- The new Garden Community as a responsible neighbour – planning social Infrastructure to ensure that facilities are of benefit to both existing and new communities without compromising services which already exist.

Provision of a variety of housing tenures with levels of affordability reflected in different ownership models is an essential part of the creation of a balanced Garden Community.

Colchester Braintree Borders Garden Community will have a Town Centre that will be the heart of the Garden Community. It will likely contain the highest development density with a mix of employment, shopping, education needs, cultural and amenity and health facilities, together with the main public transport interchange.

Neighbourhood centres will contain a smaller range of local services including primary schools, nurseries, health services, day-to-day convenience shopping and cafés. They will be located in within 10 minutes’ walk of homes. They may be grouped around public space to encourage cooperation

and collaboration between community facilities and opportunities to share management costs.

CBBGC will provide for a mix of dwelling sizes, tenures and types including provision for self-build and custom-built homes, lifetime homes and affordable and starter homes, independent living and housing for older people, driven by local needs, including how this may change over time. This strategy will help to achieve lively, sociable and diverse neighbourhoods, giving single people, couples, families, retirees and elderly people the chance play a full part in the life of CBBGC.

ISSUES

Part of creating an attractive living environment is the delivery of a good mix of land uses that promote social interaction and integration, fostering a sense of place and community. Your views on this subject will help shape a future strategy that will make the Garden Community a celebrated place to live, work and spend time, with a strong sense of identity.

Q6 - Do you support the emerging approach to the living environment?

In preparing your response, you may like to consider:

- Providing homes for all – singles, couples, families, older people, to rent, to buy or to build themselves
- Good examples of public places that are safe, sociable and busy
- What services should a new Town Centre include (social, cultural, education and leisure activities)
- What services should new local centres include (social, cultural, education and leisure activities)
- Making places and spaces flexible for future users

THEME 1. PLACE AND INTEGRATION

CHARTER PRINCIPLE 5: SMART AND SUSTAINABLE LIVING STRATEGY

“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.”



EMERGING STRATEGY

The Partner Councils for North Essex are preparing a strategy for Smart and Sustainable Living based on five Key Principles:

- Smart Places – places that incorporate the best of technology to support sustainable living
- Smart Mobility – technology that facilitate sustainable travel choices
- Smart Lives – technology that enable independent living throughout life
- Smart Infrastructure – technology that delivers sustainable energy and waste solutions
- Smart Public Services – enabling access to public services as effectively and efficiently as possible

The aim of the strategy is to support Sustainable Living, focused on the new Garden Communities but with the potential to transform existing communities too.

In the context of a new Garden Community on the Colchester Braintree Borders, it is possible to elaborate on what Smart and Sustainable Living might mean.

Smart Mobility would see the application of Active by Design principles using the planning and design of the new Garden Community to encourage active and healthy lifestyles. The Partnership subscribes to the Government's Cycling and Walking Investment Strategy and will design in opportunities for a step change in Active Travel including Smart Hubs that make interchange with public transport simple and secure.

Beyond active travel, use of Smart Vehicles would make full provision for electric vehicles charging infrastructure linked to renewable generation while Smart Car-Sharing would use technology to make cars available for occasional use and would help manage Smart Parking. Planning for autonomous and internet connected service vehicles would enable consolidated deliveries – either to neighbourhood hubs or individual residences.

Smart Lives would support Independent Living by using technology and apps to enable and support independence for longer, reducing the burden on social and health services.

Smart Infrastructure could include:

- cutting edge digital communications, designed for ultrafast broadband and 5G from the outset and future-proofed for simple upgrades.
- Smart Energy systems that use collective contracts to deliver sustainable energy at lower prices through a community owned network tailored to the community's needs
- capacity and adaptability for technological change through the design of flexible cable ducts etc
- considering space for Hubs/Centres for energy – heat and power - generation within each new Garden Community.
- maximising efficiency at the household level, with on-site generation and use of battery storage, with technology to monitor individual energy
- a mixed portfolio of energy technologies to avoid dependence on any one energy solution.
- Smart Waste to aim at zero carbon and maximum waste recycling with a Waste Hub linked to generation

Smart Public Services could involve greater collaboration and coordination to deliver comprehensive services effectively through “one-stop” arrangements in terms of joint offices and on-line operations through a common portal.

ISSUES

The creation of a new Garden Community provides an exciting opportunity to embrace the latest innovations and technologies available to make buildings, infrastructure and lifestyles more efficient, more enjoyable and more sustainable than what could be achieved through smaller, disjointed development proposals.

Q7 - Do you support the emerging approach to smart and sustainable living?

In preparing your response, you may like to consider:

- Making new technology available to everyone
- Encouraging energy efficiency and renewable energy
- Adapting to new technologies

THEME 1. PLACE AND INTEGRATION

CHARTER PRINCIPLE 6: GOOD DESIGN

"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."



EMERGING STRATEGY

Garden Communities must achieve attractive and locally distinctive, high quality and sustainable design. Development should be well-laid out to help people find their way easily, and should have generous open spaces, public, private and communal to help create distinctiveness and interest. Masterplans and design guidance will be developed as important tools to secure good design throughout the development.

Greener and more efficient development blocks, be designed so they are outward facing onto the streets for good surveillance of public places, but should accommodate substantial areas of integrated green space within, to provide for good sized gardens, landscaping, recreation, wildlife and food growing and other private space.

How a new community interacts with its existing landscape is an important design consideration. The design and layout should respond positively to the historic environment which creates opportunities for developing distinctiveness and interesting places. It is considered desirable to retain a 'green gap' between the new Garden Communities and the settlement limits of existing villages and towns, to avoid coalescence and maintain identity. The design of the edges of the new community must reflect that ambition.

The layout of this new Garden Community will be strongly influenced by the re-routing/re-alignment of the two strategic roads – the A12 and the A120 – and a decision on the potential relocation and/or expansion of the railway station. The new and re-aligned road routes will take all through traffic out of the new Garden Community, creating an environment much better suited to the creation of a good residential environment for future and existing residents. The possible future relocation and enhancement of the railway station will determine the optimum location for a proposed town centre.

The layout should also accommodate future innovations in travel, especially potential Rapid Transit networks.

The landscape framework will inform and define development parcels for residential, employment and mixed use development. Employment development will be closely related to the railway and to new junctions on the new strategic road network as well as the town centre. The Town Centre will be at the point most accessible to the greatest number of possible users, and well related to the railway station which will be the key public transport hub. Neighbourhood centres will be at the heart of neighbourhood, of between 4000 and 6000 homes each. These locations will support a higher density of development that can make best use of the higher level of accessibility by non-car means.

The Green Infrastructure that makes up the landscape framework will retain the identity existing communities, both around the new Garden Community – Coggeshall, Feering, Great Tey, etc – and within it – the parts of Marks Tey, Little Tey, etc. But they will also be a shared recreational resource available to both existing and future residents. These will create a positive edge to open countryside

ISSUES

The approach to design and management of the built environment and public realm will help shape an identity for the new Garden Community and will be the most prominent factor for many people in their perception of the Garden Community. To get this right your responses will influence the design approach adopted.

Q8 - Do you support the emerging approach to good design?

In preparing your response, you may like to consider:

- How to ensure high quality, sustainable design through all stages of the development and delivery of CBBGC so that it a successful place to live and work
- The relationship between new development with the open countryside – defining edges
- Protecting identity of existing communities

THEME 2. COMMUNITY

CHARTER PRINCIPLE 7: COMMUNITY ENGAGEMENT

"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."



EMERGING STRATEGY

Continued, meaningful engagement from inception to implementation is necessary. Each Garden Community will be developed from a locally-led vision, and ongoing and meaningful public and stakeholder participation through the Local Plan process and beyond. Community engagement will form a key part of developing a masterplan for each Garden Community and subsequent planning applications, both utilising the extensive knowledge and views of the existing and new communities to help shape and refine proposals. Exhibitions and other forms of community engagement events will be held locally as the plans for the Garden Communities are progressed.

Existing communities will be given the opportunity to define how they want to engage with the new communities being created. Community enablers are engaged to help communities participate effectively.

A bespoke site-specific engagement strategy will be developed for CBBGC in parallel with future design and master planning stages as well as throughout its implementation and delivery.

ISSUES

The Councils are committed to ensuring the Garden Community is planned to incorporate a grass-roots approach that gives the local community the opportunity to take part in the evolution of the development as it progresses. The Councils are seeking your views on how they best engage with the local community over the longer-term.

Q9 - Do you support the emerging approach to community engagement?

In preparing your response, you may like to consider:

- The best way to involve local people and other stakeholders in planning for CBBGC
- The value of a shared vision for CBBGC
- The best way to involve new residents and businesses as they arrive in the new community

THEME 2. COMMUNITY

CHARTER PRINCIPLE 8: ACTIVE LOCAL STEWARDSHIP

"The Garden Communities will be developed, owned 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."



EMERGING STRATEGY

One of the defining principles of Garden Communities is that assets that are important to the local community should be owned and managed by them directly, helping to build a sense of community and collective responsibility.

At this stage, the emerging strategy consists of a number of proposals:

- There should be one Local Stewardship Body for each proposed garden community. The Bodies should be encouraged to collaborate actively with each other, and other bodies to achieve economies through shared services and to use best practice.
- The agreement with the landowners needs to make provision for the cost of endowing the Body with rental assets that cover their stewardship costs, to be reflected in the land value. Such endowment should be as generous as possible and include flexibility to obtain ownership of commercial property created as part of the garden communities to generate rental income.
- The Body could have the ability to raise revenue from residents through a local levy. Such a levy would be controlled by the residents to further in interests of the community, for example by managing grounds maintenance and the provision of community facilities within CBBGC.

A bespoke site-specific management and stewardship strategy will be developed for CBBGC in parallel with future design and master planning stages as well as throughout its implementation and delivery. Given the scale of the development, the strategy will need to be flexible to adapt to changes in the procurement and delivery of assets and facilities over time, in the interests of the new community and its population.

ISSUES

Garden Communities are most commonly associated with delivering high levels of 'hard' infrastructure such as new means of transportation, health and educational facilities, and generous amounts of open space; but ensuring the 'soft' infrastructure of active local stewardship is given adequate support and resources is just as essential. Your view on how arrangements can be made from the outset to help the Garden Community's social infrastructure flourish are welcomed.

Q10 - Do you support the emerging approach to active local stewardship?

In preparing your response, you may like to consider:

- The best way to manage and maintain "community assets" - parks, sports pitches, allotments, community buildings and schools and community transport, for example
- Ownership of assets – the developer, a management company, a community trust, the Council or any other

THEME 3. DELIVERY

CHARTER PRINCIPLE 9: STRONG CORPORATE & POLITICAL PUBLIC LEADERSHIP

"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 place-making, timely infrastructure provision, and achieving a steady pace of housing and employment delivery."



EMERGING STRATEGY

A successful Garden Community relies on strong corporate and political leadership and a clearly defined shared Vision. The Garden Communities project will be led by the partnership of four local councils. Strong, cross-party, political support will drive the project forward over several Local Plan periods and political cycles.

The delivery of the Garden Communities will require a positive and active approach by both the public and private sectors. The Councils will explore all opportunities to take a direct stake in the delivery process relating to good place-making, infrastructure delivery, funding and governance. The councils will need to take a long term strategic view of development to ensure that the vision and ambitions for the Garden Communities are delivered. This will require forward thinking and planning that is not limited to the current plan-making time horizon of 15 years, but looks well beyond that. The Garden Communities will place the Councils' commitment to high quality place-making and infrastructure delivery at the heart of the development, and a central tenet of all governance and delivery mechanisms created to bring forward the new Garden Communities.

A key outcome of this consultation process is to frame a shared Vision for Colchester Braintree Borders Garden Community that secures a high level of ambition and will set a benchmark for the standard of design and development to deliver against the Vision.

ISSUES

Strong corporate and political leadership is a key principle of the Garden Community, particularly given the significant challenges of delivering a new settlement of scale which crosses local authority boundaries and will cover future Local Plan periods.

Q11 - Do you support the emerging approach to corporate and political leadership?

In preparing your response, you may like to consider:

- The best way to secure design and quality by all involved in delivery
- Future governance

THEME 3. DELIVERY

CHARTER PRINCIPLE 10: INNOVATIVE DELIVERY STRUCTURE

“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.”

EMERGING STRATEGY

The delivery of new Garden Communities on this scale requires delivery arrangements that are more complex and wide-reaching than those that would apply to conventional smaller -scale development. Most notable is a desire of the public sector, represented by the partnership of four local Councils and representing the interests of the wider North Essex communities, to play a full and active role in the development of the three Garden Communities, and to participate in both the risks and the rewards of development, securing benefits for the wider communities.

This involvement will go beyond the role of the three Local Planning Authorities in making local planning policy and determining planning applications.

The partnership of four Councils has created a jointly owned company, North Essex Garden Communities Ltd (NEGC Ltd) which intends to oversee the evolution and delivery of the Garden Communities. NEGC Ltd has an ambition to coordinate public funds to ensure that infrastructure is delivered at the right time to support the new Garden Communities and to minimise the impacts on existing communities.

Each Garden Community could be delivered by a special Local Delivery Vehicle (LDV), an agreement between the Councils, landowners and developers that will manage the planning design and construction process in each location. This will be overseen by NEGC Ltd.

The Councils are also exploring the formation of one or more local Development Corporations with the powers to acquire and to hold land, to prepare master plans and other guidance, and to determine planning applications in each Garden Community area, thereby ensuring high standards and capturing land values to pay for infrastructure and community assets. Such a Development Corporation would be locally accountable.

A site-specific delivery strategy will be prepared for CBBGC. This will need to consider the delivery and implementation of the three new Garden Communities in parallel and have regard to national guidance and emerging legislation relating to the delivery of ‘New Towns’ to include the consideration of delivery organisations that are locally accountable.

ISSUES

The Councils have a collective commitment to ensuring that the delivery of the Garden Community raises the expectations and the reputation of new, large scale development. This step-change in housing delivery is reliant on an innovative delivery structure which puts the Councils aspirations at the heart of future governance. Your thoughts on the form an innovative delivery structure take are sought.

Q12 - Do you support the emerging approach to innovative delivery structure?

In preparing your response, you may like to consider:

- The level of involvement of the Local Authorities and NEGC Ltd in promotion and delivery of CBBGC
- Funding the investments
- The need for public funds to secure infrastructure in advance of development

SECTION 5.

CURRENT DEVELOPMENT CONCEPT OPTION

ESTABLISHING A BOUNDARY FOR DEVELOPMENT

The area of land that could accommodate a new Garden Community at Colchester Braintree Borders 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 an understanding of the issues and the interrelationship between them 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?).

At this stage the range in development scale (15,000-24,000 homes) as referred to in the draft Strategic Section 1 Local Plan Policy SP9, limits the extent to which boundaries can be fixed. The boundaries of development will be further refined in the Development Plan Document that follows this exploration of Issues and Options.

WHAT IS A CONCEPT FRAMEWORK?

As part of the development, the development potential for a Garden Community on the Colchester Braintree Borders (CBBGC) has been explored in a **Concept Framework**, presented at Figure 5.1.

A Concept Framework is a diagram of structure. It interprets key criteria from the Town and Country Planning Association’s Garden City Principles and the North Essex Garden Communities Charter and responds positively to site constraints and opportunities and has been subject to critical review following local consultation.

Whilst it is a robust basis for development that has been tested, it is not yet a master plan for the new Garden Community. It presents a layout option for consideration, evaluation and to prompt wider responses or generate alternative approaches to structuring development at CBBGC. The development quantity, form and disposition of land uses presented for CBBGC will be further explored and refined through later policy making and master planning stages. The Sustainability Appraisal process is a critical part of exploration and refinement of options and is carried out at each stage of plan development.

The full report on the Concept Framework is available as part of the evidence base for this Issues and Options consultation.

DEVELOPMENT POTENTIAL AT CBBGC

The capacity range of CBBGC identified in the draft joint Strategic Section 1 Local Plan policy SP9 is 15,000 - 24,000 homes. There are, of course, factors that could limit the number of homes that can be built and the locations where they can be built. Some development constraints are flexible and can be accommodated through appropriate design and some are fixed. But all options will require choices, choices that lead to compromises, often between important but competing objectives.

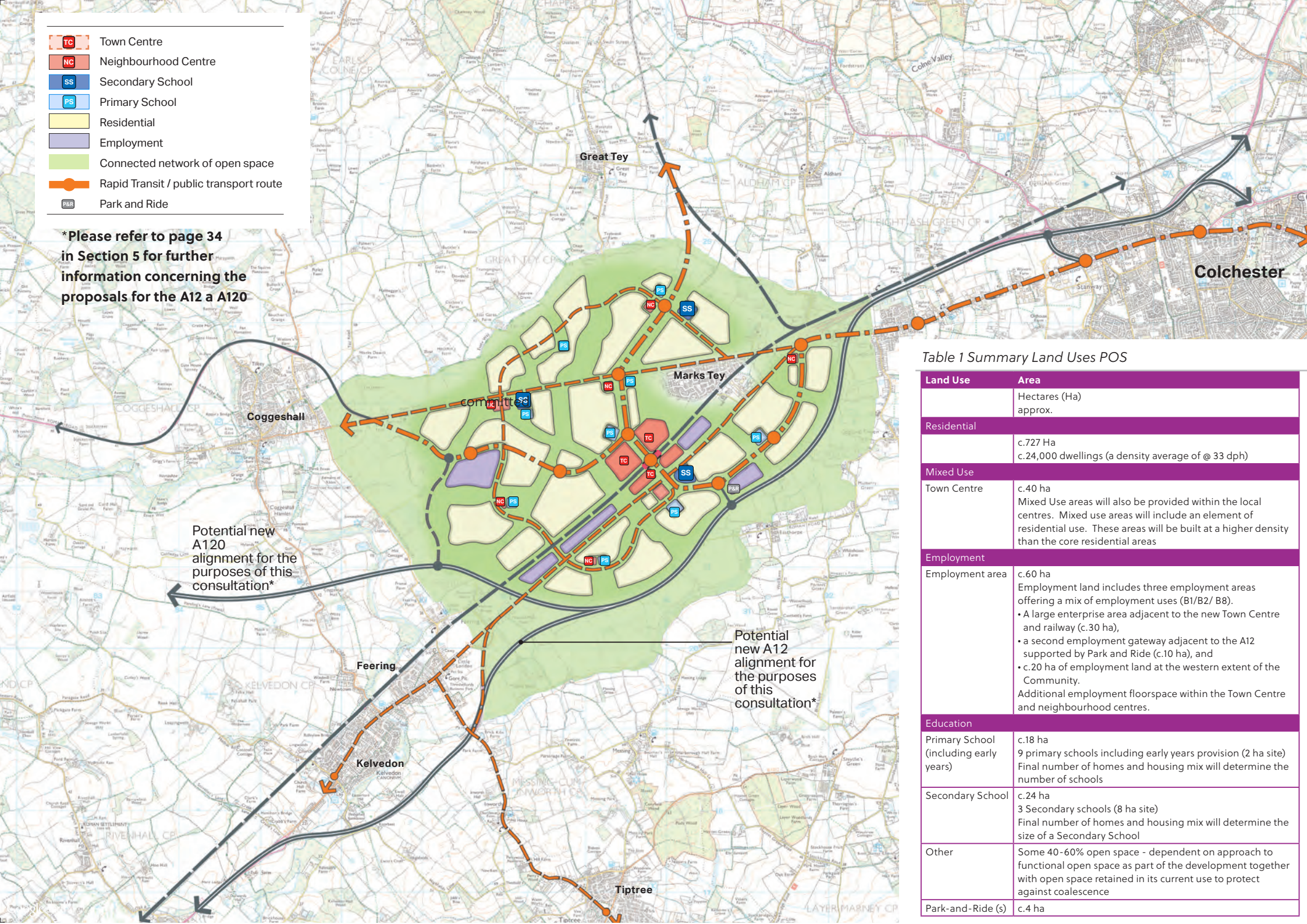
Essex County Council has committed to leading on a feasibility study to upgrade the A120 between Braintree and the A12. It has been agreed by Essex County Council, the Department for Transport (DfT) and Highways England that the County Council will lead on the review of options through to Preferred Route status with the objective being for the scheme to be included in Highways England’s Roads Investment Strategy: for the 2020/21 – 2024/25 Road Period (RIS2).

The A12 widening scheme between junctions 19 and 25 is committed within the Roads Investment Strategy for the 2015/16 to 2019/20. A preferred route announcement regarding whether there will be on line or off line widening has yet to be taken but it is expected in the Winter.

This Concept Framework presents a spatial option which identifies potential for 727 hectares of residential land. Table 1 presents a summary of the land uses and key elements that are contained within the Concept Framework.

The working option presented, identifies seven development parcels each with its own characteristics and each with a particular role to play in the new community as a whole.

Figure 5.1 Concept Framework



- TC** Town Centre
- NC** Neighbourhood Centre
- SS** Secondary School
- PS** Primary School
- Residential
- Employment
- Connected network of open space
- Rapid Transit / public transport route
- P&R Park and Ride

*Please refer to page 34 in Section 5 for further information concerning the proposals for the A12 a A120

Table 1 Summary Land Uses POS

Land Use	Area
	Hectares (Ha) approx.
Residential	c.727 Ha c.24,000 dwellings (a density average of @ 33 dph)
Mixed Use	
Town Centre	c.40 ha Mixed Use areas will also be provided within the local centres. Mixed use areas will include an element of residential use. These areas will be built at a higher density than the core residential areas
Employment	
Employment area	c.60 ha Employment land includes three employment areas offering a mix of employment uses (B1/B2/ B8). • A large enterprise area adjacent to the new Town Centre and railway (c.30 ha), • a second employment gateway adjacent to the A12 supported by Park and Ride (c.10 ha), and • c.20 ha of employment land at the western extent of the Community. Additional employment floorspace within the Town Centre and neighbourhood centres.
Education	
Primary School (including early years)	c.18 ha 9 primary schools including early years provision (2 ha site) Final number of homes and housing mix will determine the number of schools
Secondary School	c.24 ha 3 Secondary schools (8 ha site) Final number of homes and housing mix will determine the size of a Secondary School
Other	Some 40-60% open space - dependent on approach to functional open space as part of the development together with open space retained in its current use to protect against coalescence
Park-and-Ride (s)	c.4 ha

At an assumed average density of some 33 dwelling per hectare (consistent with Garden City principles) this could deliver some 24,000 homes, a community of some 55,000 people. Even at the upper range of development, the Concept Framework meets the aspirations of a new Garden Community, to include sufficient provision of high quality and accessible open space and self-contained neighbourhoods at appropriate densities that contain a good mix of facilities and services to sustain a new population, but also could cater for nearby rural communities.

The fundamental rationale for three new Garden Communities across North Essex is that all the infrastructure, services and facilities required by these new communities can be planned and coordinated from the outset, and the long-term commitment means that the mechanisms, resources and funding can be put in place to deliver them in a timely way. Roads, public transport, walking and cycling, schools, health and welfare, jobs, open spaces, local shopping, sports and recreation, community development, etc. are all planned in advance, comprehensively. People in these new communities (and in nearby existing communities) will have real choices about where to live and to work, and where to walk and shop, all aspects of an active and fulfilling life. And the range of infrastructure and choice can be delivered because of the proposed scale of development. In simple terms, the bigger the development, the greater the investment in infrastructure, services and facilities and the greater the certainty that it will all be delivered when it is required.

This is in sharp contrast to incremental growth and development spread across many existing communities when the scale of development in any one place is seldom able to cover the investment in infrastructure, facilities and services required.

The Concept Framework for CBBGC has shown capacity for development at the upper end of the target range for the eventual number of households and population. Commitment to delivery at that scale will provide the justification for the level of investment required over the long-term.

Table 1 presents a summary of the land uses and key elements shown in the Concept Framework “working development option” (Figure 1).

DEVELOPMENT PHASING AT CBBGC

The size of the proposed new Garden Community means that it is a long-term project that will take time to be completed. It is also dependent on major infrastructure investments – transport infrastructure – that will be implemented over an extended timescale as well.

The Concept Framework has been devised with these stages of development in mind, and two possible interim stages are illustrated.

INITIAL STAGE

Figure 5.2 presents an initial stage of development.

The initial stage of development illustrates how some limited development can commence in the absence of planned strategic highway interventions. This approach will rely on alternative ‘interim’ infrastructure that provide sufficient alleviation from traffic along the A120 through Marks Tey.

It has been made clear through previous consultation with local community groups, that no development of any significance should be started without diversion of traffic on the existing A120 away from Marks Tey and Junction 25. As part of a first stage of works, the Concept Framework illustrates how a new by-pass link between the A120 from the existing Cogeshall by-pass, across the railway to a new junction on the existing A12 or indeed a new alignment of the A12, if that is constructed early, could be provided in advance of any improvement to the A120, to ease traffic flows on the existing A120 route through Marks Tey.

This junction would be an interim strategic design solution pending any formal re-routing of the A120 and/or the A12 but would have a long-term role as a development road serving the new community.

Land will be safeguarded for new alignments for both the A12 and A120, once they are known.

Land will also be safeguarded for the new Town Centre to be developed in stages as the new Garden Community grows.

New residential development could start to the west of Marks Tey south of the A120 and south of the railway/existing A12, supported by social and community infrastructure including schools, health facilities, shops and potentially some employment space.

There is potential for the first phase to accommodate aspirations identified through the Neighbourhood Plan process where they align with the wider objectives of the Garden Community.

Commencing development at this location will

- unlock the site across a number of development fronts, connecting proposed development land north and south of the existing A12;
- create opportunities the downgrade of the existing A120 through Marks Tey; and
- create a focus of activity, which, by careful land reservation, can be secured to support future town centre uses, together with a new railway station and public transport interchange.

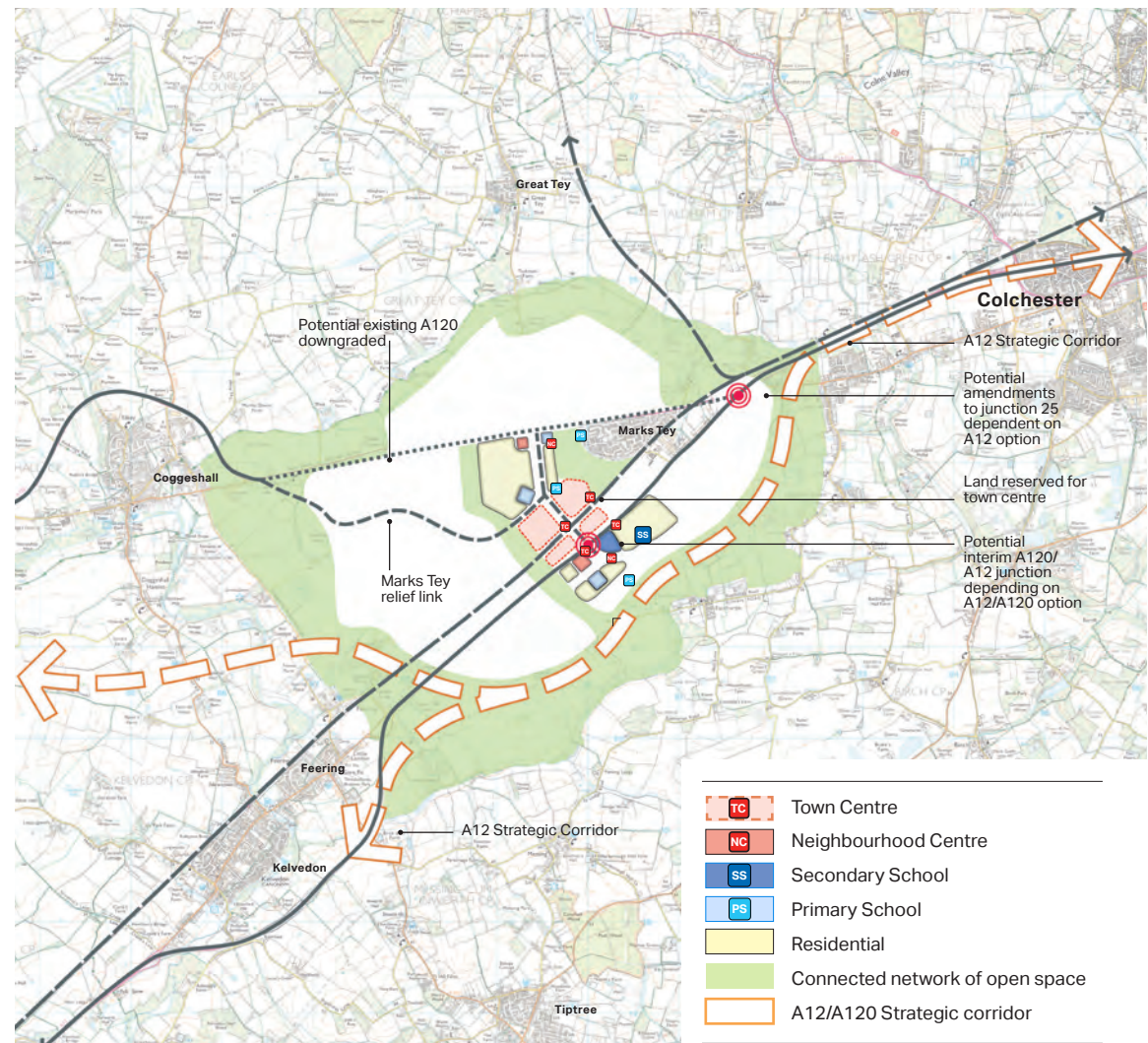


Figure 5.2: Initial stage of development

INTERMEDIATE STAGE

Figure 5.3 presents a second stage of development.

This stage presents an opportunity to embed a new community supported by a new Town Centre. As presented in the Concept Framework, it illustrates the A12 and A120 diverted to new alignment options (please refer to page 34 for more details) and the potential relocation of the existing Marks Tey railway station as part of a new station area adjacent to the new Town Centre. The Town Centre will expand onto the safeguarded land and new residential development can expand around the Town centre and north, west and south of Marks Tey. The majority of strategic through traffic will be diverted from the existing A12 and A120 allowing the road space to give priority to pedestrians, cyclists and public transport. The new Rapid Transit route could connect to Colchester via Stanway.

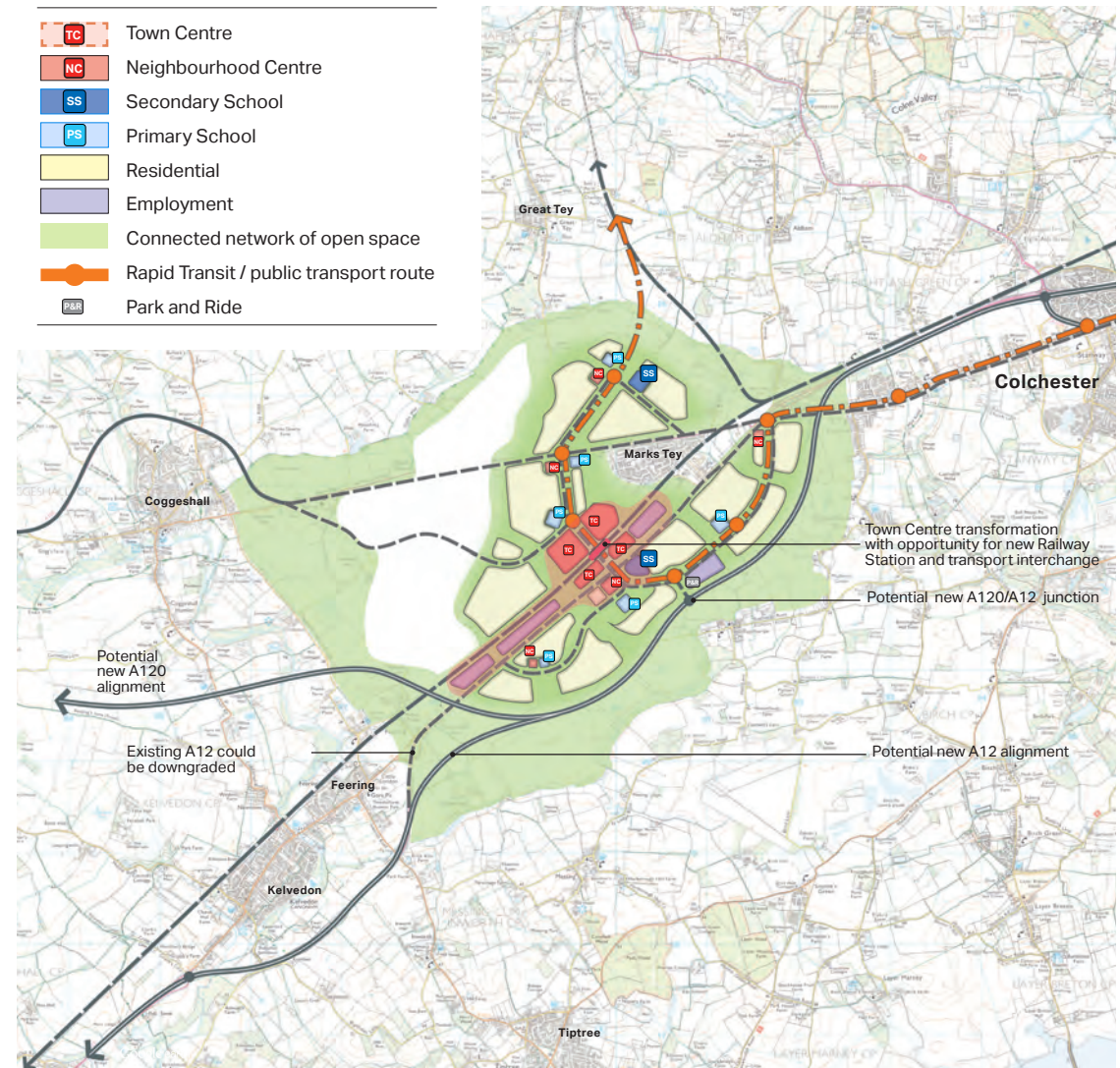


Figure 5.3: Growing a Garden Community

STRATEGIC ROAD PROPOSALS

The A12 widening scheme between junction 19 and 25 is within a committed government programme to begin building by 2020. A preferred route announcement regarding whether there will be on-line or off-line widening has yet to be taken but is expected in Winter 2017/18.

The Concept Framework embraces an A12 'offline solution' but is purposefully, more 'offline' than the options presented by the HE. It could take heavy traffic out of the heart of Marks Tey community and define a defensible southern and eastern edge to the new community, whilst providing the opportunity to convert the existing A12 alignment to a boulevard function through CBBGC with one carriageway repurposed for rapid transit and active modes.

In March 2017, ECC completed an Options Consultation on potential routes for the A120 for the section between Braintree and the A12. ECC will recommend a preference to Government / Highways England in Autumn 2017 and will lobby for the project to be included in the Road Investment Strategy 2020-2025.



A12 routing options - Highways England Consultation

A120 Braintree to A12 options

There are currently five potential A120 routing options that have been subject to public consultation by Essex County Council.

Options A, B and C route would run nearest to its current alignment. Option A proposes a continuation of the Coggeshall bypass, running south east to meet the A12. This option would result in the new A120 section running through the Garden Community – in an alignment similar to that presented as the initial strategic Marks Tey relief link in the Concept Framework. This could be designed to be the long-term solution, but with some impacts on the layout and integration of the Garden Community.

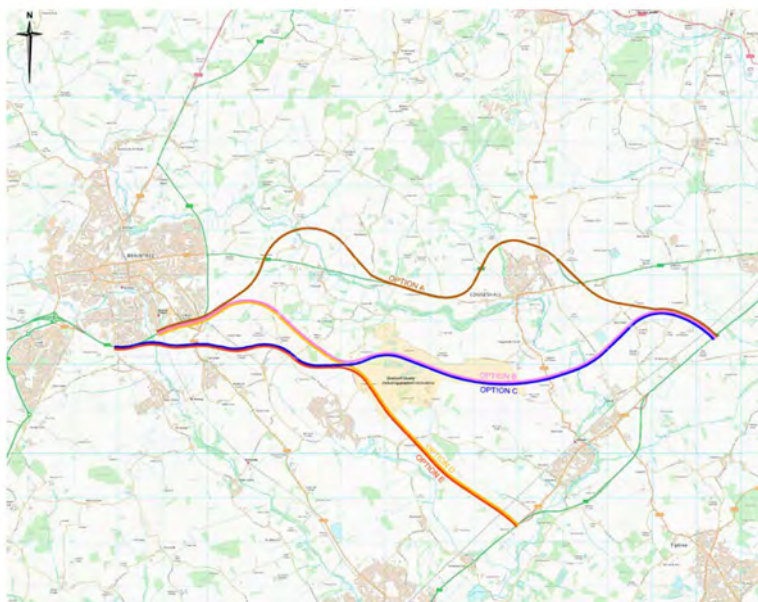
'Option D/E' would meet the A12 south of Kelvedon, some distance from CBBGC. If either one of these options were to be pursued, local highways access solutions for the CBBGC could be developed independent of the strategic A120 and A12 junction improvements, however appropriate access should be provided to the strategic network.

Whilst A120 alignments A, B and C could influence the form and layout of development at CBBGC, it is unlikely that these routes would have a direct effect on the scale of development that would be achieved, to the same degree as choices to be made on the A12 improvements.

The A120 alignment as presented by the Concept Framework could help form a defensible south-western edge to the new community. A new junction with the A12 that is designed to provide network efficiencies in the form of free-flowing slips, could be created north of Kelvedon.

The Concept Framework supports the realignment of the A12 and A120 to remove strategic through traffic from existing communities and the proposed new Garden Community.

The County Council will maintain close working relationships with the Department for Transport, Highways England and the Local Planning Authorities' to facilitate the delivery of these important strategic projects.



A120 routing options - Essex County Council

Layout of development

The Concept Framework (Figure 5.1) is a working' option. It presents a layout that establishes a series of identifiable neighbourhoods proportionate to the walking distances that people might experience day-to-day – to school, local shops, transport services, recreation, consistent with the charter and T CPA principles.

The Concept Framework includes:

- Green buffers that separate the new development from existing communities, create an attractive landscape setting for the new development, provide space for functions such as storm water management and create opportunities for formal and informal recreation
- Removal of strategic through traffic from the existing and proposed new communities
- Potential re-routing of the A12 between Feering and east of Junction 25 to a new alignment to the south
- Potential re-routing of the A120 to a new alignment between Braintree and Marks Tey, removing through traffic from Coggeshall Road/Stane Street and downgrading Junction 25
- Potential to relocate the railway station to increase capacity and frequency of services
- Employment areas between the railway and the A12
- Employment areas accessible to new junctions on the A12 and A120
- Five large new residential neighbourhoods around a new Town Centre, separated by broad green corridors connecting to open countryside
- A new Town Centre to the west of Marks Tey incorporating potential for a relocated railway station as part of a new station area.
- Local Centres that serve the other neighbourhoods
- Sites for up to nine new primary schools and three new secondary schools - education provision will be informed by number of houses to be delivered.
- Rapid Transit services to be incorporated through the centre of the Garden Community connecting a potential Park-and-Ride site near the A12, employment areas, the Town Centre and most local centres with Colchester, Braintree and the wider North Essex area.
- A variety of accessible green spaces that accommodate a network of prioritised walking and cycling routes

Landscape and Open Space Framework

The green spaces in the landscape framework can accommodate the following functions:

- Some 40-60% open space - dependent on approach to functional open space as part of the development together with open space retained in its current use to protect against coalescence
- 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, community 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.

Mobility and Access Framework

The mobility and access principles as presented by the framework include:

- integration of a Rapid Transit system as a principal route through CBBGC, as a step change in public transport provision for Colchester Town and the wider urban area. The route includes a principal route serving the Garden Community and its Town Centre, as part of a string of Rapid Transit nodes that extend eastwards along London Road (B1408) towards Stanway and onto Colchester Town, and, potentially, north along the Gainsborough Line to connect with Sudbury.
- Removal of strategic through traffic from the existing and proposed new communities;
- Marks Tey relief link to be delivered as part of a first phase of development and serve as a development route in the long term.
- Potential re-routing of the A12 between Feering and east of Junction 25 to a new alignment to the south
- Potential re-routing of the A120 to a new alignment between Braintree and Marks Tey, removing through traffic from Coggeshall Road/Stane Street and downgrading Junction 25.
- Potential for relocation of the existing Marks Tey station to create a new station area at the heart of CBBGC.

- High quality public transport corridors to include enhanced bus connections beyond the development site: west towards Coggeshall and Braintree; south towards Feering and Kelvedon and Chelmsford; and east towards Stanway and on to Colchester Town, supported by a package of measures that encourage travel by sustainable modes of transport.
- Key Rapid Transit nodes complemented by a series of local transport interchanges supporting the integration of public transport with cycling / walking. This network would promote the principles of walkable community catchments, and serve key community facilities such as schools.

Employment Framework

The employment principles as presented by the framework include:

- Maximising economic advantages provided by the co-location of a new Town Centre, a new central Railway Station Area, Rapid Transit interchange, and direct and convenient access to the A12 – defined as an A12 Enterprise Corridor, with a mix of employment uses such as office, R&D and high skill employment uses associated with a Town Centre location, as well as B2 and B8 opportunities.
- Opportunities for two business park sites, adjacent to the A12 (Eastern Gateway); and at the western extent of the new Garden Community (Western Gateway Business Park), with convenient access to the A120.
- employment opportunities within the neighbourhood centres, complementary to the provision of retail, community uses and schools.
- Promoting opportunities for homeworking and accommodating new working practices.

Density Framework / Typical Typologies

The density principles as presented by the framework include a mix of densities that will be informed by a masterplanning approach to development and will accommodate detached family homes, terraced houses, apartment blocks and mix-used areas (such as apartments over shops) :

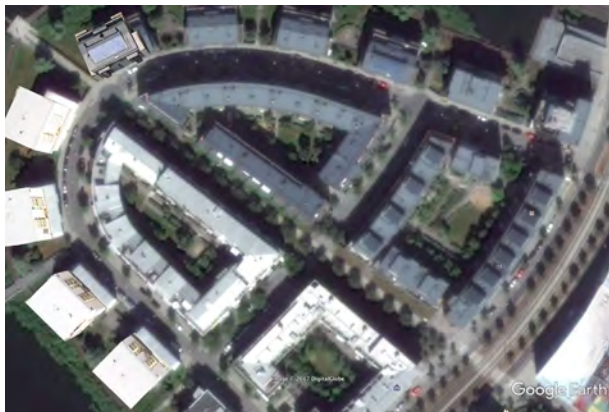
Areas of Higher Density

Town Centre (60-100 dwellings per hectare (dph))

- Higher densities support mixed uses and offer significant design benefits, creating attractive urban places for shopping and leisure, incorporating space for businesses
- Provides sufficient population to support development of a rapid transit network to secure sustainable transport alternatives to the private car;

Higher density up to 60 dph

- around the Rapid Transit interchanges and neighbourhood centres to maximise the adjacent catchment population. Denser residential forms will also complement and help frame mixed use areas associated with centres, providing legibility and character to the built form distinct from wider residential areas and improving



Hammarby Sjöstad, Stockholm

their viability.

Average Density (30-40 dph)

- residential neighbourhoods close to the town centre could accommodate densities of some 40 dwellings per hectare (dph)
- range of 35-40 dph, likely to be appropriate for core



Bishop's Walk, Ely

residential areas.

Areas of Lower Density up to 30 dph

lower density development might be appropriate to ensure sensitive integration of development around the western and southern edges of the site.



Ravenswood Ipswich

SECTION 6.

Next steps

Community Infrastructure Framework

The community infrastructure principles as presented by the framework include a range of mixed use areas. These should respond to a clear hierarchy of centres:

- Town Centre – proposed as the heart of the new community. It will provide a wide range of retail, leisure, employment, education community and health uses that support a town in its economic, social and cultural life. Colchester Town Centre will however, remain the principal focus for retail and town centre uses in the Borough.
- Mixed use neighbourhood centres within will cater for day-to-day needs close to each home and help reinforce the concept of self-contained neighbourhoods, located to maximise the proportion of residential properties within 400m or 5 minutes walk; served by public transport and likely to be co-located with schools.

Q13 - Do you support the emerging Concept Framework for the site?

In preparing your response, you may like to consider:

- The proposed size of the new Garden Community
- Where to start and what to do first
- Delivery of the Garden Communities Charter Principles, and where it could do better
- Parts of the Concept Framework that work well and parts that could do better
- Particular aspects that ought to be changed

Q14 - Are there any other considerations relevant to the delivery of Garden Communities, in general or in relation to this site in particular, that have not been identified or discussed in this document?

This document has provided information on the proposed Vision, Principles, Issues and a working option for Colchester Braintree Borders Garden Community.

We welcome your views on all those elements, and anything you feel should be added or emphasised. Please do complete the accompanying questionnaire.

Your responses will be reviewed and analysed and will help decide which spatial options are progressed, informing the content of the final Document, its supporting policies and shape the accompanying Plan for CBBGC.

Where your comments are considered to merit further consideration of issues or indeed require additional evidence to be gathered, we will progress this as part of the continued evolution of this document.

Many thanks for your contribution, this is an exciting long-term project and we are keen that you continue to engage with us as we prepare a shared Plan for Colchester Braintree Borders Garden Community.

GLOSSARY

Affordable Housing - Includes social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Affordable housing should meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.

Air Quality Assessment - A detailed study of the effects of a development on air quality.

Allocation - The specific identification of an area of land for a particular use or to protect an area from unsuitable development.

Ancient Woodland - An area that has been wooded continuously since at least 1600 AD.

Archaeological interest- There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places and of the people and cultures that made them.

Biodiversity - The wealth of wildlife or variety of life on earth. It includes all living organisms (plants and animals) and collections of species that form different natural habitats.

Bridleway - A bridle path or bridleway is a path, trail or a thoroughfare that is used by people riding on horses.

Broadband (Ultrafast)- Ultrafast is defined, depending on the supplier, as delivering between 300Mbps and 1,000Mbps. Achieving these speeds would require FTTP.

Car Clubs/ Car Sharing - Sharing cars for regular travelling, especially for commuting.

Climate Change - Climate Change is a large-scale, long-term shift in the planet's weather patterns or average temperatures.

Community Assets- Community assets are land and buildings owned or managed by community organisations. These assets cover a wide spectrum and include town halls, community centres, sports facilities, affordable housing and libraries.

Community Facilities – The wide range of facilities and services required by any community. It includes education, health and community care, meeting halls, libraries, places of worship, burial grounds and emergency services.

Concept Feasibility Study- Conducted by Aecom in 2015 to investigate a range of scenarios covering the scope and scale of development that may be feasible, together with an evaluation of how development at scale could meet strategic objectives, deliverability and anticipated infrastructure requirements.

Conservation (for heritage policy) - The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Conservation Area - An area designated for special protection under the Planning (Listed Buildings and Conservation Areas) Act 1990, for which it is considered desirable to preserve and/or enhance an historic interest and/or a special architectural character. Such areas have restrictions over works which can be done to buildings or trees.

Convenience Shops- Shops selling day-to-day goods which are purchased regularly such as food.

Countryside - The area outside defined development boundaries.

Custom build / Self Build - Custom build homes are where an individual or a group works with a developer to help deliver their own homes. Self-build is where an individual directly organises the design and construction of their own home

Cycleway - Either a mandatory or an advisory route along which bicycles may travel, either segregated from pedestrians or as shared users.

Development - 'Means the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land.' (Section 55, Town & Country Planning Act 1990)

District Heat Networks - a system for distributing heat generated in a centralised location for residential and commercial heating requirements such as space heating and water heating

DPD - Development Plan Document - The planning policy documents that make up the Local Plan and help to guide development within a local planning authority.

Driverless Vehicles – An autonomous vehicle that is designed to travel between destinations without a human operator.

Environment Agency – The public body responsible for the protection and enhancement of the environment in England.

Essex County Council – The public body which governs the county of Essex and has responsibilities covering transport, highways, education, adult social care, minerals, waste, surface water management and Public Health.

Educational Infrastructure - Pre-school education and childcare, primary and secondary schools and post-sixteen and adult life-long learning facilities.

Flood Protection - The measures taken to reduce or prevent the detrimental effects of flooding.

Flora and Fauna - Flora is plant life and fauna refers to animals.

Formal Recreation - Recreational activities which use or require dedicated or purpose-built facilities, either in public or private ownership, for example, sports pitches, swimming pools, playing fields, tennis courts, bowling greens.

FTTP - Fibre to the Premises (broadband)
Garden City Principles (TCPA) – Principles developed to shape the sustainable development of new communities, using the opportunity and economies of scale to innovate and create high-quality places that put people at the heart of developing new settlements.

Garden Community – A community that is holistically and comprehensively developed with a distinct identity that responds directly to its context, and is of a sufficient scale to incorporate a range of homes, employment, green space and other uses to enable residents to meet the majority of their day to day needs, reducing the need for out commuting.

Garden Communities Charter – The key themes and placemaking principles that will inform the approach to the development of Garden Communities.

Grade II* and Grade II Listed Buildings – Particularly important buildings of more than special interest and buildings that are of special interest warranting every effort to preserve them.

Green Infrastructure - A strategically planned and delivered network of high quality green spaces which may include parks and gardens, village greens, woodlands, cycling routes, allotments, churchyards and other environmental features.

Green Network- The linking together of natural, semi- natural and man-made open spaces to create an interconnected network that provides opportunities for physical activity, increases accessibility within settlements and to the surrounding countryside, whilst enhancing biodiversity and the quality of the external environment.

Greenspaces - an area of grass, trees, or other vegetation set apart for recreational or aesthetic purposes in an otherwise urban environment.

Heritage Asset - Heritage Assets include Listed Buildings, Scheduled Ancient Monuments and Historic Parks and Gardens.

Heritage Impact Assessment- The process of establishing the impact of a specific proposal on the significance of a place and identifying ways of mitigating any adverse impacts.

Historic Parks and Gardens - Sites included in the Register of Parks and Gardens of Special Historic Interest compiled and maintained by English Heritage, that make a significant contribution to the diversity of the local and/or national landscape and/or which are of particular historical importance.

Housing Density - The number of dwellings proposed to be accommodated on a set unit of land. Urban areas tend to have higher densities than rural areas.

Important Hedgerow - A hedgerow meeting the criteria set out in the Hedgerow Regulations 1997.

Independent Living Schemes - a living arrangement that maximizes the independence of vulnerable people.

Informal Recreation - Recreational activities which do not make use of or require dedicated or purpose-built facilities, either in public or private ownership. Informal recreation land would include trails and walks.

Infrastructure - Infrastructure means any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or well-being including.

Landscape Buffers - the on-site use of landscaping elements, screening devices, open space, drainageways and landforms for reduction of the potentially adverse impacts of adjoining, dissimilar land uses.

Local Delivery Vehicle (LDV) – The body that could be responsible for delivering the new community. It will be locally accountable, with both public and private sector representation. The LDVs will be responsible for delivering development and infrastructure required for the new communities in accordance with the approved masterplan and also for meaningful participation of the existing and emerging communities in the process.

Local Development Schemes (LDS) - Public project plans that identify which local development documents will be produced, in what order and when.

Local Infrastructure – The infrastructure needed to-support large scale housing developments

Local Plan – The development plan for the future of the local area, drawn up by the local planning authority in consultation with the community.

Mitigation - Action taken to reduce the severity of adverse impacts. Mitigation can include minimising impacts by limiting the degree of magnitude of an action, or rectifying impacts by restoring, rehabilitating, or repairing the affected environment or reducing or eliminating impacts over time.

‘Mixed use’ sites - Land developed to consist of a combination and integration of uses including residential, employment and community.

National Cycle Network – A series of traffic-free paths and quiet, on-road cycling and walking routes, that connect to every major town and city.

Neighbourhood Centres - typically contain a small supermarket, shops, sub-post office etc. Other facilities could include takeaways and launderettes and community uses.

New Town Development Corporations (NTDCs) - (originally established under the New Towns Act 1946, now the New Towns Act 1981) are answerable through the Secretary of State to Parliament. They give a project a 'blue chip covenant' to the private sector, in the sense that explicit Cabinet-level commitment is taken to mean that it will not be allowed to fail.

NPPF - National Planning Policy Framework - Government guidance on Planning Issues, Local Plans are expected to conform to the guidelines set down in it. Noise Preferential Routes (NPR's) - These direct aircraft where possible over less densely populated areas to reduce potential for disturbance by aircraft noise.

North Essex Garden Communities (NEGC) – a strategic partnership between Braintree District Council, Colchester Borough Council, Tendring Borough Council and Essex County Council to manage and co-ordinate the Councils' resources towards the delivery of Garden Communities. Permeable Surface - Permeable surfaces consist of a variety of types of pavement, pavers and other devices that provide stormwater infiltration while serving as a structural surface.

Placemaking - Placemaking is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.

Public Rights of Way- A category of right of way created under the Countryside and Rights of Way Act 2000. A restricted byway allows a right of way on foot, on horseback, or leading a horse, cycling and for any vehicles other than mechanically propelled vehicles.

Rapid Transit – An urban public transport system providing regular and fast services on protected routes.

Settlement Boundary - The designated boundary surrounding a built-up area within which there is a presumption in favour of development subject to the detailed policies in the plan.

Small and Medium Enterprises (SMEs) - made up of enterprises which employ fewer than 250 persons and which have an annual turnover not exceeding £40 million and/or an annual balance sheet total not exceeding £34 million.

Smart Living - Incorporating the best of technology to support sustainable living

Sociocultural- Combining social and cultural factors.

Starter Homes – Help to meet the housing needs of young first-time buyers, many of whom increasingly cannot afford to buy their own home, by allowing Starter Homes to be offered to them at below their open market value.

Stewardship – The direct involvement of residents and businesses in the long-term management of their communities.

Supplementary Planning Documents (SPD) - These documents are supplementary to the Development Plan and are used to provide additional detail as deemed necessary.

Surface Runoff – water, from rain, snowmelt, or other sources, that flows over the land surface, and is a major component of the water cycle.

Sustainability Appraisal (SA)- Assessment required by European and national law into how the plan will impact on the District's environment in the long term and contribute towards sustainable development.

Strategic Environmental Assessment (SEA) – Assessment required by European and national law to ensure environmental consequences of Plans are identified and assessed during their preparation and before their adoption.

Sustainable Transport – A focus on walking, cycling and public transit systems.

Sustainable Development - Development that is in accord with economic, social and environmental objectives. Development that meets today's needs without comprising the ability of future generations to meet their own needs. Sustainable Urban Drainage Systems (SUDS) - A sustainable drainage system is designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.

Swale - A swale is a low tract of land, especially one that is moist or marshy. The term can refer to a natural landscape feature or a human-created one.

Town and Country Planning Association (TCPA) – An independent charity that works to improve planning practice in the UK by making planning more responsive to people's needs and to promote sustainable development.

Town Centre - provides a wide range of retail, leisure, employment and community uses to support a town. The town centre areas as defined on the proposals map will be used as the basis for applying the sequential test for comparison goods.

Transport Hub – A place where passengers exchange between vehicles or between transport modes, such as train stations, bus stops, airports and ferry slips. Water Course - A brook, stream, or artificially constructed water channel.

Water Framework Directive - The Water Framework Directive is a European Union directive which commits European Union member states to achieve good qualitative and quantitative status of all water bodies.

APPENDICES

APPENDIX A

Draft Local Plan Policy SP7- Development and Delivery of New Garden Communities in North Essex

"The following three new garden communities are proposed in North Essex.

Tendring/Colchester Borders, a new garden community will deliver 2,500 homes within the Plan period (as part of an overall total of between 7,000-9,000 homes to be delivered beyond 2033)

Colchester/Braintree Borders, a new garden community will deliver 2,500 within the Plan period (as part of an overall total of between 15,000 – 24,000 homes to be delivered beyond 2033)

West of Braintree in Braintree DC, a new garden community will deliver 2,500 homes within the Plan period (as part of an overall total of between 7,000- 10,000 homes to be delivered beyond 2033)

Each of these will be an holistically and comprehensively planned new community with a distinct identity that responds directly to its context and is of sufficient scale to incorporate a range of homes, employment, education & community facilities, green space and other uses to enable residents to meet the majority of their day-to-day needs, reducing the need for outward commuting. Delivery of each new community will be phased and underpinned by a comprehensive package of infrastructure.

The Councils will need to be confident, before any consent is granted, that the following requirements have been secured either in the form of appropriate public ownership, planning agreements and obligations and, if necessary a local infrastructure tariff.

The design, development and phased delivery of each new garden community will conform with the following principles:

(i) Community and stakeholder empowerment in the design and delivery of each garden community from the outset and a long-term community engagement and activation strategy.

(ii) The public sector working pro-actively and collaboratively with the private sector to design, and bring forward these garden communities, deploying new models of delivery, sharing risk and reward and ensuring that the cost of achieving the following is

borne by landowners and those promoting the developments: (a) securing a high-quality of place-making, (b) ensuring the timely delivery of both on-site and off-site infrastructure required to address the impact of these new communities, and (c) providing and funding a mechanism for future stewardship, management, maintenance and renewal of community infrastructure and assets. Given the scale of and time period for development of these new garden communities, the appropriate model of delivery will secure a comprehensive approach to the delivery of each new community in order to achieve the outcomes outlined above, avoid a piecemeal approach to development, provide the funding and phasing of both development and infrastructure, and be sustainable and accountable in the long term.

(iii) Promotion and execution of the highest quality of planning, design and management of the built and public realm so that the Garden Communities are characterised as distinctive places that capitalise on local assets and establish environments that promote health, happiness and well-being. This will involve developing a cascade of design guidance including concept frameworks, detailed masterplans and design codes and other guidance in place to inform and guide development proposals and planning applications. Planning applications and any local development orders or other consenting mechanisms for the garden communities will be expected to be consistent with approved design guidance.

(iv) Sequencing of development and infrastructure provision (both on-site and off-site) to ensure that the latter is provided ahead of or in tandem with the development it supports to address the impacts of the new garden communities, meet the needs of residents and establish sustainable travel patterns.

(v) Development that provides for a truly balanced and inclusive community and meets the housing needs of local people including a mix of dwelling sizes, tenures and types including provision for self- and custom-built homes and provision for the aging population; to meet the requirements of those most in need including 30% affordable housing in each garden community.

(vi) Provide and promote opportunities for employment within each new community and within sustainable commuting distance of it.

(vii) Plan the new communities around a step change in integrated and sustainable transport systems for the North Essex area that put walking, cycling and rapid public transit networks and connections at the heart of growth in the area, encouraging and incentivising more sustainable active travel patterns.

(viii) Structure the new communities to create sociable, vibrant and walkable neighbourhoods with equality of access for all to a range of community services and facilities including health, education, retail, culture, community meeting spaces, multi-functional open space, sports and leisure facilities.

(ix) Develop specific garden community parking approaches and standards that help promote the use of sustainable transport and make efficient use of land.

(x) Create distinctive environments which relate to the surrounding environment and that celebrate natural and historic environments and systems, utilise a multi-functional green-grid to create significant networks of new green infrastructure including new country parks at each garden community, provide a high degree of connectivity to existing corridors and networks and enhance biodiversity.

(xi) Secure a smart and sustainable approach that fosters climate resilience and a 21st century environment in the design and construction of each garden community to secure net gains in local biodiversity, highest standards of energy efficiency and innovation in technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste and mineral management.

(xii) Ensure that the costs and benefits of developing a garden community are shared by all landowners, with appropriate measures being put in place to equalise the costs and land contributions.

(xiii) Consideration of potential on-site mineral resources through a Minerals Resource Assessment as required by the Minerals Planning Authority.

(xiv) Establishment at an early stage in the development of the garden communities, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the developments and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

These principles are elaborated upon in the North Essex Garden Community Charter.

Development Plan Documents will be developed for each of the garden communities to set out the principles of their design, development and phasing as well as a mechanism to appropriately distribute housing completions to the three Councils and this will be agreed through a Memorandum of Understanding”.

Draft Local Plan Policy SP9 – Colchester/Braintree Borders Garden Community

“The adopted policies map identifies a strategic area for development of a new garden community of which the details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Colchester BC and Braintree DC and which will incorporate provision of around 2,500 dwellings within the Plan period (as part of an overall total of between 15,000 to 24,000 homes) and provision for Gypsy and Travellers.

The Strategic Growth DPD will set out the nature, form and boundary of the new community. The document will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social, environmental and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the Colchester/Braintree Borders Garden Community.

The DPD and any planning application will address the following principles and requirements in the design, development and delivery of the new garden community:

A Place-making and design quality

1. The development of a new garden community to high standards of design and layout drawing on its context and the assets within its boundaries including streams, land drains and ditches, mature hedgerows and field boundaries, woodland, existing and re-established habitats, and historic buildings. A mixed use district centre will provide a vibrant heart to this new community

supplemented by neighbourhood centres to form foci for new neighbourhoods. The design of the community will also address the challenges offered by other features in particular the severance created by the A12 and A120 and maximise the opportunities afforded through integration with the existing community of Marks Tey, and the presence of the railway station, all underpinned by a strong green-grid of connected green space that provides great recreational opportunities for residents and connection to the wider countryside. The garden community will be designed and developed to have its own identity and be as self-sustaining as possible. Clear separation will be maintained between the new garden community and the nearby settlements of Coggeshall, Stanway, Easthorpe and Feering.

2. Detailed masterplans and design guidance will be put in place to inform and guide development proposals and planning applications. Planning applications for this garden community will be expected to be consistent with approved DPDs and subsequent masterplans and design and planning guidance.

B. Housing

3. A mix of housing types and tenures including self- and custom-build and starter homes will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;

4. New residential development will seek to achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development around neighbourhood centres and transport hubs.

C. Employment and Jobs

5. Provision for a wide range of job, skills and training opportunities will be created in the garden community. This may include B1 and/or non B class employment generating uses around the rail station as part of mixed use urban development to provide for a wide range of local employment opportunities where appropriate;

6. High speed and reliable broadband will be provided and homes will include specific spaces to enable working from home.

D. Transportation

7. A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access and to access the adjoining areas; development of a public rapid transit system connecting this new garden community to the wider Colchester context; development of opportunities to improve accessibility to Marks Tey rail station (or provide for its relocation to a more central location within the garden community); and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic road network and fully mitigate any environmental or traffic impacts. Other specific transport-related infrastructure requirements identified through the subsequent Strategic Growth Development Plan Document and masterplans for this garden community will be delivered in a phased manner;

8. Primary vehicular access to the site will be provided via the strategic road network;

9. Improvements to the local road infrastructure will be necessary to mitigate adverse traffic impacts and serve the new development. These shall include bus/rapid transit priority measures between the site, Colchester and Braintree town centres, employment areas and rail stations;

10. Foot and cycle ways shall be provided throughout the development and existing communities and surrounding countryside, including seamlessly linking key development areas to the wider network;

11. Opportunities will be explored to establish how Marks Tey rail station can be made more accessible to residents of the new community including relocation of the station to a more central location and improvement of walking, cycling and public transport links to the station.

E. Community Infrastructure

12. District and local centres of an appropriate scale will be provided to serve the proposed development. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community including residents of the existing Marks Tey village;

13. Community meeting places will be provided within the district and local centres;

14. Primary healthcare facilities will be provided to serve the new development;

15. At least one secondary school, primary schools and early-years facilities will be provided to serve the new development;

16. A network of multi-functional green infrastructure will be provided within the garden community incorporating key elements of the existing green assets within the site. It will include community parks, allotments, a new country park and the provision of sports areas with associated facilities and play facilities;

17. Indoor leisure and sports facilities will be provided with the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development.

F Other Requirements

18. Provision of improvements to waste water treatment including an upgrade to the Colchester Waste Water Treatment Plant and off-site drainage improvements;

19. Provision, management and on-going maintenance of sustainable surface water drainage measures to manage and mitigate the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development;

20. Landscape buffers between the site and Landscape buffers between the site and Coggeshall, Feering, Stanway and Easthorpe;

21. Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site; including the SSSI at Marks

Tey brick pit, Marks Tey Hall, Easthorpe Hall Farm, Easthorpe Hall and the habitats along and adjoining the Domsey Brook and Roman River corridors;

22. Provision of appropriate buffers along strategic road and rail infrastructure to protect new development;

23. Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in energy efficiency and technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities;

24. Measures to support the development of the new community including provision of community development support workers (or other provision) for a minimum of ten years from initial occupation of the first homes and appropriate community governance structures;

25. Establishment at an early stage in the development of the garden community, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

APPENDIX A: DRAFT LOCAL PLAN POLICY SP9

The Draft Policy for the creation of new Garden Community at the Colchester Braintree Borders (Draft Local Plan Policy SP9) contains a significant number of criteria by which development proposals can be assessed.

The principles that were set in the Garden Communities Charter address these criteria, some are relevant to more than one criterion. The connections between policy criteria and the Charter Principles are shown.

Draft Policy SP9 Criteria	Charter Principle
<i>A1 - high standard of design and layout</i>	Principle 1 - Green Infrastructure Principle 4 - Living Environment Principle 6 - Good Design
<i>A2 - detailed master plan and design guidance</i>	Principle 1 - Green Infrastructure Principle 6 - Good Design
<i>B3 - housing mix and tenure</i>	Principle 4 - Living Environment
<i>B4 - Residential development at appropriate densities</i>	Principle 4 - Living Environment Principle 6 - Good Design
<i>C5 - B1 and non-B class uses near the railway station as part of mixed use urban development.</i>	Principle 3 - Employment Opportunity
<i>C6 - provision of high speed broadband</i>	Principle 5 - Smart and Sustainable Living
<i>D7 - smarter transport choices - footpaths, cycleways, rapid transit system, railway station accessibility, minimum impact on the strategic road system</i>	Principle 2 - Integrated and Sustainable Transport
<i>D8 - Primary vehicular access from the strategic road network</i>	Principle 2 - Integrated and Sustainable Transport
<i>D9- Improvements to local road infrastructure</i>	Principle 2 - Integrated and Sustainable Transport
<i>D10 - Foot and cycle ways</i>	Principle 2 - Integrated and Sustainable Transport
<i>D11 - Accessibility of the Marks Tey railway station</i>	Principle 2 - Integrated and Sustainable Transport
<i>E12 - District/Neighbourhood centres</i>	Principle 4 - Living Environment
<i>E13 - Community meeting places</i>	Principle 4 - Living Environment
<i>E14 - Primary healthcare</i>	Principle 4 - Living Environment
<i>E15 - Schools</i>	Principle 4 - Living Environment
<i>E16 - A network of green infrastructure</i>	Principle 1 - Green Infrastructure
<i>E17- Indoor leisure</i>	Principle 4 - Living Environment
<i>F18 - Improvements to waste water treatment</i>	Principle 5 - Smart and Sustainable Living
<i>F19 - Surface water drainage</i>	Principle 1 - Green Infrastructure
<i>F20 - Landscape Buffers</i>	Principle 1 - Green Infrastructure
<i>F21 - Protection of heritage and biodiversity</i>	Principle 1 - Green Infrastructure
<i>F22 - Buffers to major roads and railways</i>	Principle 1 - Green Infrastructure
<i>F23 - Design and infrastructure with the highest standards of innovation in technology.</i>	Principle 5 - Smart and Sustainable Living
<i>F24 - Development of a new community including community workers</i>	Principle 7 - Community Engagement
<i>F25- Appropriate long-term governance and stewardship</i>	Principle 8 - Active Local Stewardship Principle 9 - Strong Corporate and Political Leadership

APPENDIX B

Evidence Documents

Garden Communities Concept Feasibility Study (June 2016) by AECOM

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

This Concept Feasibility Study work informed the Councils' selection of the CBBGC as one of three sites for Garden Communities to be taken forward through consultation on the Preferred Options Local Plans (2016).

Concept Framework Plan for Colchester Braintree Borders Garden Community (2017) DLA, see Appendix B

David Lock Associates (DLA) was commissioned to prepare a Concept Framework Plan to explore the development potential of land at CBBGC through the preparation of conceptual spatial development options. The DLA-led consultant team has engaged with the landowner consortia and wider stakeholders at a series of meetings and workshops that informed production of a Concept Framework for the site.

This work is used to "test" development options through this Issues and Options Stage (see section 5), informing the preparation of the Plan Document for CBBGC alongside other evidence and constraints information.

As part of this work, the consultant team has engaged with Marks Tey Parish Council, to better understand the aspirations of the local community in the context of its emerging Neighbourhood Plan.

North Essex Garden Communities Employment & Demographic Studies (2017) SQW and Cambridge Econometrics.

SQW and Cambridge Econometrics were jointly commissioned to determine the likely demographic profile of each Garden Community to inform planning for future service provision, and to develop scenarios for future employment growth and job creation targets..

North Essex Local Plans (Strategic) Section 1 Viability Assessment (2017) Hyas Associates Limited

Hyas was commissioned to test the viability of policies set out in the joint Strategic Section 1 of the Local Plans, focusing on the viability of the three proposed new Garden Communities. The report acknowledges that the Garden Communities are at an early stage in their evolution and, as such, it presents a high-level, strategic assessment. Costs and values are likely to change over time so the viability of the sites will need to be actively monitored in parallel with the evolution of development and design proposals.

NEGC Movement and Access Study (2017) Jacobs and Ringway Jacobs

Jacobs and Ringway Jacobs prepared a report which explored opportunities for the Garden Communities to internalise their journeys as well as opportunities to maximise their integration and connectivity with the rest of North Essex via high quality public transport. The report includes a review of the existing transport network as well as emerging issues as reported in the current Local Plan work. It also provides some initial high level findings and recommendations, based on previous work carried out by AECOM and DLA, that can help shape more detailed transport strategies and infrastructure requirements for each of the Garden Communities.



David Lock Associates
Town Planning and Urban Design

