

Tendring Colchester Borders Garden Community

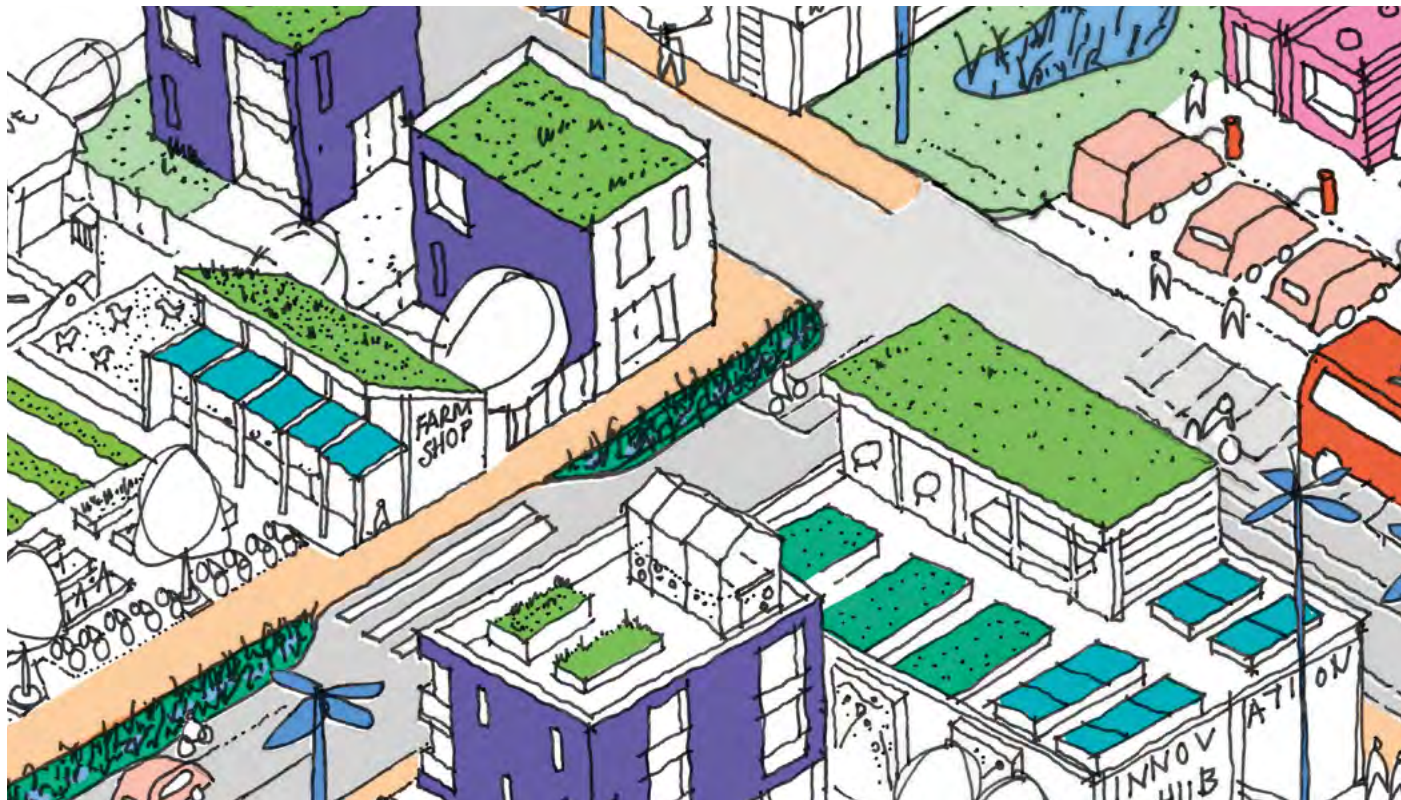
# Development Plan Document (DPD)

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Adopted May 2025

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# Chapter 1: Introduction

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Welcome to the Tendring Colchester Borders Garden Community Development Plan Document ("the Plan"). This document sets out the detail of a new Garden Community proposed for land crossing the Tendring and Colchester border. It has been prepared by Tendring District Council and Colchester City Council, in partnership with Essex County Council ('the Councils'), and forms part of the Tendring District and Colchester City Local Plans.

## What is the Garden Community and why is it needed?



To meet the needs of a growing population over the next 30 to 40 years for housing, employment and associated community facilities and infrastructure, the Councils have worked together to plan for a new Garden Community. The Garden Community will be on a large area of land east of Colchester, crossing into the Tendring District and adjacent to the University of Essex.

The Garden Community will be large enough to accommodate new homes and supporting community facilities and services, alongside employment land for business and industrial use. It will be served by a network of green and beautiful spaces to promote wildlife, attractive places, healthy living, recreational activity, sustainable drainage and to tackle the climate emergency; and new services, facilities and infrastructure including a new Rapid Transit System (RTS) and a new dual carriageway Link Road between the A120 and the A133.

Building a new Garden Community brings the opportunity to create a brand-new place for people to live, work and play, which will be planned from the start to provide high quality, energy efficient and innovatively designed homes. These homes will be located in well-designed neighbourhoods to meet a variety of needs and aspirations, as well as jobs, transport infrastructure, green and blue infrastructure and leisure and recreation facilities.



**By building a Garden Community, the pressure for existing towns and villages to expand around their edges across North Essex can be more carefully managed, to avoid housing developments that can overwhelm existing facilities and infrastructure and compromise the character and feel of existing communities.**

## Background

In 2021, Tendring District Council (TDC) and Colchester City Council (CCC) both agreed to formally adopt the 'North Essex Authorities' Shared Strategic Section 1 Local Plan' ([Section 1 Local Plan](#)) which, amongst other things, identifies the broad location of the Garden Community and sets out the Strategic Policies and the overarching requirements and expectations that it will need to meet. The Garden Community will be underpinned by key '[Garden Community Principles](#)' developed from the Town and Country Planning Association principles, in consultation with stakeholders, to be specific to North Essex.

The adoption of the Section 1 Local Plan followed years of technical analysis, public consultation, and an independent examination by a government-appointed Planning Inspector. The independent examination enabled the Planning Inspector to conclude that the Garden Community would be the most appropriate and sustainable option for meeting the need for long-term growth in the North Essex area – having considered and discounted a variety of alternative ideas and options.

The content of this **Plan** has also been informed by technical evidence, masterplanning work and comments received through formal and informal public engagement activities. Like the Section 1 Local Plan, this **Plan** has been the subject of a formal legal process of public consultation, decisions from locally elected Councillors, and an examination by an independent Planning Inspector.

There is also a legal requirement that the **Plan** for the Garden Community be reviewed every five years, to ensure it is kept up to date and responds, as necessary, to any changes in the economy or the environment, or actual changes on the ground, as well as complying with any new government policies.

Policy SP8 of the Section 1 Local Plan required that this **Plan** set out how the new Garden Community be designed, developed, and delivered in phases, in accordance with a detailed set of principles. The Garden Community will be holistically and comprehensively planned with a distinct identity that responds directly to its context and is of sufficient scale to enable residents to meet the majority of their day-to-day needs, reducing the need for outward commuting.

It will be comprehensively planned from the outset, phased to achieve the whole development in a coordinated manner, and will be underpinned by a broad package of infrastructure.

Policy SP9 of the Section 1 Local Plan includes principles and requirements for the design, development, and delivery of the Garden Community under the themes of; Place-Making and Design Quality, Housing, Employment and Jobs, Transportation and Community Infrastructure. Relevant requirements from the Section 1 Local Plan have been included in each of the themed chapters of this **Plan**.

In addition to the Section 1 Local Plan, TDC and CCC each have their own Section 2 Local Plans, which contain policies and allocations that apply to any land or properties outside of the Garden Community. There are also Neighbourhood Plans for Wivenhoe, Ardleigh and Elmstead, but they will only apply to land and property outside of the Garden Community. TDC adopted its Section 2 Local Plan in January 2022 and CCC adopted its Section 2 Local Plan in July 2022. Requirements from relevant development management policies from the TDC and CCC Section 2 Plans have been included in this **Plan**. Therefore, proposals for the Garden Community will need to comply with all policies set out in this **Plan**, which replaces all policies set out in both the TDC and CCC Section 2 Local Plans. A comprehensive list of replaced policies can be found at Appendix 4.

The Essex Minerals Local Plan and the Essex and Southend-on-Sea Waste Local Plan also apply to the Garden Community and plan policies will be applied where relevant.

## What does this Plan contain?

**With the principle of a Garden Community agreed in the Section 1 Local Plan, this Plan contains more detail about the development and the specific requirements that developers will be expected to follow, when applying for planning permission and carrying out the development.**

The **Plan** policies have been prepared to get the best possible design and placemaking. This is a once in a lifetime opportunity to create a place for people to live, work and play in a better way.

The structure of this **Plan** follows some overarching 'themes' which emerged from the main requirements for the Garden Community set out in the Section 1 Local Plan, the [National Model Design Code](#), the main topics of interest raised and discussed during public engagement activities, and wider evidence gathering. The chapter themes are listed below.

### Chapter 2: Vision

Chapter 2 sets out a vision for what it is hoped the Garden Community will be like in the future - informed by the discussions with residents, stakeholders and other interested parties through the various engagement activities that took place. From the vision, a set of specific principles and objectives have been identified – to which all the policy requirements, and guidance in this **Plan** will help to achieve.

### Chapter 3: Land Uses and Spatial Approach

Chapter 3 confirms the boundary of the Garden Community, includes a 'Policies Map', and explains how planning applications for development of the Garden Community will be expected to come forward.

The big decisions about what land will be included in the Garden Community; how the development will broadly be laid out; which areas will be allocated to housing, employment, open space or other uses or infrastructure; and which areas will be protected from development, are set out in the Policies Map.

The Policies Map has been informed by an evidence base supported by technical analysis, survey work and the comments of local people, stakeholders, and other interested parties as part of public engagement and formal consultation activities.

## **Chapter 4: Nature**

Chapter 4 sets out the Councils' expectations and its policy on nature within the Garden Community – including the protection and creation of open spaces and green and blue infrastructure; the planting of trees; tree-lined streets; the creation of wildlife habitats; the protection and enhancement of woodland, historic lanes and other important landscape, heritage, and biodiversity assets.

## **Chapter 5: Buildings, Place and Character**

Chapter 5 contains the policy expectations for creating unique and distinctive places, buildings and neighbourhoods whilst respecting the character of nearby towns, villages, and heritage assets.

## **Chapter 6: Economic Activity and Employment**

Chapter 6 sets out the details around the use of employment land; the promotion of economic growth and developing skills; as well as the creation of a variety of job opportunities across different sectors, including research and development, on-site construction and the service sector industries; and measures for embracing self-employment and home working.

## **Chapter 7: Community and Social Infrastructure**

Chapter 7 contains the Councils' expectations and policy on ensuring the Garden Community is served by community services and facilities of the right type in the right location, including schools and sports facilities; as well as access to health services, including acute care and emergency services, and how the development will incorporate measures to encourage inclusive, healthy, and happy lifestyles.

## **Chapter 8: Movement and Connections**

Chapter 8 sets out policy and the expectations around the focus on active travel and the creation of 'walkable neighbourhoods' in the Garden Community where walking, cycling and rapid public transport facilities are prioritised, convenient and available to all as the preferred means of travel. It also sets out requirements for car parking for residents, workers, and visitors with the aim of embracing advancements in electric vehicle technology.



## Chapter 9: Sustainable Infrastructure

Chapter 9 sets out the Councils' aspirations and expectations for creating a Garden Community fit for the future and incorporates measures aimed at tackling climate change, minimising carbon emissions and climate change adaptation.

## Chapter 10: Infrastructure Delivery, Impact Mitigation and Monitoring

The final Chapter sets out the mechanisms for securing developer contributions towards infrastructure and social and community services, including contributions towards the A120-A133 Link Road and Rapid Transit System. Chapter 10 also sets out a draft framework of 'indicators' that the Councils will use as measures to periodically monitor the progress and success of the Garden Community and to determine whether any changes in approach are required when this **Plan** is reviewed.

Each of the themed chapters outlined above includes a summary of the Section 1 Local Plan requirements, the principles for the theme, the policy and justification.

## Sustainability Appraisal

The policies in this **Plan** have been assessed against a series of 'sustainability objectives' as part of a 'Sustainability Appraisal'. The 'Sustainability Appraisal' is a legal requirement of the planning system which has helped the Councils to ensure that the social, economic and environmental impacts of the policies it has chosen have been identified and properly considered, and that the most appropriate strategy and policies have been chosen, when considered against reasonable alternatives.

The 'Sustainability Appraisal' concluded that taken as a whole, the **Plan** sets out a positive plan for the achievement of the Garden Community. The policies of the **Plan** set a high standard which development will be required to meet, and it is considered consistent with the principles of sustainable development. This **Plan** contains references to the 'Sustainability Appraisal' and any alternative approaches that were considered through the plan making process.



# Chapter 2: Vision

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## The Vision for the Future of the Garden Community

The Garden Community provides a once in a lifetime opportunity to create a place to live, work and play in a better way. It is an opportunity to create a brand-new community in a comprehensively planned way from the start, and the opportunity to embrace and deliver the very best in placemaking for the future. Its development is underpinned by a positive vision for the future which has been developed through engagement with residents, stakeholders, businesses, partners, and other interested parties.

The Strategic Vision includes the following Mission Statement for the Garden Community:

Tendring Colchester Borders Garden Community aspires to become an exemplar and forward-thinking new community in its own right, while resulting in clear benefits to its surrounding area. The new Garden Community will enable its residents to live healthy, happy, green, sustainable, connected and thriving lifestyles. This is a once in a lifetime opportunity to create a place to live, work and play in a better way.

The Vision for each of the five themes is set out at the start of Chapters 4-9 of this document. Each theme establishes purpose and identity and articulates a top-level description of the kind of place the Garden Community could become. The vision for each theme is supported by Strategic Principles and Objectives.

The Strategic Principles describe the outcomes that will be achieved at completion.

The Objectives set out in more detail how the strategic principles will be achieved.

They address both spatial and non-spatial implications and have been the core guiding elements within the 'Strategic Masterplan' process. The Principles are included in the theme chapters and the Objectives are included in Appendix 1.

### **Garden City Principles**

The Tendring Colchester Borders Garden Community will meet the Garden City Principles, set out by Town and Country Planning Association (TCPA). These include:

- Land value capture for the benefit of the community
- Strong vision, leadership and community engagement
- Community ownership of land and long-term stewardship of assets
- Mixed-tenure homes and housing types that are genuinely affordable
- A wide range of local jobs within easy commuting distance of homes

- Beautifully and imaginatively-designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience
- Strong cultural, recreational and shopping facilities in walkable, vibrant and sociable neighbourhoods
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport

## NATURE

The outdoor natural environment of the Garden Community will be its biggest asset. It will comprise green infrastructure where neighbours will spend time, play, interact and grow. It will provide a natural support system for both people and wildlife.

## BUILDINGS, PLACES AND CHARACTER

The Garden Community will provide the right jobs, homes and spaces for all aspects of life. It will create thriving distinctive places for a range of activities and employment opportunities. It will be memorable for its landscape and architecture and will be widely recognisable of its place in North Essex.

## ECONOMIC ACTIVITY AND EMPLOYMENT

The Garden Community will provide and promote opportunities for employment within the new community, within sustainable commuting distance and will facilitate a vibrant, thriving local economy with the latest digital infrastructure.



## COMMUNITY AND SOCIAL INFRASTRUCTURE

The Garden Community will be known for its healthy and happy community. It will have a variety of diverse community spaces, play spaces, great local schools and a network of sport and leisure, health, and wellbeing facilities. It will establish long term and participative stewardship of infrastructure from the outset.

## MOVEMENT AND CONNECTIONS

The Garden Community will be structured around a dense network of traffic-free walk and cycle routes with rapid public transit prioritised and supported by a range of innovative mobility measures. This will ensure day to day trips are shorter, quicker and cheaper without a car.

## SUSTAINABLE INFRASTRUCTURE

The Garden Community will make living sustainably easy for its residents. Green infrastructure and building solutions will be integrated from the outset and follow best practice standards.



# Chapter 3: Land Uses and Spatial Approach

This chapter sets out what land will be included in the Garden Community, how the development will be laid out, which areas will be allocated to housing, employment, open space or other uses or infrastructure, and which areas will be protected from development.

The approach has been informed by a thorough strategic masterplanning process, which has been supported by an appropriate evidence base with proportionate technical evidence, survey work and the comments of local people, stakeholders, and other interested parties as part of public engagement and formal consultation activities.

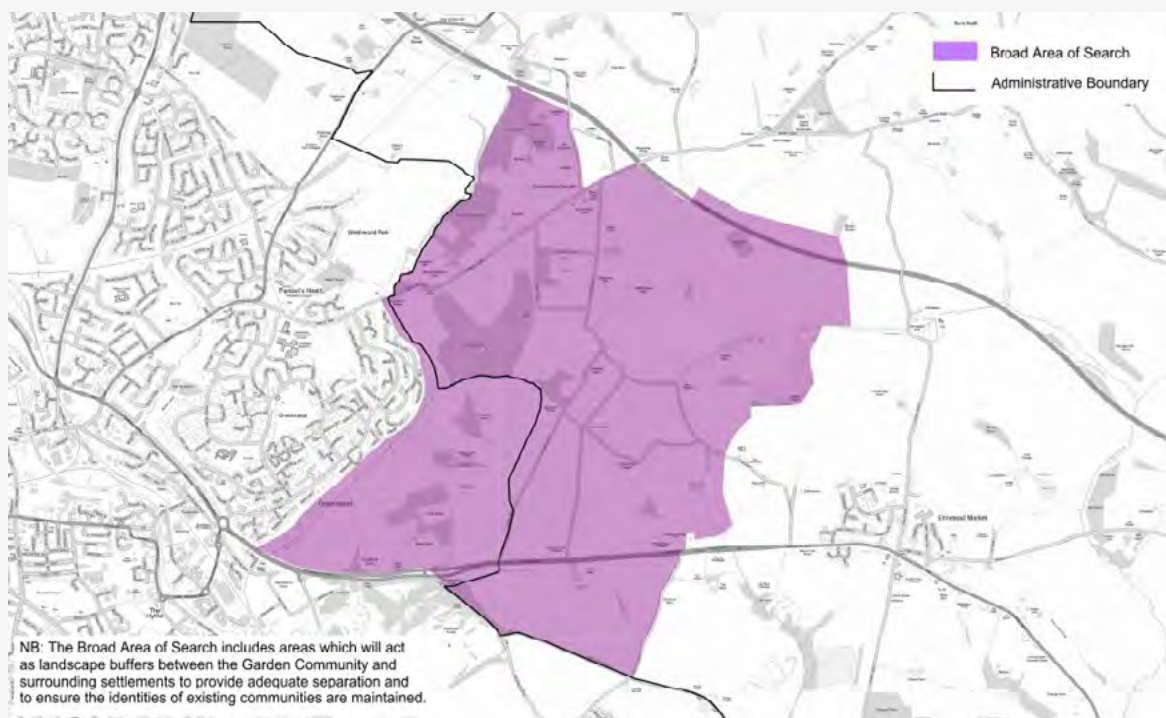
As well as explaining, in broad strategic terms, how different parts of the Garden Community are expected to be developed and protected, GC Policy 1 also sets out how this **Plan** will be followed by additional future masterplanning and design guidance, for both the whole of the Garden Community area and the neighbourhoods within it, and how these will be adhered to when considering detailed proposals and specific planning applications.

GC Policy 1 is supported by a 'Policies Map' which can be found at the end of the policy and at Appendix 2. Appendix 3 includes illustrative masterplan maps taken from the Strategic Masterplan

## Broad Area of Search

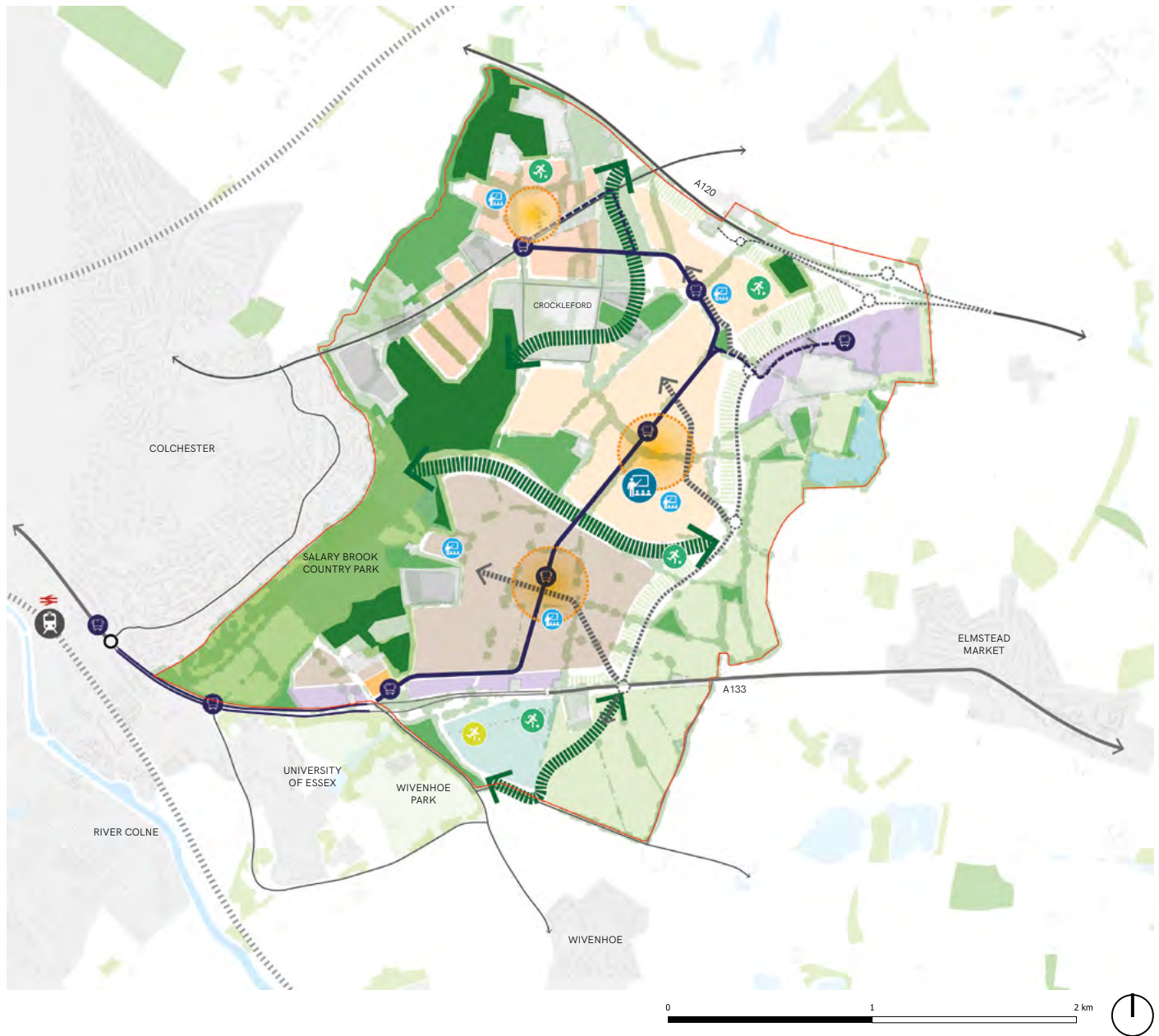
The map below is the 'Area of Search' for the Garden Community, as specified in the Section 1 Local Plan. **This map is not the Policies Map** however it shows the broad area of land identified by the Councils where it is envisaged most of the Garden Community will be located.

**FIG. 1 BROAD AREA OF SEARCH**





## STRATEGIC ILLUSTRATIVE FRAMEWORK MASTERPLAN



### KEY

|  |  |   |
|--|--|---|
| <span style="color: red;">—</span> Area of Search of TCBGC   | <span style="background-color: #d9e1f2; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Attenuation Ponds                              | <span style="background-color: #fde0dd; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Central Neighbourhood     |
| <span style="color: blue;">- - -</span> District Boundary  | <span style="background-color: #d9d9d9; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Existing Roads                                 | <span style="background-color: #f4cccc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Crockleford neighbourhood |
| <span style="background-color: #4f81bd; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Ancient Woodlands    | <span style="background-color: #d9d9d9; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Green links                                    | <span style="background-color: #f4cccc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Employment uses           |
| <span style="background-color: #4f81bd; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Woodlands            | <span style="background-color: #d9d9d9; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Indicative Rapid Transit Route/halt            | <span style="background-color: #f4cccc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Sports and Leisure Park   |
| <span style="background-color: #4f81bd; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Country Park         | <span style="background-color: #d9d9d9; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Indicative Peak/additional Rapid Transit Route | <span style="background-color: #f4cccc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Primary Schools           |
| <span style="background-color: #4f81bd; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Amenity Green Space  | <span style="background-color: #d9d9d9; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Main vehicular entrance points                 | <span style="background-color: #f4cccc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Secondary Schools         |
| <span style="background-color: #4f81bd; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Strategic Green Gaps | <span style="background-color: #d9d9d9; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Proposed Neighbourhood centres                 | <span style="background-color: #f4cccc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Sports Hubs               |
| <span style="color: blue;">—</span> Water Course   | <span style="background-color: #d9d9d9; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Southern Neighbourhood                         | <span style="background-color: #f4cccc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> University Sports         |

\*The location of specific land uses, facilities and activities are illustrative and subject to further masterplanning.



## GC POLICY 1: LAND USES AND SPATIAL APPROACH

Taking forward the requirements of the Section 1 Local Plan and taking into account the views of local people and other stakeholders, GC Policy 1 sets out the key land uses and spatial parameters within which the Garden Community is expected to be built. It also sets out the Councils' expectations for the information that will need to be submitted and approved ahead of the determination of any outline or detailed planning applications for development of the Garden Community. This will enable the Councils to ensure that development will achieve a comprehensive approach that delivers garden community principles and the Councils' high expectations for design and quality as set out in this **Plan**.

Proposals will be designed to ensure that the new Garden Community will develop as an inclusive, safe, and healthy community. They will represent sustainable developments that manage natural and heritage assets wisely for future generations and existing communities. The new Garden Community will make the fullest possible contribution to minimising greenhouse gas emissions by ensuring resource efficiency, minimisation of waste, reduction in embodied carbon, the prioritisation of renewable energy and through maximizing sustainable and active modes of travel. Proposals will mitigate against and improve resilience to the effects of climate change and contribute positively to the health, wellbeing and resilience of communities and the natural environment.

### Part A: Land Use Parameters and Policies Map

Development will be confined to land within the Garden Community location as identified in the Section 1 Local Plan and will adhere to the 'Land Use Parameters', as shown on the 'Policies Map'. Land within the identified Garden Community location is specifically allocated or protected for the following uses:

- Delivery of circa 7,500 new homes with a range of shops, jobs, services and community facilities, including education and health and wellbeing provision (see Part B below).
- A new 'Salary Brook Country Park' incorporating land and woodland at and around the Salary Brook Local Nature Reserve (see Part C below).
- A 'Wivenhoe Strategic Green Gap' incorporating land north of Brightlingsea Road and west of Elmstead Road (see Part D below).

- An 'Elmstead Strategic Green Gap' east of the new A120-A133 Link Road (see Part E below).
- A Sports and Leisure Park to serve the local community and for the expansion of sports facilities for the University of Essex (see Part F below).
- Approximately 25 hectares of employment land in form of a new Business Park and a 'Knowledge-Based Employment' site (see Parts G and H below).
- Provision for the Rapid Transit System.
- A Gypsy and Traveller Site (see Part I below).
- A 'Park and Choose' facility (see Part J below).

Proposals for development must comply with the 'Policies Map' and meet the specific requirements of policies elsewhere in this Plan and in the adopted Section 1 Local Plan.

Any proposal for land within or nearby the Garden Community location that would prejudice the comprehensive development of the Garden Community, as envisaged by the 'Policies Map', the Councils 'Strategic Masterplan', the policies in this Plan or any subsequently approved Masterplans and Design Codes, will not be supported by the Councils.

## Part B: The Garden Community Neighbourhoods

The Garden Community Neighbourhoods, extending from the A133 to the A120, will be the principal focus of new development and will deliver three distinct, but interconnected 'Neighbourhoods' containing circa 7,500 new homes of varying size, type, tenure and densities.

### **'South and North Neighbourhoods'**

Broad locations for two distinct but interlinked Neighbourhoods, referred to as the 'South and North Neighbourhoods' are shown on the Policies Map. The 'North and South Neighbourhoods' between them will accommodate around 6,000-6,500 new homes. Development within and across the two 'Neighbourhoods' will be phased to ensure housing development is aligned with infrastructure delivery.

Each 'Neighbourhood' will adopt appropriate approaches to architecture, design, character, density and public open space to achieve a distinctive sense of place that will appeal to a variety of needs and lifestyles. The approaches to development will also reflect the varying levels of physical and environmental opportunities and constraints across the site, as well as proximity to existing communities, key features and assets – such as green spaces, woodland, heritage assets, the University of Essex, new and existing roads, lanes and walking and cycling connections.

Residents within the 'South and North Neighbourhoods' will have high accessibility to local services and facilities. To facilitate the use of walking, cycling and public transport as the preferred alternatives to the private car, each neighbourhood will develop around a 'Neighbourhood Centre' containing shops, services, and community facilities, and where appropriate employment land and job opportunities. The centres will be connected to the neighbourhoods by coherent, direct, safe, and attractive walking and cycling routes designed around the 20-minute neighbourhood principles. Land and property will be provided in the form of 'hubs' within, around and along a corridor of activity between both 'Neighbourhood Centres' to provide for a flexible range of local business needs alongside service sector jobs provided by new schools, nurseries, shops and community facilities.

The provision of student accommodation will be encouraged in accessible locations within the 'South Neighbourhood' where it would have good sustainable links to the University of Essex and where it will contribute to a mixed and diverse community.

The new Rapid Transit System will connect the 'South and North Neighbourhoods' as part of a wider network, providing fast and reliable connectivity between them and key areas of employment both within the site and in surrounding areas, such as the University of Essex, the City of Colchester, Colchester General Hospital, and Colchester Sports Park.

Subject to evidence-based work, the 'South and North Neighbourhoods' are to each be accessed independently from separate vehicular junctions on the new A120-A133 Link Road (as opposed to the A133 and A120 themselves) in order to give priority to the Rapid Transit System and active travel modes. The Councils will work with the University of Essex and other partners, as appropriate, to deliver the key infrastructure (health, education, ambulance, police, and other community uses) necessary to serve the early phases of development. Such infrastructure will be delivered either on a permanent basis, or on an interim basis if it is required ahead of the establishment of the first of the 'Neighbourhood Centres'.

### **'Crockleford Neighbourhood'**

The 'Crockleford Neighbourhood' will be developed as an individual community that is connected by walking, cycling and other sustainable transport modes to the 'South and North Neighbourhoods' and the City of Colchester. The 'Crockleford Neighbourhood' will grow to accommodate around 1,000-1,500 new homes, with its phasing linked to the provision of its own proportionate 'Neighbourhood Centre', associated infrastructure, and sustainable connections to the 'South and North Neighbourhoods'. Accessibility to services and facilities, including those that support health and wellbeing, utilities infrastructure, the Rapid Transit System and other public transport services will be key to determining the phasing of development in the 'Crockleford Neighbourhood'.

The 'Crockleford Neighbourhood' will develop its own character in an incremental and sequenced manner over the longer-term in line with its own specific Masterplan and Design Code. This will protect and respect the character formed by its heritage assets and their settings, its distinctive network of green lanes, small fields and land parcels. The 'Crockleford Heath Area of Special Character' is shown on the 'Policies Map and reflects the core concentration of buildings, spaces and other features requiring specific consideration as part of any wider proposals for development. Within the 'Crockleford Heath Area of Special Character' development must preserve or enhance the intrinsic character of the area, whilst within the wider setting/environs of Crockleford Heath, development should respect/respond positively to the existing landscape structure.

The approach to residential development will need to involve the sequenced servicing and release of individual parcels of land which could include plots for self-build and custom-built homes, with a mechanism to be agreed for the Councils to secure financial contributions from each home towards the delivery of infrastructure and affordable housing.

### **Part C: Salary Brook Country Park**

Land and woodland around and including the Salary Brook Local Nature Reserve is designated as a new Country Park that will be promoted and managed for that purpose. The 'Salary Brook Country Park' will be protected and enhanced as an important corridor for wildlife conservation, informal recreation, and education, and will connect to the wider network of green and blue infrastructure and walking/cycling routes serving the Garden Community and its 'Neighbourhoods'. This designation will provide protection to this area of countryside and will maintain the long-term physical and visual separation to the adjacent City of Colchester.



The section of the new 'Salary Brook Country Park' between the A133 and Bromley Road shown on the 'Policies Map' will be brought forward alongside the earliest phases of development within the Garden Community with further northward extension being secured longer-term alongside development of the 'Crockleford Neighbourhood'.

### **Part D: Wivenhoe Strategic Green Gap**

Land north of Brightlingsea Road and west of Elmstead Road, connecting Wivenhoe Park and the University of Essex, is designated as a Strategic Green Gap. This designation will provide protection to the open countryside to the south of the Garden Community; maintain the long-term physical and visual separation to Wivenhoe and continue the coalescent break established within the Wivenhoe Neighbourhood Plan. The 'Wivenhoe Strategic Green Gap' will comprise of a strong landscaped edge, protecting the character of the surrounding landscape and creating new enhanced habitats for a range of biodiversity. It will connect to the wider network of multifunctional green and blue infrastructure and walking/cycling routes serving the Garden Community and its 'Neighbourhoods'.

Development will only be supported where its role and function would not be materially harmed; it represents the provision of appropriate development for a countryside location; or is for facilities (in connection with the existing use of land or a change of use) for outdoor sport or recreation, renewable energy, cemeteries and burial grounds or allotments.

### **Part E: Elmstead Strategic Green Gap**

Land east of the new A120-A133 Link Road and the new 'Business Park' south of the A120, is designated as a Strategic Green Gap. This designation will provide protection to the open countryside to the east of the Garden Community; maintain the long-term physical and visual separation to Elmstead Market, and to assist in protecting the setting of the designated heritage assets of the Grade I Listed Church of St. Anne and St. Lawrence, Grade II\* Listed Elmstead Hall, and Grade II Listed Allens Farmhouse and the Round Burrow.

Development will only be supported where its role and function would not be materially harmed; it represents the provision of appropriate development for a countryside location; or is for facilities (in connection with the existing use of land or a change of use) for outdoor sport or recreation, local low carbon energy generation, cemeteries and burial grounds or allotments.

## **Part F: Sports and Leisure Park and University of Essex Expansion**

Approximately 25 hectares of land south of the A133 and north of the proposed 'Wivenhoe Strategic Green Gap', is allocated on the 'Policies Map' for new a 'Sports and Leisure Park'. This will facilitate the enhancement of sports facilities required by the University of Essex as part of its plans for long-term expansion and will provide sports and leisure facilities which will be available for use by residents and clubs in the existing community, the proposed Garden Community and the University. Where appropriate this will include the provision of indoor and outdoor floodlit facilities.

The 'Sports and Leisure Park' will comprise of a strong landscaped edge to the south, adjacent to the 'Wivenhoe Strategic Green Gap', protecting the character of the surrounding landscape and to creating new habitats for a range of biodiversity. It will connect to the wider network of multifunctional green and blue infrastructure and will provide walking/cycling routes serving the Garden Community and its 'Neighbourhoods'.

Should the position of the A133 Park and Choose Facility be located south of the A133, its provision and position should be evidenced to demonstrate that it would not prejudice the expansion requirements of the University of Essex or the ability to meet the sports, leisure and open space requirements of the wider Garden Community.

## **Part G: Knowledge-Based Employment Land**

Approximately 8 hectares of land north of the A133, opposite Wivenhoe Park and the University of Essex, is allocated on the 'Policies Map' for knowledge-based employment purposes to maximise the benefits arising from close proximity to the University of Essex and the developing Knowledge Gateway. This would be attractive to securing business investment whilst encouraging the provision of sustainable travel trips via walking and cycling routes either directly across the A133, or via the 'Salary Brook Country Park'. Development will be designed and landscaped to make an efficient use of the land available and to ensure an appropriate transition between built development and the open countryside – particularly towards the 'Salary Brook Country Park'.

## **Part H: A120 Business Park**

Approximately 17 hectares of land immediately south of the A120 and east of the new A120-A133 Link Road, is allocated on the 'Policies Map' for a new 'Business Park'. This would be principally used for

general employment, business and industrial purposes providing a range of unit types and sizes for different occupiers. The business park will be accessed via the new A120-A133 Link Road and will be connected to the Rapid Transit System.

The 'Business Park' will be designed and landscaped in a manner that ensures an appropriate transition between built development and the open countryside forming part of the 'Elmstead Strategic Green Gap'. Development will be required to respect the setting of the heritage assets of the Church of St. Anne and St. Lawrence, Elmstead Hall and Allens Farmhouse.

### **Part I: Provision for Gypsies and Travellers**

A new site for the accommodation of Gypsies and Travellers will be delivered within the 'North Neighbourhood' to the south of the A120 and west of the new A120-A133 Link Road. A broad location is identified on the 'Policies Map'. The site will accommodate 18 pitches which will count equally (nine pitches respectively) towards Tendring and Colchester Councils' projected need for such accommodation and will form an integral part of the wider Garden Community. The location and size of the site will be informed by the 'Strategic Masterplan' and subsequent Masterplans prepared by the developer, and shall be detailed as part of a relevant planning application.

The Gypsy and Traveller site will come forward in response to need.

### **Part J: A133 Park and Choose Facility**

One new 'Park and Choose Facility' will be developed on land adjacent to the A133 in one of the two the broad locations shown on the 'Policies Map'. This facility will provide the opportunity for visitors by car to access the walking, cycling and Rapid Transit System networks that connect to the Garden Community, the City of Colchester, and the wider area. It will be located where the Rapid Transport System route intersects with the A133 and within close proximity to the new 'Knowledge-Based Employment Land'. The location and size of the facility will be informed by the 'Strategic Masterplan' and subsequent Masterplans prepared by the developer, and shall be detailed as part of a relevant planning application.

The 'Park and Choose Facility' will be delivered and brought forward alongside first residential phases of development the Rapid Transport System. It will have the ability to be expanded over time in response to future demand.

## Part K: Planning Application Requirements

A comprehensive approach to development must be developed that meets with the Councils' high expectations for design and quality, and the key principles that underpin the development of Garden Communities.

A comprehensive site wide Garden Community Masterplan, detailed Area Specific Masterplans and Design Codes for relevant phases of development should be prepared by the developers through a collaborative process with the Councils and key stakeholders and which should have regard to the Councils 'Strategic Masterplan'.

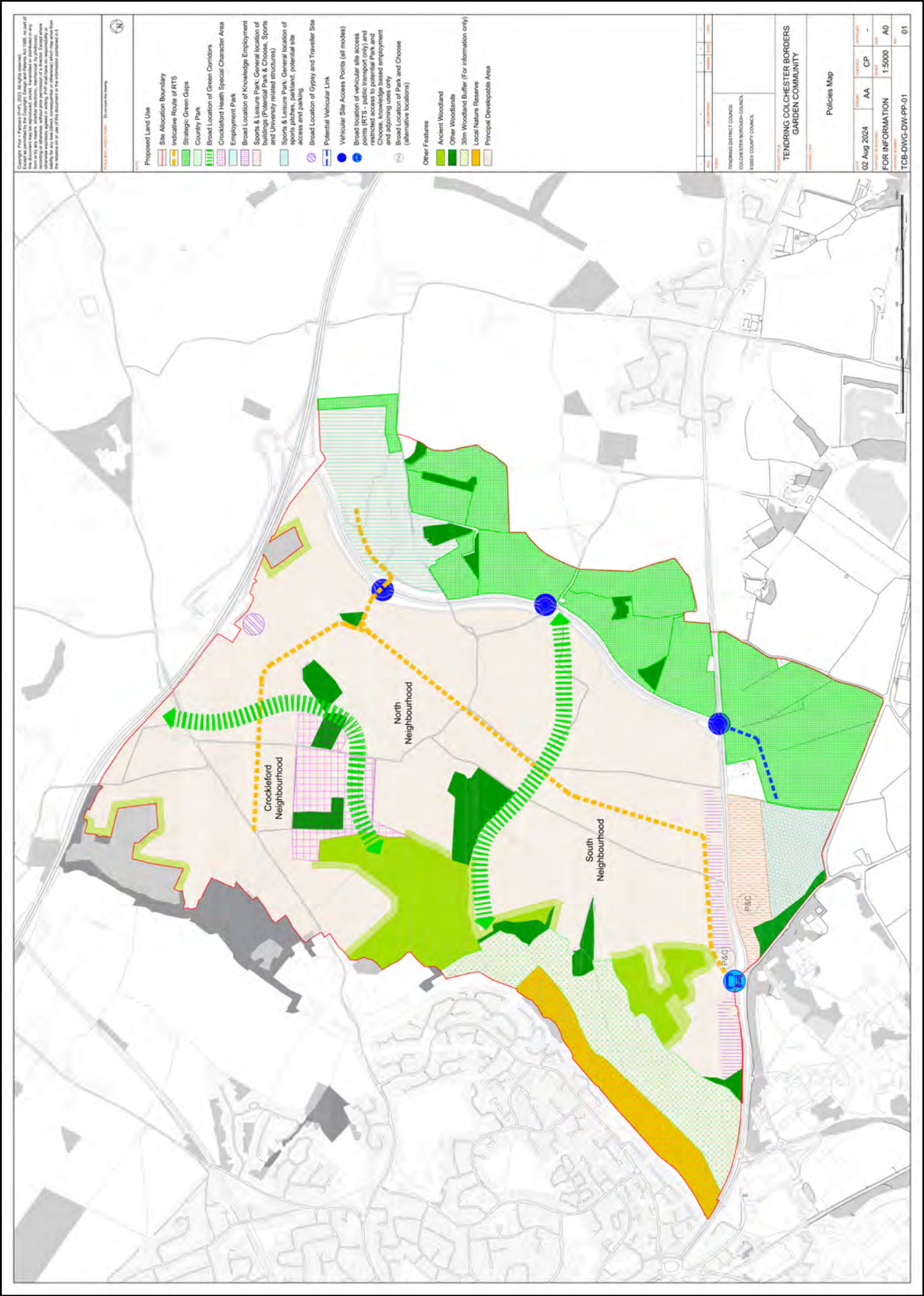
These will be informed by use of design review and assessment frameworks such as the National Design Guide, National Model Design Code, Building for a Healthy Life and Building with Nature, or similar. These should be approved alongside and/or prior to the determination of relevant planning applications, as appropriate.

Planning applications will be determined considering the policies and proposals within this **Plan**. For planning applications to be considered valid, a range of information must be submitted including plans and/or supporting documents. The Councils local validation lists are available on their websites and clarifies what information is required. This will vary for different types and scales of application being made and will be reviewed as necessary to take account of statutory changes or Government guidance.

Each individual policy of this **Plan** specifies required supporting documents that must be submitted either prior to or in support of planning applications. A full list of these documents can be found at Appendix 3.



FIG. 2 POLICIES MAP



## Justification

The chosen strategy for development at the Garden Community confines the majority of development to land south of the A120, north of the A133, west of the new A120-A133 Link Road and east of a new country park (Part C) to be designated around Salary Brook Local Nature Reserve. In addition, selected land around the area of Crockleford Heath has been specifically identified as an Area of Special Character, where development must preserve or enhance its intrinsic character.

Land is designated and shown on the 'Policies Map' as Strategic Green Gaps. Land within the Strategic Green Gaps will be protected from most forms of built development to ensure the Garden Community does not extend or sprawl into locations where it could eventually merge or coalesce with Wivenhoe or Elmstead Market – one of the main concerns raised by local people throughout the public engagement activities. Additional open space is proposed adjacent to Salary Brook Local Nature Reserve to strengthen this area as a buffer to the Colchester urban area encompassing the steep adjoining slopes of the brook as well as nearby woodland. This designation will also prevent coalescence in the Greenstead and Longridge areas.

The evidence has developed to show that the residential capacity of the site is towards the lower end of the 7,000 to 9,000 range set out in the Section 1 Local Plan. This is given the physical constraints of the site with boundaries defined by the Strategic Green Gaps and both the existing and proposed roads. The total number of new homes expected at the Garden Community has therefore been refined to circa 7,500.

The new homes will be delivered across three distinct but interconnected 'Neighbourhoods' (Part B) in the south, north and Crockleford parts of the site, each with associated facilities and infrastructure. Broad locations for these neighbourhoods are shown on the Policies Map. Each neighbourhood will adopt its own approach to architecture, design, character, development density and public space to achieve a distinctive 'sense of place' for each area, that will appeal to a variety of needs and lifestyles. The number of homes and density of housing development will vary both within and across the neighbourhoods, with a general expectation that the overall average density of development will be higher in the southern neighbourhood to reflect its proximity to the University of Essex, and the opportunity for early connection to the Rapid Transit System; and lower in the northern neighbourhoods, further from the University, and which reflects the more sensitive nature of the landscape and existing communities further north particularly around Crockleford Heath.



Each neighbourhood will be served by at least one 'Neighbourhood Centre' and will be focused around high accessibility to the Rapid Transit System. Each neighbourhood will contain a range of employment land and job opportunities, shops, services, and community facilities, including green-blue infrastructure, which will be located within close walking and cycling distance of the new homes, designed to help reduce people's reliance on private cars.



The Garden Community will be planned and developed on the concept of a "20-minute neighbourhood", and this **Plan** involves a range of interrelated policy actions that seeks to provide residents access to most of their daily needs within a short walk or cycle ride from their home. To help achieve this, higher density development will be focused around each centre. The 20-minute neighbourhood principle makes life more livable for residents, by improving air quality and making neighbourhoods safer, quieter, more diverse, inclusive, and economically vibrant.

Another way of minimising the reliance on private car use is to promote and prioritise sustainable travel choices such as walking, cycling and use of public transport, including the new Rapid Transit System, by making them as convenient as possible, whilst still accommodating the practical needs of private car users and users of commercial vehicles. To help achieve this, as well as providing services and facilities within walking and cycling distance of new homes, connectivity through and between the three neighbourhoods will be primarily limited to walking, cycling and public transport, including the Rapid Transit System. The neighbourhoods will be accessible by private

car and commercial vehicles with appropriate levels of parking and electric charging facilities provided, however, access will be from separate junctions on the new A120-A133 Link Road with no direct vehicle access between the neighbourhoods, with the exception of emergency vehicles and public transport. This approach will help to promote and prioritise sustainable transport choices and reduce the possibility of 'rat-running' through the Garden Community.

A new 'Park and Choose' facility (Part J) would be provided for the Garden Community to enable visitors by car to access more sustainable transport choices such as walking, cycling and the Rapid Transit System, which can also provide access to key areas of employment and services within Colchester. This will be located at a location adjacent to the A133 where the Rapid Transport System route intersects with important transport corridors and the two principal areas of employment uses.

The approach taken to delivering employment and knowledge based employment at the Garden Community is designed to deliver a range of job and training opportunities across different sectors, which could include general business and light industrial activity, to research and development, construction, and services. Two principal areas of employment land have been allocated. One will be located immediately south of the A120 and east of the new A120-A133 Link Road (Part H) primarily to serve the needs of general business and industry (which could include manufacturing of green technologies and modular components to assist in construction of the new homes and buildings at the Garden Community). The second would be located on land north of the A133 adjacent to the University of Essex and Knowledge Gateway (Part G). Suitable early years and childcare facilities, and primary and secondary schools will also be provided.

The Councils support the University of Essex in its future plans to expand services, increase student intake and provide business, research and development space and sports facilities, and will support appropriate proposals that will help to achieve this both within and beyond the plan period. The development of a new 'Sports and Leisure Park' will enable the wider expansion of the University of Essex to the benefit of the local economy. The Councils and Developers will work with the University of Essex to make maximum use of land and property on the existing campus for the expansion of its academic facilities and to increase the supply of student accommodation both within the Garden Community 'Neighbourhoods' and elsewhere throughout the City of Colchester where there are good connections to the Rapid Transit System.



Land and property will be provided in the form of 'hubs' within and around the 'Neighbourhood Centres' to provide for a flexible range of local business needs alongside service sector jobs provided by new schools, shops and community facilities. New homes and business premises will also be designed and served by the necessary digital infrastructure to accommodate and promote home working and self-employment.

At this early stage of planning for the Garden Community, it is not possible, nor sensible, for this **Plan** to contain full or precise details of design, layout and appearance of the new buildings and spaces that will be delivered. Instead, this **Plan** provides the overarching strategy and policies that will provide direction for more detailed Masterplans, Design Codes and, ultimately, planning applications to follow.





## Chapter 4: Nature

The outdoor natural environment of the garden community will be its biggest asset. It will comprise green infrastructure where neighbours will spend time, play, interact and grow. It will provide a natural support system for both people and wildlife.

This chapter sets out the policy expectations in relation to nature and green-blue infrastructure. The natural environment of the Garden Community will be its greatest asset. Nature will be placed at the heart of the development to contribute towards nature's recovery, to realise the wellbeing and economic benefits to individuals, and to deliver nature-based solutions. A well-connected, multifunctional green-blue infrastructure network will help to create a community where neighbours can interact, live active lifestyles and where nature can thrive.

## Section 1 Local Plan

Under the theme of Nature, the main requirements covered in this **Plan**, as set out in the policies of the adopted Section 1 Local Plan, include:

- Create distinctive environments which are based on comprehensive assessments of 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 a new country park at the garden community, provide a high degree of connectivity to existing corridors and networks, and enhance biodiversity.
- Natural measures to avoid, protect and/or enhance wildlife areas within and surrounding the site such as Bullock Wood Site of Special Scientific Interest (SSSI), Ardleigh Gravel Pits SSSI, Wivenhoe Pits SSSI, Upper Colne Marshes SSSI and habitats sites of international importance.
- Measures to incorporate biodiversity creation and enhancement measures.
- A network of multi-functional green (and blue) infrastructure incorporating key elements of the existing green assets within the site and also including new community parks, allotments, a new country park and the provision of sports areas and play areas with associated facilities.
- Provision of water and wastewater mitigation measures including the use of open space to provide flora and fauna rich sustainable drainage solutions.





## Principles

### **A PLACE SHAPED BY NATURE AND LANDSCAPE**

The Garden Community will incorporate important existing landscape features and provide a high degree of connectivity to existing green corridors and networks. Alongside a new Country Park provided along the Salary Brook Corridor it will also deliver a variety of new spaces - parks, fields, wild spaces, communal spaces, private places, secret spaces.

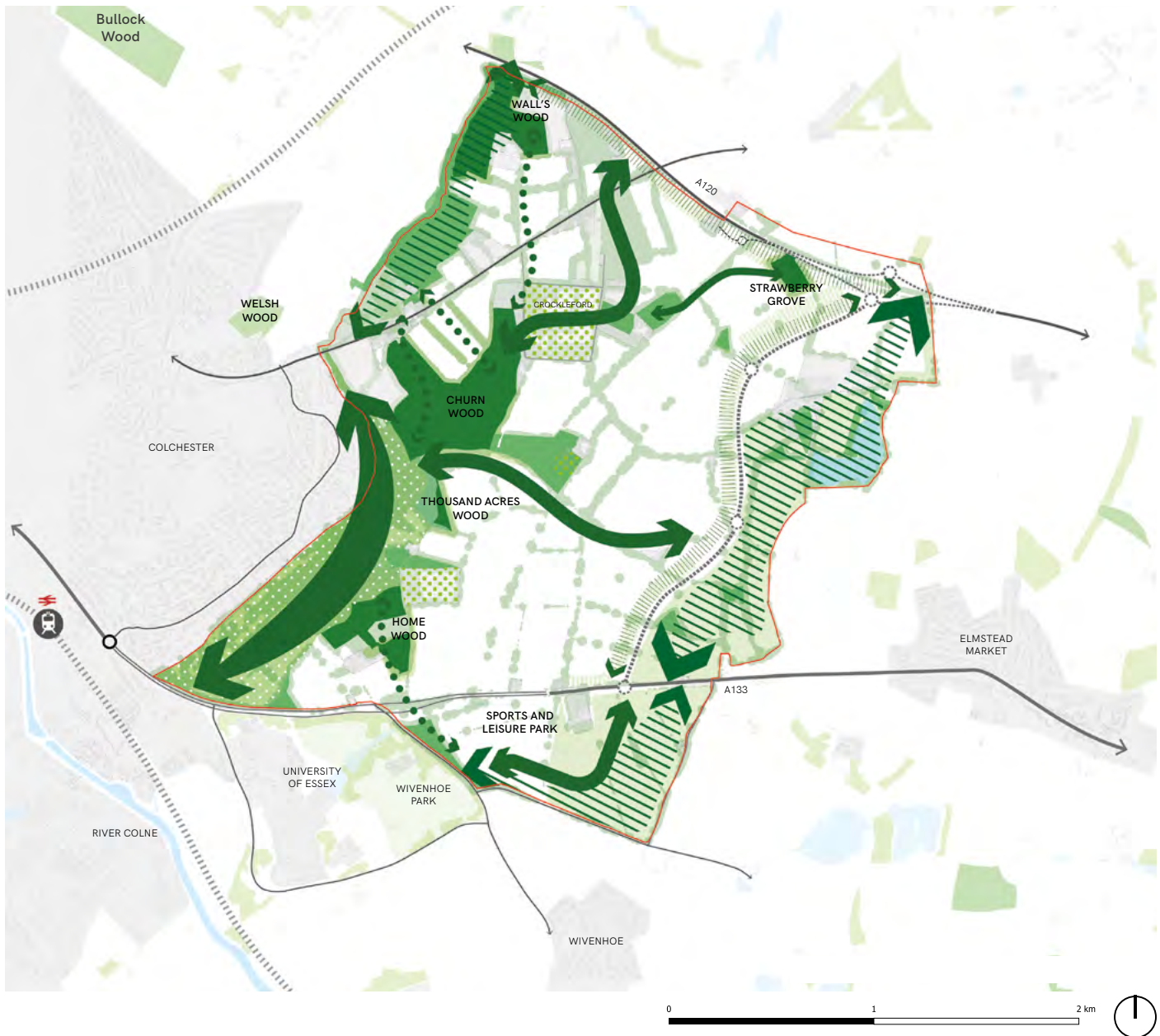
### **A PLACE WITH THRIVING ECOLOGY AND BIODIVERSITY**

Net Gains in biodiversity and a thriving ecological network will shape the Garden Community ensuring native species thrive. Key assets within the Garden Community site including Salary Brook Local Nature Reserve, Welsh Wood Local Nature Reserve, ancient woodland, species rich hedgerows, areas of species rich grassland and valuable wetlands will be protected and/or enhanced and linked into the wider natural ecosystem network through habitat creation and management.

### **A PLACE WITH A PRODUCTIVE AND CLIMATE RESILIENT NATURAL LANDSCAPE**

The landscape of the Garden Community will be informed by inclusive community design and provide a range of productive uses such as orchards, allotments, and growing fields. Natural flood risk management and carbon capture will be seamlessly incorporated in the ecological network, making the natural landscape “work hard” and deliver multiple benefits simultaneously.

## NATURE ILLUSTRATIVE FRAMEWORK PLAN



### KEY

- |  |  |
|--|--|
| <span style="color: red;">—</span> Area of Search of TCBGC   | <span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Attenuation Ponds    |
| <span style="color: blue;">- - -</span> District Boundary  | <span style="color: grey;">—</span> Existing Roads   |
| <span style="background-color: darkgreen; display: inline-block; width: 20px; height: 10px;"></span> Ancient Woodlands                         | <span style="background-color: lightgreen; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Existing Greenspace |
| <span style="background-color: mediumseagreen; display: inline-block; width: 20px; height: 10px;"></span> Woodlands                            | <span style="background-color: lightgreen; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> New Country Park    |
| <span style="background-color: lightgreen; display: inline-block; width: 20px; height: 10px;"></span> Country Park                             | <span style="color: green;">—</span> Green Buffers to Existing and New Roads   |
| <span style="background-color: yellow; display: inline-block; width: 20px; height: 10px;"></span> Buffers to Ancient Woodlands                 | <span style="color: green;">—</span> Strategic Green Corridors   |
| <span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Strategic Green Gap | <span style="color: green;">—</span> Strategic Green Buffers   |
| <span style="color: blue;">—</span> Water Course   | <span style="color: green;">—</span> Ecology Connections / Green Links   |

\*The location of specific land uses, facilities and activities are illustrative and subject to further masterplanning.

## GC POLICY 2: NATURE

The approach for the Garden Community is to protect and enhance the existing green-blue infrastructure network for the benefit of people and wildlife. There are numerous natural and historic assets, such as ancient woodlands and hedgerows, and the Wivenhoe Park Registered Park and Garden, within or adjoining the Garden Community. Development will protect and enhance existing assets and incorporate these into a well-connected green-blue infrastructure network.

Biodiversity, geology, heritage assets, archaeology and landscape character will be protected and enhanced. A multifunctional green-blue infrastructure network will be provided within and link beyond the Garden Community, providing space for nature, recreation and encouraging active travel; creating settings for the built environment; and enhancing local landscape character. This includes a country park along the western boundary of the Garden Community and a strategic east-west green corridor. Green-blue infrastructure will be an integral part of and means to improve the quality of the built environment and should optimise the provision for additional wildlife habitat.

### Part A: Green-Blue Infrastructure

The Strategic Masterplan includes a Nature Layer for the whole site clearly demonstrating green links, including green corridors, within and beyond the site. The Nature Layer is coordinated with active travel networks to maximise the potential for routes through green infrastructure to be used for travel and leisure.

Connections must be made to the existing Colchester Orbital (a circular walking and cycling route around the City's perimeter) which runs along Salary Brook and through the site, linking key open spaces and public rights of way (PRoW). The Colchester Orbital will be retained and enhanced as a significant green link within the development, connecting to substantial green corridors within the development formed around the existing green infrastructure network.

Existing landscape features, PRoW and the network of lanes within the site should be retained, enhanced and incorporated into the development to form part of the green-blue infrastructure network and public realm wherever possible. A variety of new open spaces and other green-blue infrastructure will be created, including a Country Park along the Salary Brook corridor, including the slopes, and multiple green corridors. Proposals will need to include details of a green-blue infrastructure network, how it complies with the strategic masterplan and must demonstrate how all open spaces connect to this network.

Green-blue infrastructure must deliver multiple benefits and proposals must demonstrate or provide:

- How the amount, typology and function of new open space and other green-blue infrastructure meets the standards in the Colchester and Tendring Sports, Recreation and Open Space Strategy (2022) or any updates to this strategy.
- How biodiversity enhancement and net gain measures will be incorporated, including the use of habitat restoration and natural regeneration.
- How the design supports the dispersal and migration of individual species and whole habitats, either as part of a regular movement pattern or through migrations in response to climate change.
- How the green-blue infrastructure proposed will be managed and maintained as part of the stewardship model.
- That the strategy for selection of trees and other plants has been chosen to enhance both nature and beauty, for climate resilience and for food. For example, through drought tolerant or wetland planting approaches as appropriate.
- Details of street trees and hedgerows and that appropriate measures are in place to secure long-term maintenance of newly planted trees.
- Details of how existing trees and hedgerows will be incorporated into the development.
- How natural or free play areas have been incorporated into the urban setting as well as green spaces.
- The provision of areas of wild bird cover for the benefit of farmland birds.
- The creation of verges of priority habitat, hedgerow, wildflower-rich or rough grassland along roads, streets where appropriate, and pedestrian and cycle networks.

- High quality, sustainable design and selection of public furniture, including play equipment, and lighting (where appropriate), which is essential to ensure that places are accessible and inclusive.
- Inclusive and accessible to all, including people with varied mobility and sensory needs.

### **Part B: Suitable Alternative Natural Greenspace (SANG)**

Proposals will be required to provide an appropriate amount of Suitable Alternative Natural Greenspace (SANG), in accordance with Natural England (NE) guidance. This will reduce the amount of day-to-day recreational trips to the protected habitat sites Essex coast. Proposals to incorporate SANG within the new Country Park will be supported where they conform to the principles of the Strategic Masterplan and where evidence, including visitor surveys, is provided to demonstrate that the Salary Brook Local Nature Reserve has sufficient capacity to accommodate any increased visitor usage proposed in order to count towards SANG provision. 10 The Council will work with Natural England, landowners and stakeholders to agree the extent of SANG provision for each phase of the Garden Community, which must link into a wider network of footpaths, green infrastructure and public open space. Proposals must demonstrate how SANG, and access to it, will be provided for each relevant phase of the development, including access to temporary SANG where required.

### **Part C: Integrating Green and Blue (water) Spaces into Built Form**

A key principle and part of the distinctive character of the Garden Community will be the green-blue infrastructure network and celebration of the natural and historic environment. Proposals should take every opportunity to integrate green and blue spaces and will be required to demonstrate, both spatially and technically, how they have been integrated into the built form. Examples include: tree lined streets or streets that contain hedgerows appropriate to local character, habitats, and species; insect-attracting plants, hedgerows, log piles, and other places of shelter for wildlife refuge/hibernation within structural landscaping and open spaces; hedgehog friendly features in residential garden boundaries to create linked habitat; dark corridors for bat foraging; green walls and roofs and other measures of incorporating trees and plants into buildings; bat boxes, bricks or lofts and bird boxes; dual purpose street furniture; and Sustainable Drainage Systems (SuDS).



## Part D: Protection of Biodiversity

Proposals will need to provide the following:

- Are supported with appropriate ecological surveys where necessary.
- Where there is reason to suspect the presence of a protected species (and impact to), or Species/Habitats of Principal Importance, proposals should be accompanied by an ecological survey assessing their presence and, if present, the proposal must be sensitive to, and make provision for their needs and demonstrate the mitigation hierarchy has been followed.
- Will minimise fragmentation of habitats.
- Maximises opportunities for the preservation, restoration, enhancement, and connection of natural habitats in accordance with the Local Nature Recovery Strategy or future replacements.

Before granting planning consent, wintering bird surveys will be undertaken at the appropriate time of year to identify any offsite functional habitat. In the unlikely event that significant numbers are identified, development must firstly avoid impacts. Where this is not possible, development must be phased to deliver habitat creation and management either on or off-site to mitigate any significant impacts. Any such habitat must be provided and fully functional before any development takes place which would affect significant numbers of SPA birds.

Sensitive habitats should be buffered with additional planting or other agreed appropriate measures wherever possible to discourage access. Appropriate interpretation/signage will be required to help divert visitors away from sites that are sensitive to recreational disturbance, including the use of marketing and promotional material at the point of house sales. Ecologically rich buffer landscapes against existing and new road corridors will be required. The minimum widths of these will be agreed through an appropriate design code or similar.

## Part E: Biodiversity Net Gain

- Proposals must deliver a minimum of 10% measurable biodiversity net gain across the whole site with gains delivered either on-site or immediately adjacent to the site in accordance with the mitigation hierarchy, and must follow the latest [Defra Metric](#), and its accompanying guidance, as well as local guidance where applicable. Initial high-level testing of BNG calculations of the strategic masterplan indicate that in excess of 10% can be achieved on average across the masterplan allocation.

- Biodiversity net gain must be delivered in addition to following the mitigation hierarchy, sound ecological principles, and overall high quality urban and landscape design.
- As a priority, impacts on moderate and high distinctiveness habitats must be avoided wherever feasible.
- Biodiversity net gain should include measures at the strategic and neighbourhood level. Other street and household level enhancements should form part of the general biodiversity and landscape enhancement measures.
- Biodiversity net gain calculations should be completed for the area covered by the Strategic Masterplan and updated in respect of each individual development proposal. Habitat enhancement and creation relating to each proposal should ideally be contained within their respective boundary where this will deliver the best outcomes for biodiversity. There is a preference for biodiversity offsetting to be defined by cross-referenced plans and located within the Garden Community. The Councils will provide coordination to ensure no double-counting between proposals. The Council will work with developers to maintain iterative biodiversity net gain accounting for the entire Garden Community as proposals come forward. Habitat enhancement and creation for delivering biodiversity net gain within the Strategic Green Gaps, Salary Brook Country Park, SANG and SuDS and other green infrastructure will be supported, where true additionality through stacking of ecosystem services can be demonstrated. Stacking of ecosystem services will be permitted where additionality can be demonstrated, taking account of emerging guidance on stacking from Natural England and Defra.

## Part F: Tree Planting

Existing trees on the site, including hedgerows, should be retained where appropriate. Opportunities should be taken to connect patches of existing woodland within the Country Park through tree belt planting and a tree belt buffer should be included along the southern edge of the Country Park, adjacent to the A133, to create an attractive edge to development and provide screening. A variety of new trees will be planted (or allowed to regenerate where appropriate such as in the proposed country park and other net-gain areas), to include:

- Street trees.
- Trees in gardens.

- New and enhanced areas of woodland.
- Orchards
- Hedgerows with trees.

Areas for planting or regeneration will need to be set out and agreed in the appropriate landscape and green-blue infrastructure strategies and management plans.

### **Part G: Productive Landscapes**

Allotments and a range of productive uses such as orchards, edible walkways and community gardens will be provided throughout the Garden Community to promote healthy lifestyles. Allotment provision must be well related to residential areas and community spaces, with suitable access arrangements, water supply and fencing. Allotments must sit sympathetically in the landscape and make provision for people with special educational needs and disabilities.

### **Part H: Sustainable Drainage Systems and Blue Infrastructure**

Proposals must include Sustainable Drainage Systems (SuDS) for the management and disposal of surface water, in preference to piped systems, to avoid any increase in surface water flood risk or adverse impact on water quality and to prevent harm to offsite wildlife sites. Proposals must demonstrate how the SuDS feature(s) reflect and respond to site circumstances, landscape character and the green-blue infrastructure network, and have regard to Essex County Council's SuDS Design Guide.

SuDS should be designed as focal points by incorporating multifunctional green and blue infrastructure, provide amenity benefits, as well as linking habitats and creating enhanced areas for biodiversity by incorporating ditch habitat, reedbeds and pond networks. Consideration should be given to proposed health and safety measures for SuDS features and the design should address the usability, accessibility and safety of open space particularly for young children, the elderly and those with reduced mobility. Proposals must reduce post development run off rate back to the greenfield 1 in 1 year rate, with an allowance for climate change.

SuDS will be required to meet the following design criteria:

- The design must follow an index-based approach when managing water quality. Implementation in line with the updated Construction Industry Research and Information Association (CIRIA) SuDS Manual is required. Source control techniques such as green roofs, permeable paving and swales should be used so that rainfall runoff in events up to 5mm does not leave the site.
- Sensitively designed and integrated into green-blue infrastructure to create high quality public open space and landscaped public realm by providing viewpoints, footpaths, seating and signage where appropriate.
- Maximise opportunities to enhance biodiversity net-gain.
- Improve the quality of water discharges and be used in conjunction with water use efficiency measures.
- Function effectively over the lifetime of the development.
- The hierarchy of managing surface water drainage from any development in the Garden Community should be managed in accordance with this hierarchy: firstly, rainwater reuse; and secondly infiltration.

Proposals should be designed to include permeable surfaces wherever possible. Proposals for impermeable paving, including on small surfaces such as front gardens and driveways, will be strongly resisted unless it can be suitably demonstrated that this is not technically feasible or appropriate.

### **Part I: Integration of A120-A133 Link Road Mitigation**

A comprehensive approach is required to ensure that the environmental mitigation for the A120-A133 Link Road, as specified in the conditions of the approved planning application, is fully integrated into the design of the Garden Community. This could include integrating those elements contained in the Landscape Plan, Landscape and Ecological Mitigation and Management Plan (LEMMP), Ecological Design Strategy, Farmland Bird Mitigation Strategy and Biodiversity Monitoring Strategy, which are conditions in the planning consent, with the landscape, multifunctional green-blue infrastructure, and ecological measures for the Garden Community.

## Part J: Air Quality

Proposals that might lead to a deterioration in air quality or to an exceedance of the national air quality objectives, either by itself, or in combination with other development, will require the submission of an Air Quality Assessment to be carried out in accordance with industry best practice. This should address:

- a) The cumulative effect of further emissions and screening for air quality impacts.
- b) Where identified as being required, the proposed measures of mitigation, using good design, technical solutions and offsetting measures that prevent the deterioration of air quality and ensure that National Air Quality Objectives are not exceeded.
- c) The identification of measures to secure the safety and satisfactory quality of life for the future occupiers and existing residents. Development must not result in an increased exposure to poor air quality, including odour, fumes and dust, particularly where developments might be occupied or used by vulnerable people.

The Air Quality Assessment must be informed by traffic scoping modelling for each relevant phase of development and is required to assess increases in traffic levels on routes that lie within 200m of European Sites whose qualifying features, or the habitats that support them, are sensitive to any related changes in air quality.

All development proposals should promote a shift to the use of sustainable low emission transport modes, to minimise the impact of vehicle emissions on air quality.

## Part K: Planning Application Requirements

1. Proposals must include a green-blue infrastructure plan, which demonstrates how the scheme reflects and complies with the Strategic Masterplan; the Colchester Tendring Open Space Strategy requirements; the Healthy Living and Play Strategy required by GC Policy 6; appropriate biosecurity standards for sourcing, quarantining, and inspecting plant material supplied to the development required by GC Policy 8; and demonstrate how green and blue spaces have been integrated into the built form.
2. Proposals must be supported with appropriate ecological surveys and landscape and visual impact assessments where necessary and include a biodiversity net gain calculation and biodiversity gain plan, which follows the latest Defra Metric and guidance on biodiversity net gain.



3. The Councils will require the developer to enter into an appropriate legal agreement to ensure the long-term establishment, management, maintenance and monitoring of biodiversity mitigation, compensation, and net gain measures for a minimum of 30 years as part of the grant of any planning permission. It is anticipated that the developer will need to achieve this by entering into an agreement with a suitably qualified and experienced nature conservation management organisation to deliver the creation, and management of habitat in a development of this scale.
4. An indicative Drainage Plan for the whole Garden Community must be prepared and approved in writing by the Councils before the determination of any planning application for development of the site.
5. Proposals must include a Drainage Plan and SuDS Management and Maintenance Plan, which demonstrates how the scheme reflects and complies with the Garden Community wide indicative Drainage Plan setting out the long-term management and maintenance arrangements.
6. Proposals must contribute to the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy 2018-2038 (RAMS), or successor document, to mitigate for the in-combination effects of increased recreational disturbance across Essex.
7. Proposals must be supported by an Air Quality Assessment to be informed by traffic scoping modelling for each relevant phase of development in accordance with industry best practice.

## Justification

The Vision for the Garden Community is that the natural environment will be its biggest asset. Green-blue infrastructure will allow residents to spend time, play, interact and grow and will provide a natural support system for people and wildlife and help to integrate built elements into the existing landscape. Open spaces will be created that contribute to a safe and secure environment by means of natural surveillance, physical security, cohesion, and a sense of community ownership help to create socially inclusive, active communities and seek to build in opportunities for residents to be active through their everyday lives. This reflects the Section 1 Local Plan requirement of the creation of distinctive environments, which utilise a multifunctional green-grid to create significant networks of new green-blue infrastructure. It is important that the landscape architect and lighting designers coordinate their plans to avoid conflict between lighting, planting strategies and conservation. Safe public spaces should be created that have incorporated good, consistent, and well-designed lighting throughout the development whilst maximising natural surveillance opportunities. The detailed lighting design should evidence current relevant standards and or relevant industry standards.

An appropriate amount of Suitable Accessible Natural Greenspace (SANG) provision, in accordance with Natural England (NE) guidance will be required. This must follow Natural England's latest SANG Guidelines (and successor documents), which are currently set out in the document 'Suitable Alternative Natural Greenspace (SANGs) for the Thames Basin Heaths Special Protection Area' (August 2021). Appendix 1 of the SANGs guidance provides a useful list of design features to be incorporated into publicly accessible green infrastructure and so provides a useful (but not exhaustive) checklist of design criteria to inform the detailed design of the landscape at later stages in the design process. The Councils encourage the incorporation of as many of these design features as possible. The developer should discuss the provision of SANG with Natural England.



Measures to integrate green and blue spaces into the built form will form part of the green-blue infrastructure network. This policy identifies examples of what sort of measures will be sought to maximise climate change mitigation and biodiversity extinction mitigation throughout the development. Appropriate ecological surveys and biodiversity net gain calculations will be required in support of planning applications and the mitigation hierarchy must be followed alongside good natural design principles. As required in the Section 1 Local Plan, avoidance, protection and/or enhancement of biodiversity assets within and surrounding the site; including Bullock Wood SSSI, Ardleigh Gravel Pits SSSI, Wivenhoe Pits SSSI and Upper Colne Marshes SSSI and relevant European protected sites.

Contributions will be secured towards mitigation measures in accordance with the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS). Wintering bird surveys were undertaken as part of plan preparation and further wintering bird surveys as part of proposals at application stage for each phase of the Garden Community are required. Where the surveys show that mitigation is required, development must be phased to deliver habitat creation and management either on- or off-site to mitigate any significant impacts. Any such habitat must be provided and fully functional before any development takes place which would affect significant numbers of SPA birds.

There is a requirement for sensitive habitats to be buffered, with additional planting or other agreed appropriate means to discourage access, and for substantial buffers against road corridors to be provided. Biodiversity net gain and a thriving ecological network is a strategic principle of the Garden Community. Where new areas of habitat are created, this should be targeted adjacent to or between retained existing areas of habitat in order to expand and link them, thus making them more resilient. Habitat creation and management should retain and enhance habitat links to the wider landscape, for example to the Colne Valley.

Biodiversity net gain calculations should be iterative. The Councils consultants have undertaken biodiversity net gain calculations of the Councils Strategic Masterplan, which indicates that 12.5% biodiversity net gain can be achieved. Biodiversity net gain calculations will be updated by the developer for each proposal. The Councils will work with developers and provide coordination to maintain iterative biodiversity net gain accounting for the entire Garden Community. As a general principle, there are likely to be various development parcels/ proposals where the biodiversity net gain target cannot be met within the respective boundary. In these cases, the Councils will co-ordinate the 'banking' of gains achieved in the communal or green-blue infrastructure parcels, which can then be notionally apportioned off (or sold) to the developed parcels where net gain is not feasible to achieve. Biodiversity enhancements delivered in the link road and advance habitat creation in other areas of the site in the next few years could be 'banked' so that the wider Garden Community opportunity would have ready-made biodiversity units available. However, in line with the mitigation hierarchy (avoid, mitigate, compensate), the individual development parcels would have to demonstrate that all opportunities for biodiversity net gain within their parcels had been achieved first before relying on the banked biodiversity net gain value in communal green-blue infrastructure areas.

Applications for outline planning permission and phased development will require the submission of biodiversity gain information. Proposals for outline and phased permissions will require the applicant to outline strategies that will achieve the biodiversity gain objective across the whole site, and to demonstrate how this could be delivered on a phase-by-phase basis. This would include:



- the key principles that will be followed to ensure biodiversity gain commitments are achieved through subsequent detailed design
- how biodiversity net gain delivery will be tracked on a phase-to-phase basis, including the target percentage gains to be delivered at each stage. For most phased developments, the preference is for biodiversity gains to be 'frontloaded' into earlier stages. This will help to avoid the risk of net losses being caused by later stages being delayed or cancelled
- the approach to be taken in the event that subsequent phases do not proceed or fail to achieve their biodiversity net gain targets
- the pre-development biodiversity value for the whole site should be agreed as part of the site wide masterplan and used as the basis for agreeing detailed proposals through subsequent applications pursuant to the approved development
- a mechanism to link biodiversity net gain strategies to subsequent applications pursuant to the approved development

Properly managed trees and woodlands in urban and semi urban areas make a significant contribution to planning, design, and management of sustainable, resilient landscapes. Trees are important for health and wellbeing, wildlife and improving our environment. Increasing tree cover is one of the quickest and cheapest ways of mitigating climate change. The eastern half of the Garden Community offers the most opportunity for increasing tree canopy cover. Whilst tree planting and increasing tree canopy cover is encouraged, planting should only be undertaken in suitable locations and natural regeneration should be encouraged wherever possible. There is an opportunity to connect patches of existing woodland and ancient woodland within the Garden Community with the country park through new tree belt planting. Increasing tree cover in greenspaces – parks, playgrounds and around sports facilities, cemeteries/crematoria, verges, and other publicly open areas is the easiest and cheapest way of maximizing tree coverage. Tree creation in orchards, woodland, and arboretum should also be incorporated.



Allotments and productive landscapes help to promote healthy lifestyles by promoting healthy eating and community integration. There are excellent examples of community gardens being beneficial for children and adults with disabilities (e.g. learning and sensory). The strategic principles for the Garden Community include the provision of space for a range of productive uses such as orchards, edible walkways and allotments. Their importance should not be underestimated, and opportunities for their creation should be provided throughout the Garden Community.

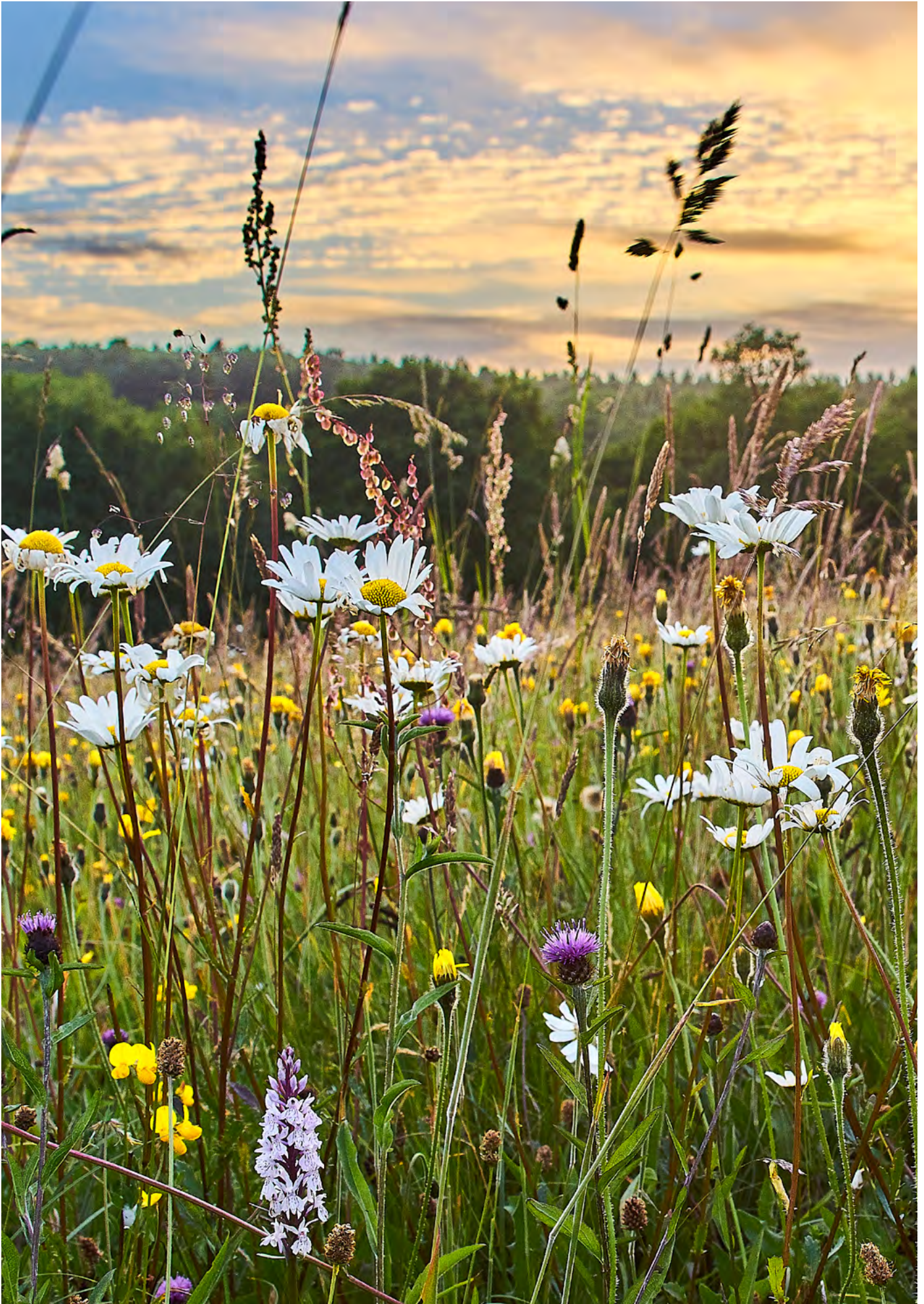
The strategic principles for the Garden Community recognise that natural flood risk management and carbon capture will be seamlessly incorporated in the ecological network, making the natural landscape “work hard” and deliver multiple benefits simultaneously.

The [NPPF](#) and Planning Practice Guidance (PPG) set out the requirements for the use of Sustainable Drainage Systems (SuDS) to minimise the risk of flooding from new development. The use of SuDS to manage water run-off is an important tool in minimising flooding by increasing the provision of permeable surfaces in an area that allows water to seep gradually into the ground, rather than running directly into a drainage network, thereby reducing the risk of overloading the system. SuDS can also reduce the impact of diffuse pollution from run-off and flooding. The effective use of permeable surfaces, soakaways and water storage areas should be incorporated. Early consideration should be given to the potential to use SuDS to identify when and where the use of such technologies is feasible and to also identify which type of SuDS is most appropriate to site conditions. Only where there is a significant risk of pollution to the water environment, inappropriate soil conditions and/or engineering difficulties, should alternative methods of drainage discharge of water from a site be considered.

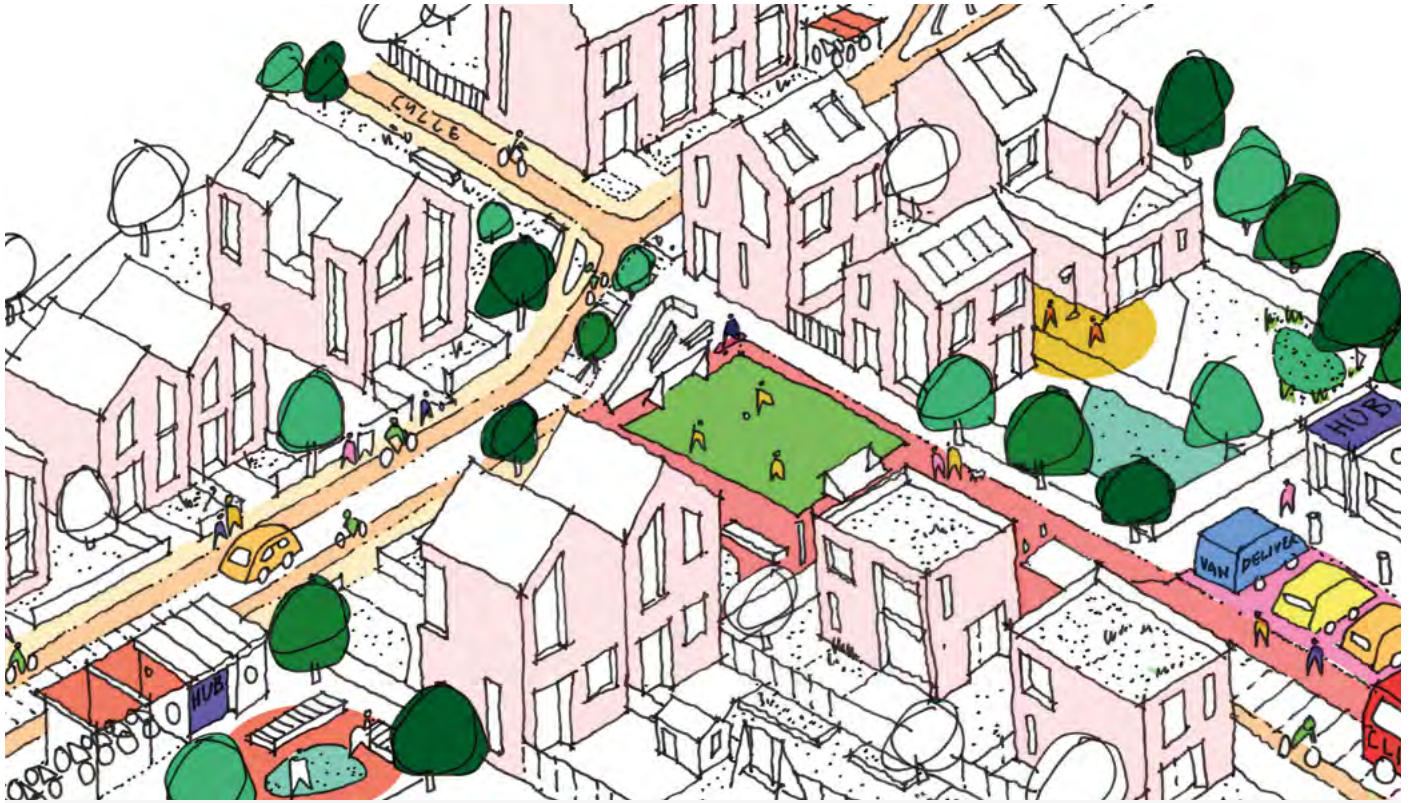
A drainage plan and SuDS management and maintenance plan will need to be prepared to ensure that the need for SuDS has been properly considered as part of the planning application process. Developers will need to enter into early discussions with the Councils and the Lead Local Flood Authority and as part of discussions, maintenance and long term adoption responsibilities should be explored and agreed, as part of the SuDS approval process, prior to the start of development.

This policy should be read closely with GC Policy 9: Sustainable Infrastructure. GC Policy 9 also includes reference to green infrastructure and includes requirements for water supply and wastewater to ensure new development does not have an adverse effect on any habitats site or nationally protected sites and complies with environmental legislation.









## Chapter 5: Buildings, Places and Character

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The garden community will provide the right homes, jobs and spaces for all aspects of life. The garden community will create thriving distinctive places. It will be memorable for its landscape and architecture and will be widely recognisable of its place in North Essex.

The Councils have very high expectations for how the Garden Community will create unique and distinctive buildings and neighbourhoods, whilst still respecting the character and visual amenity of nearby towns, villages, historic buildings, structures and the character and features of the landscape. The Councils also have high expectations in terms of sustainable design and construction, and this is covered in Chapter 9: Sustainable Infrastructure.

The Garden Community will be inclusive and accommodate a diverse range of households meeting a range of housing needs. The Garden Community will provide a mix of different housing sizes and types to meet the needs of differing groups, including but not limited to students, those with disabilities, older people, service families, single person households, first time buyers and gypsy and travellers. There will also be opportunities for those who wish to commission or build their own home via self and custom build plots.

## Section 1 Local Plan

Under the theme of 'Buildings, Places and Character', some of the main requirements covered in this **Plan**, as set out in the policies of the adopted Section 1 Local Plan include:

- The creation of a unique and distinctive place that responds positively to local character and context to preserve and enhance the quality of existing places and their environment – including assets of historic value;
- Provide a mix of land uses and services with well-defined public and private spaces to create sustainable well-designed neighbourhoods;
- Well-designed and integrated public realm with high quality landscape design, street furniture and other distinctive features that help to create a sense of place;
- Integrates green infrastructure that creates spaces and places for healthy living, biodiversity recovery, play, noise, visual, heat and air quality mitigation, and natural SuDS;
- Creating streets and places that are overlooked and active and promote inclusive access;
- Development to be of appropriate densities which reflect both the context, place-making aspirations and opportunities for increased levels of development around centres and transport hubs;
- A mix of housing types and tenures including self and custom build and starter homes including a minimum of 30% affordable housing, phased through the development; and
- Protecting the amenity of existing and future residents and users with regard to noise, vibration, smell, loss of light, overbearing and overlooking.



## Principles

### **A PLACE WITH DISTINCTIVE IDENTITY**

Inherently authentic, memorable and delightful, the Garden Community will have a locally-rooted character drawn from its surroundings, but also a strong identity of its own. The community will be varied in its built form, densities and architectural style. Its impact on the human and physical environment will be considered. Strong and purposeful buffers will provide separation where they are needed while in other areas strong connections and planned links will ensure it is never isolated.

### **A PLACE THAT IS VIBRANT AND ACTIVE**

The Garden Community will be designed to ensure interaction and activity is common. Centres will encourage a variety of mixed use, flexible spaces that are accessible in close proximity to homes and jobs. It will be known for its quality of livability, equitable prosperity, and social cohesion.

### **A PLACE WHERE HOUSING IS ACCESSIBLE, AFFORDABLE AND INCLUSIVE**

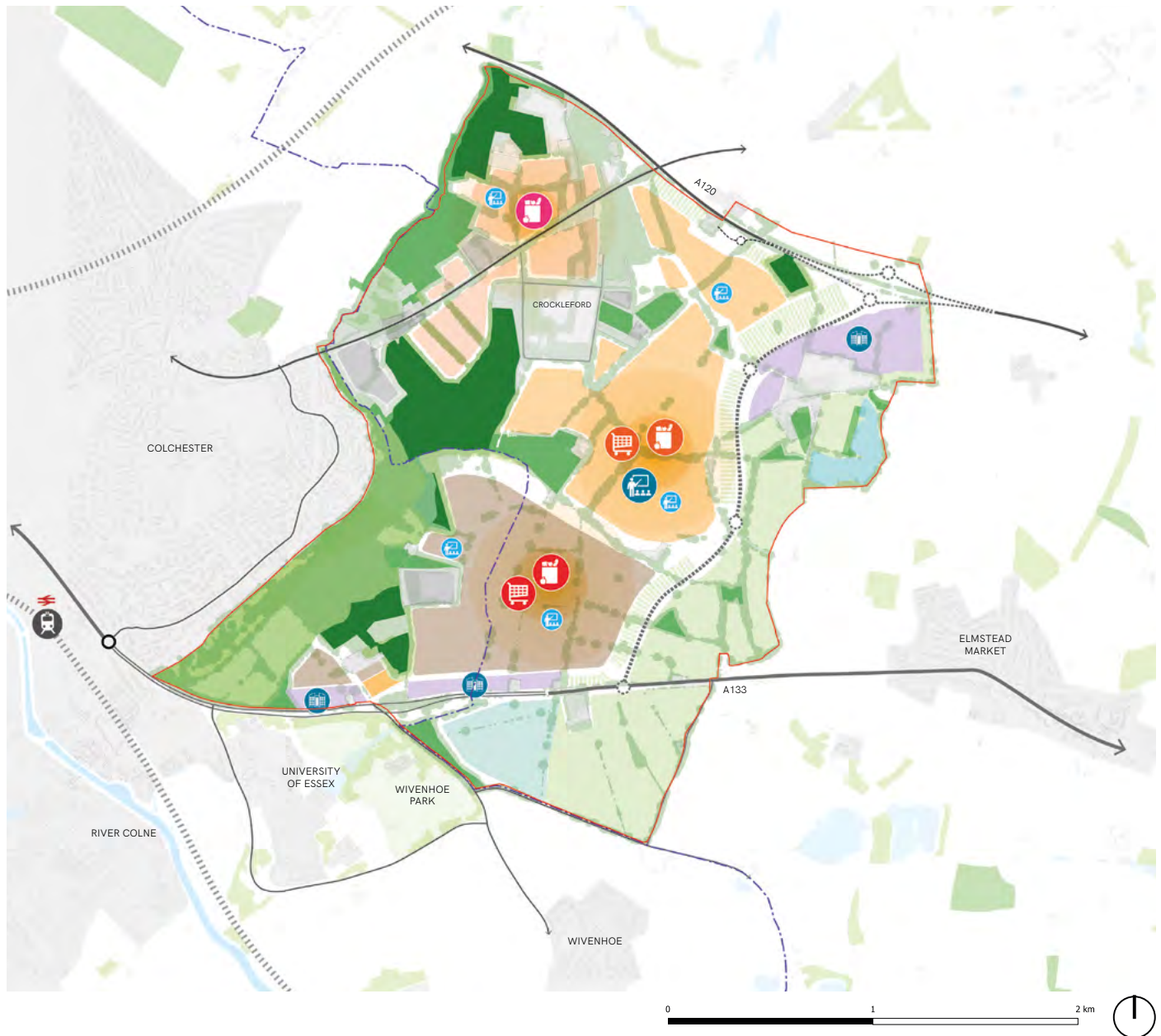
New housing will provide opportunity for young renters, flat sharers, first time buyers, growing families, empty nesters and ageing members of society to live side by side - there will be a real sense of belonging and community with homes designed to be more flexible and adaptable to whole life needs.

### **A PLACE WITH GREAT HOMES**

The Garden Community will create high quality and desirable homes designed to meet the changing needs of society whilst ensuring high quality spaces.



## BUILDINGS PLACES AND CHARACTER ILLUSTRATIVE FRAMEWORK PLAN



### KEY

|  |  |                                |
|--|--|--------------------------------|
| <span style="color: red;">—</span> Area of Search of TCBGC | <span style="color: blue;">—</span> Water Course | Secondary Schools              |
| <span style="color: blue;">- - -</span> District Boundary  | Attenuation Ponds                                | Retail Facilities              |
| Ancient Woodlands  | Southern Neighbourhood                           | Local Neighbourhood Facilities |
| Woodlands  | Central Neighbourhood                            | Employment Uses                |
| Country Park   | Crockleford Neighbourhood                        |                                |
| Landscape Buffers  | Employment Uses                                  |                                |
| Amenity Green Space  | Primary Schools                                  |                                |

\*The location of specific land uses, facilities and activities are illustrative and subject to further masterplanning.



## GC POLICY 3: PLACE SHAPING PRINCIPLES

Taking forward the requirements of the Section 1 Local Plan and taking into account the views of local people and other stakeholders, GC Policy 3 sets out the Councils' expectation for the Garden Community to be unique and distinctive in its character and appearance, and for the new homes to meet high standards that will meet a variety of different needs and demands for people and families over the courses of their lives. It includes the Councils' expectations around housing mix, density, and space standards.

### Part A: Creation of a Unique and Distinctive Place

The Garden Community will be a unique place with a distinctive character that takes a positive and innovative approach to architecture, urban design, landmarks, and public realm provision. It will adopt a landscape led approach to design and build, follow [healthy new towns](#) principles, in accordance with Sport England Active Design principles, and achieving [Active Design](#), and [secured by design certification](#).

The 'Neighbourhoods' within the Garden Community will themselves adopt different approaches to distinctiveness to provide a rich variety of homes, spaces and other structures to appeal to different needs and lifestyles.

To achieve a unique place with a distinctive character, the Garden Community will be developed in accordance with a comprehensive site wide Garden Community Masterplan, detailed Area Specific Masterplans and Design Codes for relevant phases of development. These will be prepared by the developers through a collaborative process with the Councils and key stakeholders and should have regard to the Councils 'Strategic Masterplan'.

## Part B: Design of Places

Alongside the requirements of other policies within this **Plan** and Section 1 Local Plan, the submitted Masterplans and Design Codes should adopt progressive and innovative approaches to placemaking, that seek to future proof the development and have a positive impact on societal behaviour, promoting culture change, and must:

- Provide for high quality, beautiful and sustainable buildings and places.
- Ensure that character areas within the Garden Community contribute to a distinct and legible sense of place for each of the Neighbourhoods.
- Provide for a network of integrated multifunctional green and blue infrastructure features.
- Establish a clear and legible hierarchy of streets, that promotes active and sustainable transport modes, alongside filtered permeability, and prioritises the needs of users in accordance with the Highway Code 'Hierarchy of Road Users'.
- Ensure that the built form within each Neighbourhood establishes a distinct, positive and coherent identity.
- Establish a parking strategy that adopts innovative approaches to parking that de-prioritise parking as a land use, contribute towards modal shift and minimise its impact on placemaking.
- Provide for places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

## Part C: Design Quality

All new development (including changes of use) must achieve an exemplary standard of design, should maximise health and wellbeing, achieve high standards of amenity, make a positive contribution to the quality of the local environment, and protect or enhance local character. To achieve this, detailed design proposals must:

- Ensure that the layout of the development and positioning of elements of landscape and built environment create a series of diverse and distinct spaces, and take the opportunity to create character areas within the development.

- Ensure areas of public open space are fronted by units to ensure good levels of activity and natural surveillance.
- Ensure new buildings, alterations and structures are well designed, reflect relevant Masterplans and Design Codes and, where appropriate, respect or enhance local character and distinctiveness.
- Ensure the development relates well to its site and surroundings, particularly in relation to its siting, height, scale, massing, form, design and materials;
- Ensure the development respects and/or enhances local landscape character, views, skylines, landmarks, existing street patterns, open spaces and other locally important features.
- Ensure the design and layout of the development maintains and/or enhances existing features of landscape, ecology, heritage, or amenity value; and
- Ensure boundary treatments, and hard and soft landscaping, are designed as an integral part of the development reflecting the function and character of the development and its surroundings. The Councils will expect the use of locally distinctive materials and/or locally occurring and characteristic hedge species.
- Ensure that new streets are tree-lined and that opportunities are taken to incorporate trees elsewhere within the development.
- Ensure high levels of mitigation for the visual impact of parking on public amenity.
- Protect and promote public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance, pollution (including light and odour pollution), daylight and sunlight.
- Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above use of the private car.
- Provide quality living environments that are responsive and adaptable to changing lifestyles and societal requirements.
- Provide sufficient space and appropriate sustainable design solutions for waste minimisation, collection, storage and recycling.

## Part D: Designing Out Crime

All development must be designed with:

- Windows that overlook places such as parks and streets, courtyards, parking areas and civic spaces to provide natural surveillance.
- Streets, pedestrian routes, footpaths and cycle paths that are easy to navigate with permeable, direct routes that provide good visibility and avoid sharp or blind corners, tunnels, and hidden alcoves.
- Clear and uniform signage that helps people move around, making the public realm and public transport safer and more attractive for people to use.
- Effective street lighting that illuminates the public realm, enabling natural surveillance and avoiding the creation of dark, shadowed areas.
- Clearly defined boundaries between public and private spaces that reduce the likelihood of anti-social behaviour by establishing ownership and responsibility.
- Security measures for buildings and places are proportionate to their use and function, considering the need to avoid creating places that are hostile or unwelcoming.
- Achieve relevant Secured by Design (SBD) principles.

## Part E: Residential Design

Development must achieve an exemplary standard of residential design. All new residential development must take into consideration the site context, the impact on the amenity of adjoining occupiers, and the quality of accommodation as follows:

- Provide a high standard of quality of accommodation for living conditions.
- Be arranged to safeguard the amenity and privacy of occupiers and neighbours.
- Avoid having more than eight dwellings accessed from a single core per floor.
- Provide acceptable levels of natural daylight by providing a window in every habitable room, except in loft space where a roof light may be acceptable.

- Achieve a floor to ceiling height of at least 2.5 metres for at least 75 per cent of the Gross Internal Area of each dwelling to maximise natural ventilation and natural daylight in the dwelling.
- Be predominantly dual aspect and allow for natural cross ventilation. In circumstances where due to site constraints it is impossible or impractical to provide dual aspect dwellings it must be demonstrated how overheating and ventilation will be mitigated. Single aspect dwellings will not be acceptable if they have three or more bedrooms, or are north facing.

### **Part F: Internal Space Standards, Home-working and Adaptability in New Homes**

To ensure homes provide a high standard of living conditions for the residents of the Garden Community, all new dwellings will, as a minimum, be expected to comply with the government's latest 'Technical housing standards – nationally prescribed standard'. Wherever possible, dwellings should exceed these standards to ensure a variety of dwelling sizes across the Garden Community and within each neighbourhood to enable scope for homes and space within them to be adapted in the future to meet residents' and families' changing needs – including the potential for multiple generations of a family to live together.

To provide maximum scope for new residents to be able to work or operate a business from home, all new dwellings should include innovative approaches to home working.

### **Part G: Private Amenity Space Standards**

All new residential development must provide an adequate amount of useable outdoor amenity space to meet the needs of residents. The nature and scale of amenity space should be appropriate to the location of the development, its function and the character of the area within which it is situated. As a minimum:

- All new houses must provide an area of private amenity space. The majority of space should be located at the rear of the property and should not be overlooked from public areas.
- All flat developments must provide an area of communal amenity space and where possible private amenity space in the form of gardens, terraces or useable balconies. For units containing three or more bedrooms an area of private space must be provided.



All amenity space must be intrinsic to the design of the development and communal amenity areas should be accessible to all residents in the development. In determining the provision of private amenity space, proposals should consider the opportunity to provide space both for growing food and the scope for adapting and extending properties to meet residents and families' future needs, whilst still maintaining an appropriate level of garden provision.

The approach to private amenity space will be determined through detailed Design Codes.

## **Part H: Historic Environment**

Development that will lead to substantial harm to or total loss of significance of a listed building, conservation area, historic park or garden or important archaeological remains (including the setting of heritage assets) will only be permitted in exceptional circumstances where the harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss. Where development will lead to less than substantial harm this harm should be weighed against the public benefits of the proposal.

Development affecting the historic environment should seek to conserve and enhance the significance of the heritage asset and any features of specific historic, archaeological, architectural or artistic interest. In all cases there will be an expectation that any new development will avoid or minimise any conflict between preserving the significance of a specific heritage asset and any aspect of the proposal. It should enhance the historic environment or better reveal the significance of the heritage asset unless there are no identifiable opportunities available.

Future development must take into account the results and recommendations of the Councils 'Heritage Impact Assessment', and must demonstrate that any negative impacts on the significance of the Grade II\* Listed Elmstead Hall, the Grade I Listed Church of St Anne and St Laurence, the Grade II Listed Allen's Farmhouse and the Round Barrows (Scheduled Monument) on Annan Road, and their settings, have been avoided and if this is not possible minimised, through appropriate masterplan design. Proposals that would enhance or better reveal the significance of these assets will be considered positively. Specific mitigation measures must be identified through the preparation of a further detailed Heritage Impact Assessment, and pre-determination Archaeological Assessment, which will inform and be submitted prior to the determination of any application at the site.

## Part I: Planning Application Requirements

1. To ensure proposals minimise impact on the existing landscape character and sensitive receptors, both on the site itself and in the surrounding settlements or countryside, a comprehensive Landscape and Visual Impact Assessment (LVIA) of detailed proposals is required. The LVIA must demonstrate how the layout and design of proposals has evolved to avoid or minimise harmful impacts.
2. A Heritage Impact Assessment and Mitigation Strategy is required to demonstrate the measures that can minimise harm and maximise the potential to enhance the heritage significance of the Grade II\* Listed Elmstead Hall, the Grade I Listed Church of St Anne and St Laurence, the Grade II Listed Allen's Farmhouse and the Round Barrows (Scheduled Monument) on Annan Road and their settings.
3. The following Archaeological Evaluation is required:
  - An archaeological desk-based assessment incorporating an up-to-date aerial/cropmark assessment.
  - A report on a geophysical survey of the proposed development site.
  - A report on an archaeological trial-trenched evaluation of the proposed development site.
4. Design & Access Statement (incorporating an Active Design Assessment in accordance with Sport England Active Design Guidance).
5. Comprehensive site wide Garden Community Masterplan, detailed Area Specific Masterplans and Design Codes.

## Justification

For the Garden Community to be successful, it is one of the Councils' main objectives to ensure it is unique, self-sufficient and can provide high quality design.

The Councils will expect the Masterplans and Design Codes to establish an innovative approach to development both across the Garden Community as a whole, and within each of the neighbourhoods. Masterplans and Design Codes will be informed by use of design review and assessment frameworks such as the [National Design Guide](#), [National Model Design Code](#), [Building for a Healthy Life](#) and [Building with Nature](#), or similar.



A Heritage Impact Assessment (HIA) forms part of the evidence base. It ensures that a positive strategy for the historic environment is secured through the **Plan** and that the **Plan** avoids harming the significance of both designated and non-designated heritage assets, including their effects on setting.

The HIA suggests that the development of the Garden Community would potentially result in significant effects to Elmstead Hall, the Church of St Anne and St Laurence, Allen's Farmhouse, and the Round Barrows (Scheduled Monument) on Annan Road. This would primarily be through the development of the proposed employment areas adjacent to the A120 and A133, the A120-A133 Link Road, and the proposed woodland planting which impacts on the open landscape that is an important element of the settings to these assets. Non-significant adverse effects are likely on Salarybrooke Farmhouse, Lamberts, Collierswood Barn, Wivenhoe House, Hill Farm agricultural buildings, Wivenhoe House Lodges and Wivenhoe Park.

The HIA identifies the potential to provide enhancement opportunities through archaeological/cultural heritage pre-commencement work to more fully understand the historic development of the area and then to promote this information for the benefit of local people and visitors.

Landscaping will have a huge part to play in mitigating the impact on heritage assets and will need to be underpinned by Landscape Visual Impact Assessments. The design and landscaping must be carefully considered in each neighbourhood to ensure it responds to the local character (built and natural) to minimise the potential for adverse impacts and to achieve the best design quality which is an important consideration in determining the balance of harm and benefit.

Proposals must consider how infrastructure design can support the new communities to move towards achieving zero avoidable waste and maximising the value of resources. This will include the need to ensure adequate storage is provided to enable the segregation and treatment of wastes at both a householder and a community level, alongside opportunities for local recovery and reuse for the benefit of the wider community. Whilst it is not possible to be prescriptive about the logistical approaches and future technologies that will be adopted in the management of waste, consideration must be given to how systems are designed to provide for future flexibility. Opportunities for waste management to deliver social and community benefits alongside the development of low carbon energy and heat systems will be supported.

## **GC POLICY 4: MEETING HOUSING NEEDS**

Taking forward the requirements of the Section 1 Local Plan and taking into account the views of local people and other stakeholders, this policy sets out the Councils' expectation for new homes within the Garden Community to be of a high standard that will meet a variety of different needs and demands for people and families over the courses of their lives. It includes the Councils' expectations around housing mix, density, and space standards.

### **Part A: Projected Housing Needs**

All residential development must ensure an appropriate mix of dwelling size, type and tenure that broadly reflects the housing needs for the area and adequately addresses the needs of residents on low incomes.

The proposed mix of dwelling types, sizes and tenure should reflect the latest available evidence of housing demand and need, either contained within the Councils' latest 'Strategic Housing Market Assessment' (which will be updated on a periodic basis) or an assessment of housing demand and need otherwise produced by the developer, which will need to be submitted to the Councils and approved prior to submission of any planning application.

Housing within the Garden Community should meet the need of different groups including the following:

- Specialist Housing (for Older People and People with Disabilities)
- Student Accommodation
- Key Worker Housing
- Families with children
- Affordable Housing, in accordance with the national definition as applicable at the time.
- Gypsies and Travellers
- Self and Custom Build Homes

### **Part B: Affordable Housing**

To ensure the Garden Community makes suitable provision to meet the needs of first-time buyers, key workers and local people and families on lower incomes who cannot afford to buy or rent housing on the open market, at least 30% of all new homes across the Garden Community and within each of its neighbourhoods must be provided in the form of 'affordable housing'.

Whilst it remains a requirement of government policy, 10% of all qualifying new homes will be expected to be provided for 'affordable home ownership' in line with the [NPPF](#) and these will count towards the overall provision of affordable housing. The mix, size, and tenure of the remainder of the affordable housing requirement will be determined through a Housing Strategy to be agreed by the Councils, having regard to latest evidence of affordable housing need.

To ensure positive integration between the Affordable and Market Housing, there should be no difference in the appearance and quality between dwellings (and associated public realm) to be sold on the open market and those to be delivered as Affordable Housing. Affordable Housing should be provided in more than one single parcel and the mix should normally be "pepper potted" throughout the scheme in groups; the size and location of which should be discussed and agreed with the Councils.

In addition, proposals must be accompanied by and delivered in accordance with an 'Affordable Housing Phasing Strategy' which could form part of the wider Housing Strategy, and which would have been approved in writing by the Councils, prior to the determination of relevant planning applications.

### **Part C: Adaptable and Accessible Housing Standards**

All new dwellings must be built to [Building Regulations Part M4\(2\)](#) 'adaptable and accessible standards' (or subsequent equivalent building regulations standards). Within each of the neighbourhoods, at least 10% of market dwellings and 10% of affordable dwellings should also be built to [Building Regulations Part M4\(3\)](#) 'wheelchair-user' standards' (or subsequent government standards). This will ensure that the needs of people living with disabilities and older households will be met, both from the early phases of development at the Garden Community, and into the future as people's needs change.

### **Part D: Housing Density**

The 'density' of new housing development within the Garden Community and within its Neighbourhoods, typically expressed in 'dwellings per hectare' (dph) will vary, having regard to a variety of factors. Factors influencing the appropriate density for any given area include:

- Accessibility to existing and proposed centres, employment areas, services and facilities.



- The Council's 'Strategic Masterplan'.
- Accessibility to the Rapid Transit System, sustainable movement corridors and facilities.
- The need to achieve minimum internal floorspace and private amenity space standards, along with requirements for car parking set out within this Plan, Masterplans, Design Codes or Council guidance.
- The required mix of housing.
- The character of proposed development as determined through the relevant Masterplans and Design Codes.
- The character and proximity to any designated and non-designated heritage or environmental assets, or the impact on their settings.
- The need for an appropriate transition between built development and sensitive areas, such as the open countryside and the Crockleford Heath Area of Special Character,
- The land requirements for infrastructure to be incorporated as part of the development (including key transport corridors, existing and proposed green and blue infrastructure, open space, including green corridors and areas of biodiversity net gain, sustainable drainage systems, centres, footpaths, cycleways and highways, schools and other community facilities).

### **Part E: Self-Build and Custom-Built Homes**

The provision and opportunities for constructing self-build and custom-built homes will need to form part of the mix of housing at the Garden Community. The Councils will consider, on their merits, small developments of sensitively designed self-build and custom-built homes on land within the 'Crockleford Neighbourhood'.

This provision should be made in the form of serviced plots to be brought forward by those looking to occupy those homes. Details of this provision must form part of the submitted Housing Strategy. The requirement for self-build and custom-built homes will be determined having regard to the Councils' 'self-build registers' and local market testing.

## **Part F: Care, Assisted Living and Other Specialist Housing**

To meet the needs of older and disabled people who require specialist care, an element of residential provision in the form of high-quality care homes, assisted living and other specialist housing (including independent living) should be delivered as part of the overall mix of development. These should be located either within, or adjoining, each of the new centres.

The size and specification of any care home or extra-care housing will be determined through the Housing Strategy (see Part B) and will be informed by evidence held by the Councils and their partners in the health sector.

## **Part G: Gypsy and Travellers**

As set out in GC Policy 1, a new site for the accommodation of gypsies and travellers will be delivered within the northern neighbourhood of the Garden Community, south of the A120 and west of the new A120-A133 Link Road, with good access to those roads.

The site will be expected to include suitable circulation and amenity space and must achieve safe access for large vehicles from the road network, access to utilities and must be of high-quality design and landscaping, providing a good standard of residential amenity for occupiers.

## **Part H: Student Accommodation**

The University of Essex has long term plans to expand student numbers and to extend its accommodation provision. Student accommodation will be encouraged in accessible locations within the 'South Neighbourhood' where it would have good sustainable links to the University of Essex and where it will contribute to a mixed and diverse community. The size and specification of any student accommodation will be determined through the Housing Strategy (see Part B) and will be informed by evidence held by the Councils in partnership with the University of Essex.

## **Part I: Planning Application Requirements**

1. Proposals for the Garden Community as a whole, and for each of the neighbourhoods within it, must be accompanied by a Housing Strategy(ies). This must clearly set out how the development will deliver a mix of housing of different types, sizes and tenure that meet a variety of needs, demands and aspirations, including

self and custom build housing, the size and specification of any care home or assisted living housing, and the need for student accommodation.

2. Where relevant all planning applications must be accompanied by a Housing Mix Statement addressing the proposed housing mix, explaining how it reflects the viability, site layout, density, tenure and local housing needs; and how it responds to the site wide and neighbourhood Housing Strategies.
3. An Affordable Housing Phasing Strategy should form part of the Housing Strategy for each neighbourhood. This must demonstrate how affordable housing will be integrated into the development in smaller clusters within each neighbourhood and delivered in phases, alongside market housing, throughout the development.

## Justification

To ensure the effective use of land within the Garden Community developers should seek to optimise the housing and economic potential of particular areas and local centres by identifying and ensuring the appropriate building forms and design for each location.

In assessing the range of densities that may be appropriate for the Garden Community, it is necessary to look at what density means in practice. There are various measurements of density, but the most commonly used measure is the calculation of the number of dwellings per hectare. Density is measured as a net figure, only including land directly associated with housing, including the following:

- Access roads
- Private garden space
- Car parking areas
- Incidental open space and landscaping
- Children's play areas

and excluding the following:

- Major roads (including major roads and spine roads)
- Schools and sports grounds
- Strategic open and public space
- Landscape buffers
- Major drainage installations
- Land for other educational or community purposes.

It is appropriate to use a 'blanket' average net density across a whole site for wider planning purposes such as for a Local Plan, but this can be a blunt instrument in trying to assess the capacity of a site, and this **Plan** takes a more refined approach for this particular site.

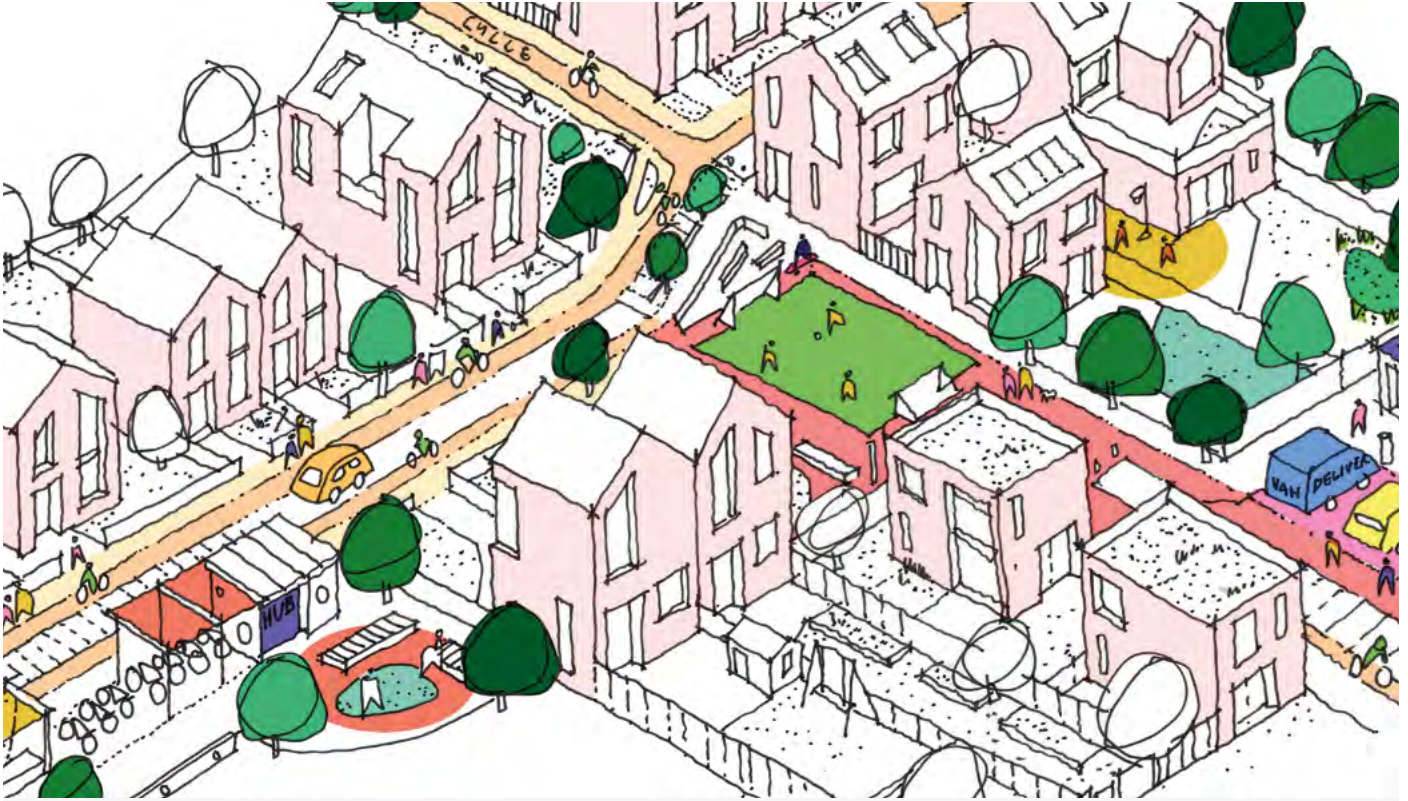
The density of new housing within the Garden Community will be expected to vary both across the Garden Community and within its constituent neighbourhoods in order to achieve the overall requirement of circa 7,500 homes. Densities will be determined by a range of factors as set out in Policy 5. Across the Garden Community, there is a general expectation that the overall average density of development and the total number of new homes will be greatest in the southern neighbourhood of the Garden Community to reflect its proximity to the University of Essex, which might allow for the provision for some additional student accommodation, and the opportunity for early connection to the Rapid Transit System. The overall density and housing numbers across the northern and central neighbourhoods is expected to step down to lower levels to reflect the more sensitive nature of the landscape and existing communities further north. However, densities must also reflect the sensitive landscape and heritage value of Wivenhoe Park Registered Park and Garden and its setting that forms part of the University estate and abuts the southern boundary of the Garden Community. Overall housing numbers including their distribution between each of the neighbourhoods will be determined by the Strategic Masterplan.

The density of housing development within each of the neighbourhoods will itself vary to reflect the specific factors identified above and will generally be higher density within immediate proximity to the proposed centres and lower densities further out from those centres – particularly where development affects sensitive heritage or environmental assets and other sensitive features including existing dwellings or groups of dwellings.

As well as a range of densities, a mix of different sizes, types and tenures of housing will be expected to meet the needs of a wide variety of people with different requirements, demands and aspirations – including a minimum requirement of 30% affordable housing. The mix will be established through a separate Housing Strategy submitted by the developer for the Councils' approval, that has taken into account the latest evidence and projections of need and demand and relates to a demographic study.

There is also an expectation for all new homes to be built to an adaptable standard, to allow them to be easily upgraded to wheelchair accessible standard if or when residents' mobility needs change. 10% of homes will need to be wheelchair accessible on construction. The development will also be expected to provide for care and assisting living provision, self-build and custom-built homes and student accommodation. Providing homes that are suitable for people living with impaired mobility gives them a choice to remain living within their homes for longer and provides them with wider care options such as receiving domiciliary care instead of having to move to an institutional care setting, thus improving quality of life whilst also reducing pressures on adult social care and local health services.





## Chapter 6: Economic Activity and Employment

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The Garden Community will provide and promote opportunities for employment within the new community, within sustainable commuting distance and will facilitate a vibrant, thriving local economy with the latest digital infrastructure.

The Councils have high expectations for ensuring that residents of the Garden Community have access to a range of opportunities for employment, education and training across a variety of sectors with the aim of achieving a minimum of one job per household, either close to home or within a sustainable commuting distance.

Creating opportunities for employment, education and training at the Garden Community, both throughout its construction and for the lifetime of residents as the community becomes established, is going to be critical to its success. The approach to maximising the economic potential of the Garden Community has been informed by the evidence base and discussions with education providers and businesses within different sectors. There will be an expectation that as many opportunities to create jobs at the Garden Community, and within a sustainable commutable distance, are followed up and delivered. GC Policy 5 explains how this will be achieved, with an aim of creating at least one job per new household.



## Section 1 Local Plan

Under the theme of Economic Activity and Employment, some of the main requirements covered in this **Plan**, as set out in the policies of the adopted Section 1 Local Plan include:

- Provide and promote opportunities for employment within the new community and within sustainable commuting distance of it.
- Provide a mix of land uses and services with well-defined public and private spaces to create sustainable well-designed neighbourhoods.



## Principles

### A PLACE WITH A THRIVING LOCAL ECONOMY

The local economy will be vibrant and will provide a wide range of new and exciting economic opportunities, maximising opportunities from the adjacent University of Essex and capitalising on the success of the Knowledge Gateway. The site will provide a range of flexible and modern workspaces together with state-of-the-art digital infrastructure to allow for modern ways of working.

### A PLACE THAT IS VIBRANT AND ACTIVE

The Garden Community will be designed to ensure interaction and activity is common. The neighbourhood centres will encourage a variety of mixed use, flexible spaces that are accessible in close proximity to homes and jobs. It will be known for its quality of livability, equitable prosperity, and social cohesion.



## POLICY 5: ECONOMIC ACTIVITY AND EMPLOYMENT

### Part A: Achieving a Balance of Homes and Jobs

Residents of the Garden Community will have access to a range of opportunities for employment, education, and training across a variety of sectors with the aim of achieving a minimum of one job per household, either within or close to home or within a sustainable commutable distance. To achieve this, the developers, working with the Councils and other partners, will prepare an Economic and Employment Strategy, which will detail a variety of measures aimed at fostering the conditions for economic activity and employment.

Proposals will need to reflect an Economic and Employment Strategy and demonstrate how the following will be achieved:

- How delivery of the first phase of business accommodation is tied to occupation of housing to provide an alignment between jobs and housing, and any future review of employment allocations will need to take account of market dynamics and best practice and avoid sterilisation of parcels of land;
- Expansion of the University of Essex and the Knowledge Gateway through the allocation of land for expansion and ongoing development including an appropriate high quality pedestrian/cycle connection across the A133;
- Creation of 'centres' serving each of the Garden Community's new neighbourhoods providing facilities such as shops, services and community facilities, including schools, care facilities and flexible community buildings that can be used for a variety of purposes, including health provision, and could include employment land and job opportunities including touch down space;
- The provision of a mixture of employment units including smaller workshop space, grow-on space (150-500sqm) for businesses that have overgrown their initial accommodation. Developer contributions will be sought for the provision of affordable employment space.
- Employment areas offering a high-quality, pedestrian and cycle friendly environment, including access to green spaces and amenities for employees
- Construction of new homes with innovative approaches to home working and the highest standard of broadband access to promote home working, business creation and self-employment;

- Creation of the Rapid Transit System to enable a fast commute for residents to and from all neighbourhoods within the Garden Community to key areas of employment including the new A120 business park and centres as well as those outside of the Garden Community, such as the University of Essex, Colchester City Centre, Colchester General Hospital, and Colchester Sports Park;
- Effective networks, technology and resources that facilitate up-skilling, re-skilling, employability and innovation throughout the life of the development. This is to include positive partnership working between the Councils, University of Essex, the Colchester Institute and other local educational establishments, and the developers to increase capacity and improve facilities to deliver training in identified 'growth sectors (construction, education, life sciences, health and care, and knowledge-sector digital/creative;)' and
- Working with government, the local authorities and other partners to secure public sector intervention where market failure can be evidenced and to explore the potential for central government functions and related supply-chain industries to be relocated to the Garden Community.

## Part B: Employment Allocations

GC Policy 1 of this **Plan** allocates approximately 25 hectares of employment land in the form of a new Business Park and a 'Knowledge-Based Employment' site, and three Garden Community Neighbourhoods which will also accommodate employment uses in 'Neighbourhood Centres'.

### A120 Business Park

Land within the Business Park is allocated for uses falling within the following Use Classes:

- E(g)(ii) Research and Development
- E(g)(iii) Industrial Processes
- B2 General Industrial
- B8 Storage and Distribution

Development should include a mix of uses and unit sizes. Ancillary business uses such as a hotel, food and drink will only be permitted where they support the primary use of the Business Park.



### **Knowledge-Based Employment Land**

Land within the Knowledge-Based Employment Land is allocated for uses falling within the following Uses Classes:

- E(g)(i) Offices
- E(g)(ii) Research and Development

Ancillary business uses such as food and drink will only be permitted where they support the primary uses of the Knowledge-Based Employment Land.

### **North and South Neighbourhood Centres**

The North and South Neighbourhood centres should support flexible E and F Class Uses that are able to achieve a critical mass of activity and footfall. These centres should be focused on sustainability, convenience and community uses, and may include serviced office-type hot desk and meeting room facilities.

### **Part C: Protection of Employment Land**

Land allocated for employment use in this **Plan** and any employment land or employment space created as part of the Garden Community will be protected for employment use as specified in Part B of this Policy unless a future review of this Plan determines otherwise. Proposals for non-employment uses, or alternative use classes for allocated land and premises will not be supported to ensure the Garden Community is served by a flexible range of land and property for the provision of commercial activity and jobs.

### **Part D: Planning Application Expectations**

1. An Economic and Employment Strategy will be required to help achieve the objective in Part A of this policy. This must be prepared collaboratively with the Councils and relevant stakeholders, and subsequently approved by the Councils. The strategy should complement the Councils' skills and employment ambitions, including resourcing interventions for those hardest to reach and who would otherwise not benefit from this development.
2. An Employment and Skills Plan (ESP) (sometimes known as a 'Construction Workforce Development Strategy and Agreement') will be required. This must be prepared collaboratively with the Councils and relevant stakeholders, and subsequently approved by the Councils.

## Justification

The Garden Community can make a contribution to addressing the challenges of increasing productivity, delivering prosperity and productivity, and contributing towards the creation of mixed and balanced new communities that are successful and sustainable in the long term.

The NPPF advises local planning authorities to take a pragmatic approach to the protection of employment sites. To build a strong, responsive and competitive economy, policies need to be flexible whilst ensuring that the needs of the community are met. Employment sites are under increasing pressure to be developed for other uses, but it is important to retain and protect employment sites where possible and appropriate. Employment land retention and provision is particularly necessary within the Garden Community to enable balanced job and housing growth and the aim of achieving a minimum of one job per household, either within or close to home or within a sustainable commutable distance.

The Economic and Employment Study (Quod, January 2022) sets out the evidence, analysis and recommendations which has informed this Plan. The study concluded that the prospects for a business park (B2/B8 logistics, industrial and ancillary office) with direct access to the A120 are very strong. Market signals indicate these uses should be capable of being delivered early in the programme. The opportunity for a university-linked commercial space and/or higher density office and lab space should be developed in the 'Knowledge-Based Employment Land'. The study shows there is a long-term opportunity to build networks to promote and sustain commercial activity at the Garden Community creating highly skilled jobs.

The study also recommends the provision of appropriate flexible Commercial, Business and Service uses and office space concentrated in the North and South Neighbourhood Centres; this should be small in scale to meet local need. A key objective is to ensure economic uses help to create a successful, integrated, and balanced community with vibrant centres that include a mix of employment opportunities and services. A mix of employment uses provides flexibility and the ability to respond to market strengths and opportunities. A realistic level of self-containment should also be achieved, with as many commuting journeys as possible undertaken through walking, cycling and public transport. Sustainable access to employment opportunities in neighbouring major employment centres or surrounding towns in Tendring and Colchester will need to be provided.

The Economic and Employment Strategy should as a minimum set out:

- How skilled workers can be attracted to live within the new community.
- How many workers may take up jobs in the foundational economy, in sectors such as construction, retail and leisure, health and education.
- How the number of employment opportunities in the tradeable economy can be maximised within the new community itself – particularly, in the advanced manufacturing, clean energy, digital, and life sciences sectors.
- How business accommodation can meet the needs of business occupiers in terms of location, placemaking and building design.
- How workers will gain the skills and employability support required to access good jobs.
- The cumulative impacts but also opportunities of other growth nearby.
- Potential barriers to delivery – and how these can be overcome.
- Risks to successful long-term stewardship – and how these can be managed.
- How the employment and skills landscape and partners will be coordinated and managed to maximise benefits for residents and businesses e.g. via a skills and employment brokerage service or links with Job Centre Plus and the Essex Opportunities Portal.

The Garden Community will contain a vibrant mix of occupiers, including suitable uses in the evening and night-time economy. Non-residential development on lower floors should be flexible and adaptable to accommodate a range of uses and sectors, including studio based Small and Medium Sized Enterprises (SMEs) or third sector organisations.

Employment areas will need to offer a high-quality, pedestrian-friendly environment, including access to green spaces and amenities for employees. There will also be a commitment to futureproof broadband connectivity to all homes and businesses.

In the current economic climate and national skills shortage, the Councils will expect the developer to prepare an 'Employment and Skills Plan' (ESP) to increase local construction employability levels and workforce numbers. Improving the skills of the local labour force will be key to improving the areas economic competitiveness. Through the ESP, increased skills and employability will enable residents to take advantage of opportunities created by new development at the Garden Community. The ESP will enable relevant and proportionate targets to increase the volume and quality of employment and skills interventions. The ESP should consider the skills required for the development of sustainable infrastructure, for example design and construction of sustainable buildings and infrastructure; renewable energy; and sustainable waste management.

The ESP should seek to maximise the potential for local people to be trained and employed in the long-term development of the Garden Community. The ESP will demonstrate the measures that will be employed to maximise the opportunities for local people to access training and employment in the construction of the Garden Community and associated supply-line industries, and enable wider employment opportunities for those requiring additional support to enter the job market.

Student and retired households are excluded from the ambition to achieve one job per household.





## Chapter 7: Community and Social Infrastructure

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The garden community will be known for its healthy and happy community. It will have a variety of diverse community spaces, play spaces, great local schools and a network of sport and leisure facilities. It will establish long term and participative stewardship of infrastructure from the outset.

This chapter contains the Councils' expectations and policy on ensuring the Garden Community is served by community services and facilities of the right type in the right location and delivered at the appropriate time, including health and wellbeing, schools and sports facilities; as well as access to health ambulance, police and firefighting services and how the development will incorporate measures to encourage inclusive, healthy, and happy lifestyles.

## Section 1 Local Plan

Under the theme of Community and Social Infrastructure, the main requirements for the Garden Community, as set out in the policies of the adopted Section 1 Local Plan are set out below.

- Establishment of new neighbourhood centres of an appropriate scale and easily accessible by walking, cycling and public transit to the majority of residents of the Garden Community – each containing community meeting places.
- New secondary school, primary schools and early-years facilities.
- Measures for increasing capacity in, and accessibility to, primary health care – either through new infrastructure or the improvement, reconfiguration, extension, or relocation of existing medical facilities.
- Creation of healthy communities through the pattern of development, urban design, access to local services and facilities, and safe places for active play and food growing.
- The provision of new indoor leisure and sports facilities and/or contributions towards the improvement or expansion of existing facilities in the wider area.
- New community parks, allotments, a new country park and the provision of sports areas and play areas with associated facilities.
- An infrastructure delivery strategy and phasing plan that sets out how infrastructure, services and facilities will be provided.



## Principles

### **A PLACE WHERE EVERYONE CAN FEEL AT HOME**

The Garden Community will be home to a multi-generation and multi-cultural community for people of different ages, ethnicities, interests and lifestyles. A variety of spaces for social interaction will encourage existing and new communities to meet with facilities designed to be accessible and inclusive.

### **A PLACE WHERE IT'S EASY TO BE HEALTHY AND HAPPY**

The Garden Community will be designed to make it easy for residents and visitors to live well. It will be about far more than the delivery of healthcare services but focused on creating environments that promote healthy living, are regenerative, restorative and relaxing - being active and tranquil will come naturally.

### **A PLACE WHERE EVERYONE CAN LEARN**

The Garden Community will be planned with lifelong learning in mind. While early years, primary and secondary education will all be planned for it will also develop a more holistic place that creates opportunity for lifelong learning, training and local opportunities with employers and key institutions such as the University of Essex.

### **A PLACE TO PLAY AND HAVE FUN**

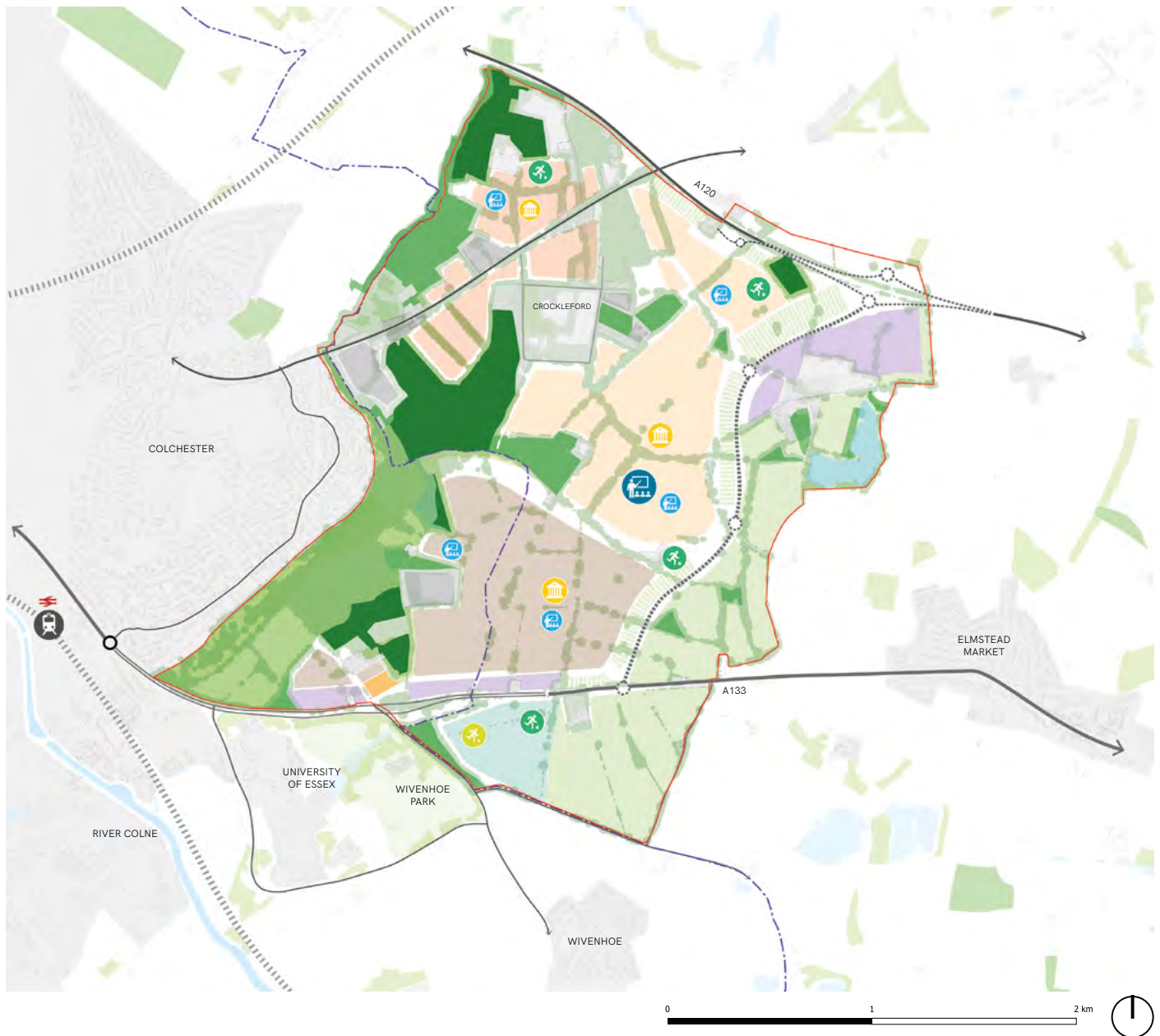
In addition to purpose-built sport and leisure facilities the Garden Community will include opportunities for recreation and activity including for children and young people.

### **A PLACE WHERE LONG TERM STEWARDSHIP IS CONSIDERED FROM THE OUTSET**

Long term stewardship and governance will be considered and built-in from the initial stages of planning and designing the Garden Community. A clear understanding will be established from early on, of how the assets generated by the development process will be managed on behalf of the community in perpetuity and how income streams will be generated. Meaningful community participation will be established from the outset to enable people to engage in the management of their infrastructure. Community needs and opportunities will be identified in a participative manner and there will be local representation on delivery teams and partnerships.



## COMMUNITY AND SOCIAL INFRASTRUCTURE ILLUSTRATIVE FRAMEWORK PLAN



### KEY

|   |                         |   |                            |   |                         |
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| <span style="color: blue;">- - -</span>   | District Boundary       | <span style="background-color: #d4b896; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> | Southern Neighbourhood     | <span style="background-color: #f1c40f; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> | Sports Hubs             |
| <span style="background-color: #2e7d32; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> | Ancient Woodlands       | <span style="background-color: #f1c40f; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> | Central Neighbourhood      | <span style="background-color: #f1c40f; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> | University Sports Parks |
| <span style="background-color: #4caf50; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> | Woodlands               | <span style="background-color: #f1c40f; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> | Crockleford Neighbourhood  | <span style="background-color: #f1c40f; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> |                         |
| <span style="background-color: #8bc34a; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> | Country Park            | <span style="background-color: #9c27b0; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> | Employment Uses            | <span style="background-color: #9c27b0; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> |                         |
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| <span style="color: blue;">—</span>   | Course                  | <span style="background-color: #00bcd4; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> | Secondary School Community | <span style="background-color: #00bcd4; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> |                         |

\*The location of specific land uses, facilities and activities are illustrative and subject to further masterplanning.

## **GC POLICY 6: COMMUNITY AND SOCIAL INFRASTRUCTURE**

The Garden Community will deliver local community services and facilities, including opportunities for joint provision and co-location to provide services which best meet people's needs, are accessible to all and which are multi-purpose and innovative. The community and social infrastructure needs of the Garden Community will be determined in accordance with detailed assessments and strategies, prepared by the developer in partnership with the Councils, key stakeholders and infrastructure providers having regard to up to date evidenced need, informed by bespoke demographic studies. These should be approved alongside and/or prior to the determination of relevant planning applications, as appropriate.

Phasing of the delivery of community and social infrastructure will be aligned with other aspects of the development to ensure that the needs of the community are met from the outset and that the development meets the principle of 'infrastructure first'.

The Garden Community will promote wellbeing and a happy, healthy community that is engaged, empowered and socially inclusive. Stewardship will be important to ensure that the new community has a stake in the long-term development, maintenance and management of the Garden Community.

### **Part A: Neighbourhood Centres**

Each of the 'Garden Community Neighbourhoods' must include at least one 'Neighbourhood Centre' which will complement one another. All centres must be accessible by a comprehensive sustainable travel network (walking and cycling) designed around the 20-minute neighbourhood principles and have good access to one or more of the Rapid Transit System halts. All centres must include a diverse range of uses, including, but not limited to, education, retail, community space and a dedicated or flexible space to enable activities to support the wider determinants of health. All centres must include community meeting places, which can provide for a range of community uses and needs. Buildings should be designed flexibly to ensure they are resilient to respond to changing needs over time. The upper floors of buildings in centres may be used for residential uses where it can be demonstrated that there will be no harm to residential amenity arising from noise, pollution or other impacts of the ground floor uses. The public realm must be inclusive and create a sense of place, safety, and interaction with nature.



## Part B: Community Buildings and Spaces

Multifunctional community buildings and spaces must be provided throughout the Garden Community, including within each of the 'Neighbourhood Centres'. Community buildings and spaces must be convertible and flexible to accommodate a variety of users, including faith groups, social prescribing activities, community fitness, play and cultural activities. Community buildings and spaces must be inclusive and accessible to all, including those with mobility and sensory issues and must meet Part M1, 2 and 3 of the Building Regulations. Schools may be an appropriate location for such uses and relevant planning applications should be accompanied by a 'Community Use Statement/Plan'.

## Part C: Education, Early Years and Childcare

The Garden Community will provide for early years and childcare facilities, and schools, that are located centrally to the Neighbourhoods they serve and away from primary traffic routes. Land and commensurate financial contributions are required for:

- One secondary school on at least 12.4ha of suitable land, or two secondary schools each on 7.9ha of suitable land allocated for education use.
- Up to five new primary schools, each with a co-located early years and childcare facility and each on at least 2.1ha of suitable land allocated for education and childcare use.
- At least five new 56 place stand-alone early years and childcare facilities, each on 0.13ha of suitable land allocated for education and childcare use.
- One new 30 place stand-alone early years and childcare facility on 0.065ha of suitable land allocated for education and childcare use.
- One new 26 place stand-alone early years and childcare facility on 0.058ha of suitable land allocated for education and childcare use.

The capacity and quantum of schools and early years provision will be subject to an appropriate assessment of the need at the time of submission of future planning application(s).

Each of the Neighbourhoods must include at least one co-located primary school with early years and childcare facility and provision for stand-alone early years and childcare facility.

A secondary school site should be co-located with a primary school and early years and childcare facility to provide for the option of an all through school.

Additional space must also be provided for co-located Special Educational Needs (SEN) provision and any community uses being delivered by the school.

Proposals should have regard to the Essex County Council ['Developers' Guide to Infrastructure Contributions'](#) and ['Garden Communities and Planning School Places' guide](#).

Vehicle free 'school zones' must be provided around schools, with the area around the main pupil entrance entirely traffic free, connected by safe and direct walking and cycling routes to the Neighbourhood the school serves. All schools should be well connected to the natural environment to provide the option of providing forest school sessions, and through their design and layout encourage health and wellbeing, especially physical activity (e.g. storage facilities to support cycling, and the promotion of informal physical activity as well as providing conventional sport and play facilities).

### **Part D: Sports, Recreation and Open Space**

The sports and recreation requirements of the Garden Community, as set out in the Colchester and Tendring Open Space, Playing Pitch, Outdoor Sports and Built Facility - Overarching Strategy (2023) or any updates to this Strategy, must be met in full in terms of the typology, quantity, quality, and location of facilities provided. Proposals will have regard to the potential role of the University's existing or future sports facilities in meeting the needs of the development in view of the close proximity of the University site and the strategic shared use facilities that are or could be provided to help meet the needs of residents of both the development and the University.

Opportunities should be taken to deliver multipurpose facilities well integrated into the built environment and well designed in terms of their landscape settings. The Councils will only consider offsite provision where it is well connected to the Garden Community and/or where it will deliver multiple benefits, including benefits to existing communities.

### **Part E: Health**

The Garden Community will create an active environment that promotes health and wellbeing and builds a strong community. The conditions for a healthy community will be provided through the pattern of development, good urban and public realm design, access to local services and facilities, opportunities for local employment, high quality open space and landscape design and safe places for active play, biodiversity and food growing, and which are all

accessible by walking, cycling and public transport. Proposals must take account of the [healthy new towns principles](#), the developing integrated neighbourhood model of working, as well as [Sport England's Active Design](#) principles.

Appropriate health and wellbeing services must be provided to new residents and occupiers of the Garden Community from first occupation. Proposals for the development of the Garden Community must reflect national and local health related strategies, consider the evidence provided through relevant Health Impact Assessments including the joint strategic needs assessment (JSNA) and align with the outcomes within the overall 'Health Strategy' for the Garden Community, and are anticipated to include:

- Enhancements to existing local facilities, including improvements to primary care provision and wider healthcare services and facilities including but not limited to those at Colchester Hospital which will support the provision of acute and community services.
- A new Health and Wellbeing Hub (underpinned by the most up-to-date evidence base delivered via a phased approach). The facility shall be designed to deliver an integrated service for residents and include consideration of primary, community and acute services and should be located on an accessible site close to other community facilities and transport infrastructure. Any approach to health and wellbeing will include facilities that provide regard to prevention and health improvement activities.
- Flexible space for health provision, located within the Neighbourhood Centres and community buildings.

Developers should enter into early conversations with the local NHS Integrated Care Board, the North East Essex Health and Wellbeing Alliance which is the local place-based health partnership so to ensure that proposals reflect current health and social care models, local evidence and need. This partnership vehicle will also be key in supporting the development of the health impact assessment and health strategy for the GC.

The phasing of health facilities and services must be set out as part of the Phasing & Implementation Strategy to explain how health provision will meet the needs of the community as it grows. Proposals must be accompanied by a 'Health Strategy' that sets out what health and wellbeing services will be provided, prepared in collaboration with key health stakeholders. This will include detail on the size of the Health and Wellbeing Hub, the provision of and relationship to other flexible community space and any off-site mitigation to address the needs of the population.

Each Planning Application must be supported by a Health Impact Assessment (HIA) prepared in accordance with the advice and best practice as published by Public Health England and locally through the Essex Planning Officers' Association HIA Guidance Note, using the most up to date guidance. Any mitigation measures identified in the HIA should be incorporated into the proposed development.

### **Part F: Stewardship**

To help establish a strong community, arrangements for the sustainable long-term governance and stewardship of local assets, and community development activities appropriate to the creation of a new community, must be agreed as part of the planning permissions and planning obligation agreement(s) relating to the site (except for those applications related to the provision of the A120-A133 Link Road or RTS). Provision will need to be made and agreed to ensure the appropriate financial, physical, and human resources are secured to deliver stewardship aspirations. This will include the transfer of suitable income-generating assets, or equivalent endowment, that can provide a long-term source of revenue for the stewardship body.

The preferred solution for stewardship arrangements will need to be determined as part of future planning permissions for the site. This will be achieved through collaboration between the developers, the Councils (including Essex County Council), and other relevant stakeholders, and will be secured through planning conditions or planning obligations attached to planning permissions.

Developer contributions will be required to fund the initial set up and running costs, including staff, premises, and equipment costs. This support will need to be provided for a minimum of 10 years, or until such time as stewardship activities are financially self-sustaining, before the occupation of the first home.

### **Part G: Planning Application Requirements**

1. Proposals for the development of the Garden Community must include planning obligations enabling the phased delivery of community and social infrastructure.
2. Proposals must include a Phasing and Implementation Strategy, which explains how the rate of development will be linked to the provision of the necessary social, physical, and environmental infrastructure. This must be based on the latest evidence from infrastructure providers, statutory bodies and governing bodies and will include the employment of community development workers.

3. Proposals must be supported by bespoke demographic studies commissioned by the developer to provide a consistent evidence base for the planning of all social and community infrastructure, particularly schools and healthcare facilities. These will also contribute to the health impact assessment.
4. Proposals must be supported by a Health Strategy, prepared in consultation with Integrated Care Board and NEE Health and Wellbeing Alliance.
5. Proposals must be supported by a Health Impact Assessment, prepared in accordance with the latest advice and best practice.
6. Proposals must be supported by a Healthy Living and Play Strategy which will be informed by the Colchester and Tendring Open Space, Playing Pitch, Outdoor Sports and Built Facility - Overarching Strategy (2023) or any updates to this Strategy. This Strategy should demonstrate how the development will be designed to encourage active lifestyles, independence, and wellbeing, through the provision of sites, facilities, and informal opportunities for people to play, socialise, play sport, keep fit and have fun. It must be co-ordinated with other relevant strategies for the development such as the Green Infrastructure Strategy, the Active Travel Strategy and the Active Design Assessment.
7. A detailed Stewardship Strategy, supported by a (independently reviewed) business case, will need to be prepared and agreed in writing with the Councils which will need to establish the scope of the stewardship and community governance arrangements, how it will evolve and develop over time, and the long-term financial sustainability of the model. This strategy will need to show how the arrangements proposed will successfully interact with and work alongside existing local governance arrangements including town/parish councils.
8. Proposals should explain how information on a range of issues will be passed on to future residents, this could be by digital means such as a dedicated app developed for the Garden Community.
9. Proposals for educational use/buildings should be accompanied by a 'Community Use Statement/Plan' to be agreed by the authorities and which must be approved as part of any planning permission granted and secured by way of a Community Use Agreement through an appropriate legal agreement.



## Justification

The Garden Community will be underpinned by a package of community and social infrastructure that is based on up-to-date evidence of need, to enable residents to meet the majority of their day-to-day needs. The Garden Community is an opportunity to explore, with service providers, new ways to provide and deliver the education, health and other community and social infrastructure needed to support the new community, and the Councils have worked with service providers throughout the production of the **Plan**.

Community and social infrastructure covers a wide range of facilities, such as health; ambulance; police; firefighting; education; sports, recreation and greenspace; places of worship; community halls; public houses and cultural infrastructure. Green-blue infrastructure, including the provision of Suitable Accessible Natural Greenspace (SANG), is another important element of community and social infrastructure and requirements for this are included in the Nature policy.

Infrastructure first is a Garden Community principle. The policy is clear that necessary community and social infrastructure will need to be provided but is flexible to respond to changing approaches to service provision as the Garden Community develops over time.

The provision of a local centre within each of the neighbourhoods will provide residents with access to services and facilities, reducing the need to travel and contributing to the creation of 'walkable neighbourhoods'. Social interaction will be promoted through a mix of uses and layouts that allow for easy pedestrian and cycle connections. This policy plans positively for the provision and use of shared space, multifunctional community facilities and other local services.



The availability of good quality schools is consistently ranked as amongst the most important indicators of a high quality of life. Schools will be an important part of the Garden Community and it is key that the size and location of each is carefully considered and confirmed with the Councils as part of the comprehensive and details masterplanning process.

The scale of the Garden Community will require the provision of new education facilities that are comparable with the total number of homes built and the housing mix delivered. Garden Communities by their nature are unique developments and the precise level and pattern of demand for school places may differ from the norm that has been observed on other developments. Therefore, it is important that the planning of new schools is informed from the outset by bespoke demographic studies commissioned by the developer to provide a consistent evidence base for the planning of all social and community infrastructure.

Essex County Council's '[Garden Communities and Planning School Places](#)' guidance document and the '[Developers' Guide to Infrastructure Contributions](#)' provide detail on school and early years and childcare requirements and specifically new schools serving new Garden Communities in Essex. The Department for Education have published guidance, titled '[Education Provision in Garden Communities](#)', which should also be read in conjunction with these documents. There is an expectation that school buildings will be carbon positive, deliver exemplar learning environments and generate low lifetime costs.

Schools should be designed to encourage health and wellbeing especially physical activity by the design and layout of the schools, e.g. storage facilities to support cycling and designing the school grounds to promote informal physical activity as well as providing the conventional and required sport and play facilities.

The Healthy Living and Play Strategy required under Part G should be informed by the recommendations of the 2022 Colchester Tendring Open Space Strategy and should be co-ordinated with other relevant strategies for the development such as the Green-Blue Infrastructure Strategy and the Active Travel Strategy. The strategy should demonstrate how the broader design of the development has encouraged active lifestyles (e.g. through the use of the Active Design principles).

**Healthy new towns principles** and Sport England's **Active Design principles** have been incorporated throughout this **Plan**. The policy explains the conditions for a healthy community will be provided through the pattern of development and good quality placemaking and design. Green-blue infrastructure, sports facilities, local shops, allotments, and layouts that encourage walking and cycling are all important for healthy lifestyles, and these are incorporated into the policies of this **Plan**. To ensure proposals plan positively and address the determinants of health from the outset, proposals will be required to carry out a Health Impact Assessment (HIA). The purpose of the HIA is to identify opportunities for positive health impacts and potential negative impacts and how they might be mitigated. The HIA can evidence that development will be safe, secure, and accessible. Mitigating the opportunities for crime is not only about reducing and preventing injury and crime, but it is also about building strong, cohesive, vibrant, and participatory communities. Safety, and the perception of crime is paramount, as each individual member of the community should have the right to use the appropriate space available and the environment without promoting and inducing the fear of crime. The conclusions and recommendations of the HIA will need to be incorporated into proposals.

The health strategy for the Tendring Colchester Borders Garden Community will be dependent on various factors including capacity in existing neighbouring primary care facilities, workforce recruitment, funding streams, NHS clinical and service strategies and NHS building design approaches. A comprehensive, evidence based HIA will be carried out engaging with all local health and care partners and local communities to ensure that a robust view of need is assessed. The strategy shall be designed to ensure that health is designed into the Garden Community and that any new infrastructure delivers an integrated service for the population. A consideration on the wider impact of the development on key health stakeholders including Public Health, primary, secondary and acute inpatient and outpatient facilities, ambulance, police, firefighting and others within the local partnership will need to be taken into account and mitigation of any impact appropriately provided.

New community and social infrastructure, including open spaces, need to be managed and maintained in perpetuity. Stewardship is the term for the long-term management of such assets. The Councils consider that stewardship also includes the development of the Garden Community as a friendly, inclusive, happy, and healthy place where residents are encouraged to interact through the design of community infrastructure and the provision of community development activities such as organising events and establishing clubs and interest groups.

There are numerous stewardship models available, and it is important for the long-term development of the Garden Community that stewardship is considered early on. The Section 1 Local Plan includes policy requirements to establish long term governance and stewardship arrangements for community assets, including the provision of community support workers for a minimum of 10 years.

Stewardship arrangements should include a stewardship strategy, supported by a (independently reviewed) business case, that establishes the scope of the stewardship and community governance arrangements, and sets out how they will evolve over time, as well as the financial sustainability of the arrangements proposed. To ensure financial sustainability is achieved it will be essential for the stewardship body to be endowed with income-generating assets that are capable of providing a secure and long-term source of revenue for the stewardship body.

The strategy should include an initial activation program to support community development delivery early on. For example, initiatives to support the establishment of community walking, running, cycling activities and to support sports club development. Without this, there is a risk that staffing and premises will be in place but their ability to deliver community development initiatives will be constrained.

Stewardship and governance arrangements will need to achieve the following principles:

- **To achieve a high quality of place:** to ensure that the quality of place and services delivered are exemplar and provide great places to live, work, visit, and play.
- **To steward a range of community assets:** to ensure that a range of assets are held in perpetuity in community ownership and managed for the benefit of the community.
- **To promote community identity and cohesion:** to ensure that residents and business are directly engaged in the long-term management of the community assets, fostering a shared sense of ownership and identity.
- **To act with professionalism and entrepreneurship:** to provide proactive management of land and property endowments, be entrepreneurial and evolve as the community grows and circumstances change.

- **To be financially sustainable:** to be long-term financially viable and self-sustaining with secure income streams. If and where service charges are required, they will be set up and enforced in an equitable way with local control over the management of the system, with rent charges not being imposed on residents. Local authorities and local residents must be protected against financial liability or risk.
- **To be accountable and well-governed:** to ensure open, transparent and accountable governance with the community having the ability to exercise influence and control over stewardship decisions and delivery. The legal form of the stewardship body will be determined through consultation with all relevant stakeholders.
- **To be adaptable and follow an incremental approach:** to recognise the long-term undertaking and take a staged approach to developing stewardship structures and identifying the opportunities that stewardship allows for due diligence and community engagement throughout the planning and development process.





## Chapter 8: Movement and Connections

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The garden community will be structured around a dense network of traffic-free walk and cycle routes with rapid public transit prioritised and supported by a range of innovative mobility measures. This will ensure day to day trips are shorter, quicker and cheaper without a car.

This chapter sets out the policy expectations in relation to Movement and Connections. The key objectives and principles for the Garden Community are to ensure neighbourhoods are walkable, low traffic and livable, where residents can access most of their daily needs within a 20-minute walk or safe bike ride from their home. The Garden Community will be designed and built in a way that reduces the need to travel, especially by car, and enables new ways of working and service delivery that supports remote working and digital solutions by making it easier for people to access services locally or by digital means.

## Section 1 Local Plan

In respect of the topics covered under the theme of Movement and Connections, some of the main requirements expected to be covered in this Plan, as set out in the policies of the adopted Section 1 Local **Plan**, include:

- Details of the design and delivery of the A120-A133 Link Road and the Rapid Transit System (RTS) and how they will be integrated as part of the Garden Community.
- Delivery of the supporting transport infrastructure for the Garden Community.
- Measures for sustainable transport provision and targets for 'modal share' – i.e. aiming to change travel behaviour to reduce car use and maximise walking, cycling and use of public transit.
- Measures for ensuring sustainable transport measures are provided early, from the very first occupation of homes at the Garden Community.
- The network of footpaths, cycleways and bridleways to enhance accessibility within the site and to the adjoining areas – including the University, Hythe station and Colchester City Centre.
- Innovative strategies for the management of private car use and parking, including the promotion of car clubs and car sharing, and the provision of electric car charging points.
- Parking facilities and design approaches that can be adapted if levels of private car ownership fall.
- Park and ride facilities and other effective integrated measures to lessen the transport impacts of the proposed development on the strategic and local road network.
- Measures for delivering reliable high speed/ultrafast broadband at all new and existing property.
- Longer term transport interventions designed to minimise the impacts on the strategic and local transport network and that fully lessen any environmental or traffic impacts arising from the development.

## Principles

### A PLACE WHERE PEOPLE HAVE PRIORITY

The starting point for the design of the Garden Community will be a network of people-focused streets and traffic-free routes that ensure it is quicker to walk, cycle and scoot than use the car. The streets will be for play and enjoyment first, with traffic and deliveries carefully managed such that the streets are seen as a key setting for community life. While the Garden Community will not design out the car it will purposefully be planned for a different future where reduced private ownership and shared modes are efficient, safe and cheaper. While access will be possible to every house by car, the design of the streets will mean that cars will move slowly and be understood as guests in the streetscape. The streets will be designed such that parking spaces, car parks and car courts can be repurposed as community spaces as car ownership falls in the future.

### A PLACE WITH RAPID, EFFICIENT AND COST EFFECTIVE PUBLIC TRANSPORT

A new Rapid Transit network will link the Garden Community to the wider area on high quality vehicles, operating at high frequencies and offering faster journey times to key destinations than by other means such as the private car. This will make Rapid Transit the first choice for trips into Colchester and beyond. The RTS will be a huge benefit for existing communities and for those travelling in to use the Park and Choose site, making the area even more attractive as a place to live, work, play and visit.

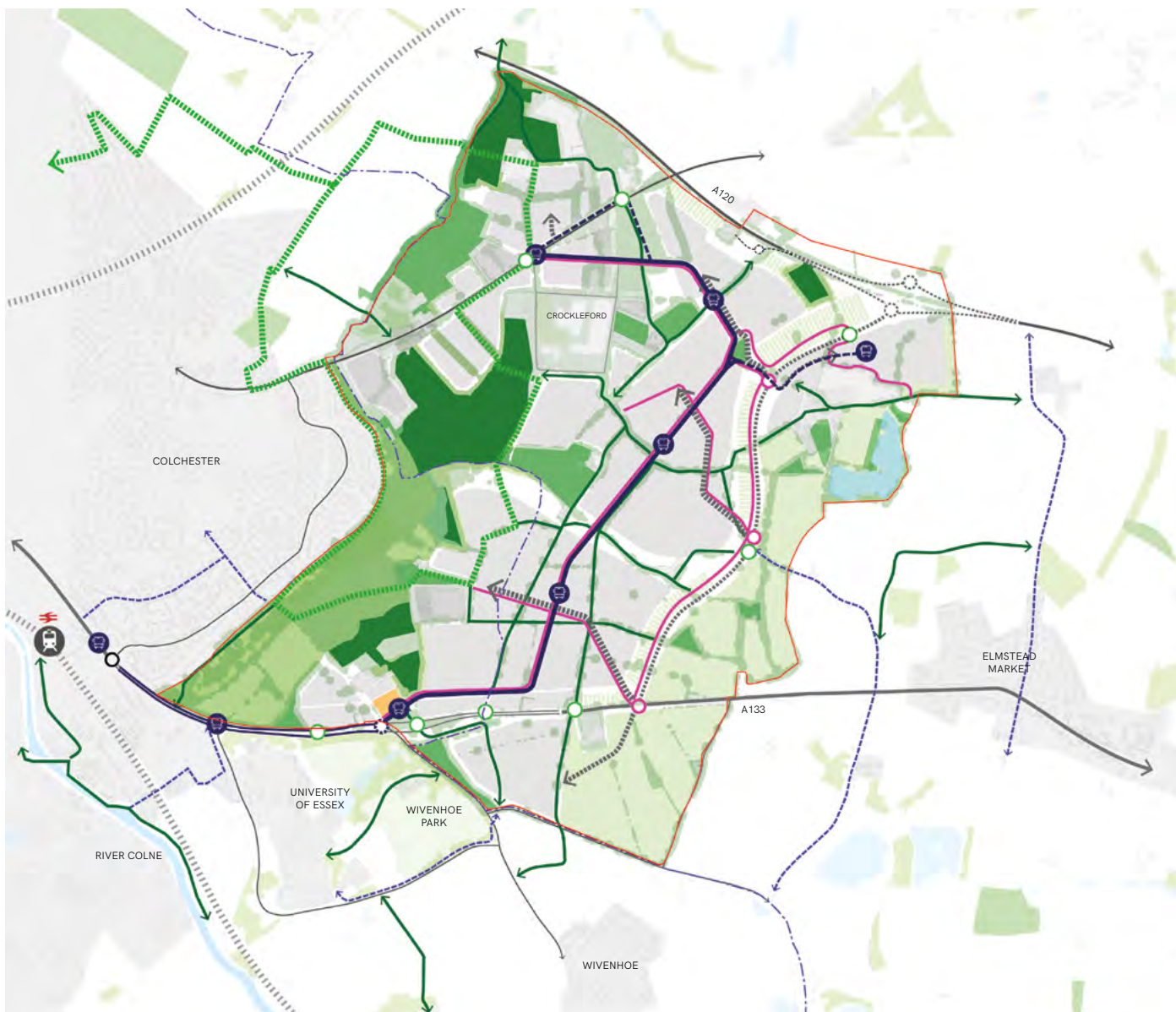
### A PLACE WHERE ACTIVE AND SUSTAINABLE TRAVEL IS THE NATURAL CHOICE

Journeys will be different. The streets will be designed for people not cars, while dedicated traffic-free links will make walking, cycling and shared transport the natural choice for most trips – whether this may be going to work, dropping the kids off at school on the way or meeting friends at the weekend. It will be more direct, quicker and cheaper to travel by active and sustainable modes and therefore there will be less need to own a car.

### A CONNECTED PLACE

The Garden Community will have excellent strategic connections to Colchester, Tendring and beyond. Locally the Garden Community will be seamlessly connected with local destinations such as the University and residents will find it easy to connect to neighbours, both on- and off-site.

## MOVEMENT AND CONNECTIONS ILLUSTRATIVE FRAMEWORK PLAN



### KEY

|   |   |   |
|---|---|---|
| <span style="color: red;">—</span> Area of Search of TCBGC  | <span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Attenuation Ponds | <span style="color: blue;">---</span> Key on-street Connections                       |
| <span style="color: blue;">---</span> District Boundary   | <span style="background-color: orange; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Park and Choose site | <span style="color: black;">-----</span> Main Vehicular Entrance Points               |
| <span style="background-color: darkgreen; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Ancient Woodlands | <span style="color: grey;">—</span> Existing Roads  | <span style="color: blue;">—</span> Rapid Transit Route/ halt                         |
| <span style="background-color: green; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Woodlands             | <span style="color: green;">----</span> Colchester Orbital Route  | <span style="color: blue;">⊕</span> Improved junction with pedestrian crossing points |
| <span style="background-color: lightgreen; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Country Park     | <span style="color: green;">—</span> Pedestrian and Cycle Route   | <span style="color: green;">○</span> Potential new crossing points                    |
| <span style="background-color: grey; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Developable Area       | <span style="color: magenta;">—</span> Segregated Utility cycle Route   |   |

\*The location of specific land uses, and the movement and connection features are illustrative and subject to further masterplanning and Transport Assessment.





## GC Policy 7. Movement and Connections

Taking forward the requirements of the Section 1 Local Plan and taking into account the views of local people and other stakeholders, this policy sets out the Councils' expectation for the Garden Community to be walkable, low traffic and livable.

### Part A: Vision and Design Approach

Proposals must set out to achieve a place-based approach that contributes to achieving the decarbonisation of transport by 2050 with a focus on locating and designing development that reduces the need for people to make frequent transport trips, creating better places and healthier, happier, more resilient communities.

Proposals for the Garden Community must be designed with active travel, high frequency public transport and the RTS route at its core. This **Plan**, the supporting Strategic Masterplan and the supporting transport evidence base, will be the starting point for developers in submitting proposals for masterplans and the design of all neighbourhoods.



Proposals for the Garden Community will need to:

- Prioritise movement within the site for sustainable modes making walking, cycling and public transport the mode of choice for travel around the Garden Community by providing dedicated routes where segregation from general traffic is the default.
- See that the design creates permeable neighbourhoods for walking, cycling and public transport, with excellent connections to key destinations within and beyond the Garden Community, taking into account opportunities for future potential connections.
- Achieve filtered permeability for general vehicular traffic between neighbourhoods. This includes amendments to the existing adopted lanes within the site to control and/or restrict vehicular access so the routes can become strategic active travel corridors.
- Demonstrate how modal share targets (the number of trips by walking, cycling, public transport and private vehicle) will be achieved, maximised and monitored in a phased approach and how the targets reflect the ambitions for reducing car use over time as outlined in the *Tendring Colchester Borders Garden Community Transport Evidence Base Report 2023*, and as reflected in the table below:

| Modal Share (type and %) / Year  | 2033 | 2041 | 2051 |
|----------------------------------|------|------|------|
| Active Travel                    | 36   | 42   | 45   |
| Public Transport (including RTS) | 11   | 15   | 17   |
| Private Vehicles                 | 53   | 43   | 38   |
|                                  | 100  | 100  | 100  |

- See that all active travel routes and transport infrastructure hubs are designed with ecology and green infrastructure in mind.
- See that all walking and cycling routes are safe and accessible to all, well-lit and designed to promote natural surveillance.
- See that the design of new streets reduces the potential for severance between communities.
- Provide and fund improvements in local transport infrastructure where it is necessary and appropriate to do so.

Each neighbourhood will need to be accessible by active modes in accordance with walkable 20-minute neighbourhood best practice guidance.

All proposals must have regard to Active Design principles and the [Building for a Healthy Life](#) process when designing the public realm and streets and undergo a Building for a Healthy Life/Streets for a Healthy Life review.

The Garden Community street design and layout proposals must be in accordance with the approved Masterplans and detailed Design Codes, and informed by the most recent [Manual for Streets](#) document and the [Essex Design Guide](#) unless otherwise agreed with the Highway Authority.

The public realm around key destinations and trip attractors within the Garden Community such as centres, mobility hubs, early years and childcare facilities, schools and leisure facilities will be designed so that pedestrians and cyclists have clear priority at most times. Access for freight, servicing and operational vehicles will be allowed at certain times.

Proposals for the development of the Garden Community must include planning obligations to support and enable the phased delivery of transport infrastructure of a high standard of design, with the provision of key infrastructure and services for early phases of development to enable and encourage sustainable travel patterns from first occupation. The required level of planning obligations will need to be agreed with the Highways Authority and the Councils in advance of any planning application determination.

### **Part B: Active and Healthy Travel**

Proposals must ensure the Garden Community is planned around a network of safe and accessible walking and cycling routes where dedicated traffic free routes will make walking and cycling the best choice for day-to-day trips, encouraging sustainable travel, and supporting healthy and active lifestyles.

The streets and public realm will need to be designed in accordance with the Strategic Masterplan, creating attractive and safe spaces around a modal or user hierarchy with pedestrians at the top of the hierarchy and considered first. This requirement will be a fundamental prerequisite for all development proposals in formulating and creating neighbourhood masterplans and design codes.

Proposals must demonstrate how the development contributes to the ease and prioritisation of active travel through all parts of the site. This will include:

- How the design and layout results in an attractive network of high quality walking and cycling routes that are accessible, logical, convenient, safe, and secure with most homes within 400m of a traffic-free route.

- How walking and cycling infrastructure has been designed to ensure that it is accessible and inclusive, ensuring that people of all abilities can safely walk and cycle.
- How any cycling infrastructure is designed having regard to Local Transport Note [\(LTN\) 1/20](#) or subsequent updated guidance.
- How the design and layout is accessible, illustrating where safe, direct connections are being made both within the Garden Community, and how they link with the wider network of pedestrian and cycle routes and to key external destinations (such as the University, Colchester City centre, railway stations and existing local communities) and transport interchanges.
- How connections are being made to the existing Public Rights of Way (PRoW) and green-blue infrastructure network, and how existing routes within the site will be retained, preserved, and enhanced, where relevant.
- How the design of the street and public realm limits and manages vehicle speeds and street parking.
- How walking and cycling routes are designed as green corridors incorporating street trees, linear SuDS features, wildlife verges and other features as appropriate.

Specific pedestrian and cycle routes will connect with the Garden Community with effective wayfinding and signage. Contributions to improvements of some or all of those links will be sought from (but not limited to) the list below, which will be subject to the outcomes of transport assessment work.

- Direct links to Knowledge Gateway/University of Essex;
- Enhanced connectivity to Colchester City centre including improvements to shared routes between Hythe Station and central Colchester and improvements to Elmstead Road/Greenstead Road;
- Cycle links to St Johns Road and Ipswich Road;
- Links to existing and planned routes such as those in the Colchester Local Cycling and Walking Infrastructure Plan;
- Colchester Orbital enhancements to settings, surfacing and way-marking where appropriate, and links to and from it;
- Direct connectivity between any Park and Choose site and the pedestrian and cycle network to facilitate high quality links to the above-mentioned destinations, as well as key destinations within the Garden Community;

- Creation of links to Garden Community green spaces, as well as existing local provisions;
- Links to existing communities such as Elmstead Market, Ardleigh and Wivenhoe.

Proposals must ensure that all new schools within the Garden Community will be designed and built, having regard to the latest School Streets Guidance in the Essex Design Guide with vehicular traffic access restricted around the vicinity of the main school entrances. The area around the main pupil entrance must be entirely traffic free and connected by safe and direct walking and cycling routes to the neighbourhood/s the school serves.

### Part C: Public Transport

Proposals must demonstrate how the development contributes to:

- Ensuring public transport is a convenient way of moving within the Garden Community and to access destinations further afield, such as Colchester City centre.
- Safeguarding any segregated public transport routes and the development of the RTS alignment through the Garden Community.
- The provision of high-quality mobility hubs and transit stops as part of the development proposal, ensuring that all residential dwellings and employment sites will be within 400 metres of a bus stop or RTS halt.
- Quality pedestrian and cycle routes linking to the RTS halts from each of the centres.
- Ensuring that there is a convenient and high frequency public transport service operating that is aligned with the first phase of the Garden Community which will need to be appropriately funded by the developer.

Where there are on-street bus routes away from the RTS corridor, proposals will need to consider how buses will be given priority over general traffic through traffic management measures such as bus gates, bus lanes and bus only roads, as agreed with the Highway Authority.

Roads and streets within the development, where bus routes are planned, must be designed and built to accommodate the efficient and smooth running of buses where parking or loading will not result in delays to services.

Provision and specification of bus stops/RTS halts along the key bus routes/RTS corridor must have regard to the Strategic and Neighbourhood Masterplans, which will be informed by Essex County Council bus stop and RTS halts guidance and the Essex Design Guide. Additionally, stops should include consideration for the provision of secure storage of active travel modes (i.e. cycle/scooter parking).

### **Part D: Rapid Transit System (RTS)**

The Rapid Transit corridor will be constructed on a safeguarded alignment through the core of the Garden Community with the majority of the route dedicated to RTS buses/vehicles, cyclist and pedestrians, with no general vehicular access. All proposals will need to integrate with the RTS and demonstrate how the RTS can serve each Neighbourhood Centre.

Proposals should ensure the RTS will be, and will remain highly visible, serving residents of the Garden Community and beyond, and will be served by high quality stops/halts situated to maximise accessibility (including parking provisions for safe/secure/covered storage of cycles/scooters) whilst providing for a fast service. The halts should be an important component of centres and land/space needs to be identified and safeguarded for these stops and associated interchange and mobility hubs within development proposals.

In addressing the wider infrastructure requirements, proposals will need to demonstrate and ensure that the construction of the RTS and associated infrastructure can be delivered up front and aligns with the build out of the Garden Community. It should be ready for operation during the first residential parcels to influence sustainable travel behaviour and embed the use of the system and align with the Essex RTS operational model including the phased delivery plan for services.

Flexibility should be provided within design to assist and/or provide a means of powering the RTS vehicles onsite. The Highway Authority and Transportation Authority will work with operators to confirm future fleet requirements as part of the operation model.

Before any planning approval is granted for development forming part of the Garden Community a relevant permission must have been secured to provide for the connection from the A133 Section C of the RTS (delivered by ECC under the HIF programme) to both the Park and Choose Facility and the route of the RTS through the Garden Community.



## Part E: Taxis – Electric Vehicle charging ranks

Any taxi ranks located at sites such as the Neighbourhood Centres or Park and Choose sites must have access to rapid electric vehicle charging points or similar technology installed adjacent to the rank.

## Part F: Park and Choose

All proposals must plan for and integrate with the Park and Choose facility, which will need to be provided on the site and will service and support the RTS, by providing:

- High quality storage and provisions for the 'choose' modes of travel (both hire and privately owned).
- Car parking provision (i.e. traditional Park and Ride facility) where the number of spaces will be agreed with the Highway Authority.
- Appropriate facilities for patrons, site staff and public transport vehicle drivers.
- Appropriate power supply to provide electric power charging for cars, RTS vehicles, delivery vehicles and other modes (e-bikes, e-scooters, etc.).
- Space for RTS vehicle parking for reserve vehicles, cleaning and inspections.
- Space to act as a transportation interchange hub for other bus services to support and reduce traffic movements within the wider Garden Community (i.e. school 'park and stride' drop off provisions).
- Space to provide a delivery hub drop off area to facilitate an e-cargo bike last mile delivery service for the Garden Community and university.

The Park and Choose facility will comply with the requirements set out in Policy 1, Part J.

## Part G: Parking

### Vehicle Parking

Proposals must ensure that vehicle parking complies with the Garden Community parking guidance or design code and all new development will be required to take account of any emerging or existing standards and the design requirements set out within these standards.

Proposals must be accompanied by a parking strategy that demonstrates how the development contributes to the following principles of parking for the Garden Community:

- How parking contributes to, and is integrated with, placemaking and is accommodated in a variety of ways that facilitate and prioritise walkable neighbourhoods, high quality public realm and active travel, and aligns with mode split targets.
- How the scale, location, amount, and type of parking is considered as a whole across the Garden Community with the intention of delivering the overall mode share targets, and how parking provision is related to public transport accessibility.
- How car free and car limited development will correspond to the density of development.
- How a zonal approach to parking provision has been considered across the development dependent upon accessibility of the location to public transport services, local amenities and services, as well as the density of housing and connectivity, to commercial and employment land uses.
- How the design, location and amount of parking seeks to avoid overspill and inappropriate on-street parking which negatively impacts on:
  1. quality of public realm/sense of place
  2. pedestrian and cyclist movement
  3. road safety
  4. emergency access
  5. disabled access
  6. delays and journey time impacts for buses and RTS
  7. deliveries, servicing, and waste management access requirements
  8. congestion and delays to general traffic
  9. crime and personal security, and
  10. overall public transport accessibility.
- How the development achieves a balance between allocated and unallocated parking spaces with a set percentage of this being in remote (off plot) locations dependent upon the density of the neighbourhood.
- How the design of parking spaces, car parks and parking courts is designed so that they can be repurposed as community spaces, should car use fall in the future.
- How the provision of parking for people with disabilities and with mobility impairments ensures there is equitable access to all residential dwellings and other land uses across the Garden Community.

- How safe and secure parking for powered two-wheeler vehicles is provided across the Garden Community where appropriate and reasonable.

### **Electric Vehicle Charging Infrastructure and Standards**

Provision for electric charging points should be provided for all proposed car parking spaces, associated within residential development proposals as set out in the latest government guidance and standards. Provision for parking at non-residential and commercial land uses will be in accordance with latest government guidance and standards. The Councils may consider alternative solutions where a proportion of parking is located off-plot.

Where passive charging (the network of cables and power supply necessary so that at a future date a socket can be added easily) provision is proposed, this will require the installation of all necessary infrastructure such as cabling, power grid capacity and supply to allow for the simple and efficient retrofit of a parking spaces anywhere in the development with additional electric vehicle charging points.

### **Cycle Parking**

Cycle parking must be provided at new homes, short stay destinations (such as shops and cafes), and long-stay destinations (such as work and education and transport interchanges and mobility hubs). Dedicated covered and secure cycle storage should be located in prominent and accessible locations as part of the design of new homes. Cycle parking at destinations should be easily accessible, prominent, safe, conveniently located, covered and secure.

All proposals must demonstrate:

- The location, amount and type of cycle parking including security measures, form of shelter and access.
- How provision for cycle parking has taken account of all types of cycles and cycle users.
- How cycle parking has been designed to ensure it is clearly marked, overlooked, well-lit and integrated into the built environment.
- How plot and off-plot cycle parking is designed and delivered having regard to LTN1/20, any Garden Community cycle parking design guidance or the latest best practice guidance document.

- How places of employment are provided with suitable and separate shower facilities, clothes drying facilities and lockers for employees that intend to cycle to work.

## **Part H: Travel Demand Management**

All proposals must ensure that the supporting infrastructure is identified to ensure that active and sustainable modes are the most attractive and convenient modes of travel within, and to and from the Garden Community. This must be evidenced and supported by Travel Demand Management measures set out in a Travel Plan supporting the proposals to be agreed with the Highway Authority and the Councils.

### **H1: Freight, Home Deliveries and Servicing**

Proposals must include a Freight Management Strategy for approval which has regard to the adoption and implementation of the following methods to manage urban logistics:

- Neighbourhood delivery and servicing hubs.
- Micro-consolidation centres.
- E-cargo bike delivery schemes for last mile' deliveries for business and residential areas.
- Promotion of cargo-bikes to residents.
- Freight and Servicing Plans for high trip generating sites.

### **H2: Travel Plans**

In developing travel plans for proposals within the Garden Community, such plans will be required to take account of the supporting Transport Assessment and processes, measures and monitoring requirements set out within the Shared Section 1 Local Plan, this Plan, and reflect the ambitions set out in the supporting Strategic Masterplan and the transport evidence base for the Garden Community as well as all other relevant local and national policies and guidance.

All Travel Plans will identify the sustainable transport interventions, behaviour changes and travel planning mechanisms required to see that the development reduces carbon emissions associated with transport and achieves modal split targets.

Proposals must include the appointment of a Travel Plan Co-ordinator. For employment proposals, the Travel Plan Co-Ordinator will be expected to provide assistance with business travel planning.

Suitable digital travel information should be made available to all residents and occupiers across the site and keep up to date details of all active and sustainable travel information.

### **H3: Car Club and other shared transport hire**

Proposals will be expected to contribute towards the start-up and operation of a:

- Car club across the Garden Community. This will include financial contribution through planning obligations where relevant to support the scheme for a fixed period and provision of car club spaces where required. All car club bays must have dedicated electric vehicle charging facilities.
- A bike/e-bike/e-scooter (micro-mobility) hire scheme in the Garden Community. This will include financial contribution through planning obligations where relevant to support the scheme for a fixed period and provision of docking stations where required.

### **H4: Mobility and Micro-mobility Hubs**

All proposals for the Garden Community will need to ensure that mobility hubs are located at centres, public transport interchange locations and Park and Choose sites across the Garden Community ensuring there is a comprehensive hub and spoke network of sites across the development.

ECC will produce a guide for the development of mobility hubs. This guide will identify where Mobility hubs will need to be located. Hub locations will need to be identified early in the site design process with the objective of maximising accessibility and utility. It is expected that hubs will play a key role in sustainable transport measures as identified in the Travel Plan.

## **Part I: A120-A133 Link Road Connectivity**

The Garden Community will be designed to integrate with the A120-A133 Link Road, particularly measures outlined in the approved planning application which maintain and promote walking, cycling and horse-riding connectivity throughout the site, including the shared footway/cycleway that will be provided along the western side of the road. In order to achieve filtered permeability:

- The Garden Community must restrict vehicular connectivity, except for public transport and emergency vehicles, between the 'Link Road' and Bromley Road.



- Subject to detailed modelling, the Garden Community must aim to restrict vehicular connectivity between individual junctions of the 'Link Road', except for public transport and emergency vehicles, apart from the 'Link Road' itself.
- Before any planning approval is granted for development forming part of the Garden Community the full delivery of the A120-A133 link road must have secured planning consent and a commitment to full funding must be demonstrated.

### **Part J: Monitoring, Management and Delivery**

The modal share targets will be actively monitored throughout the phasing of the development and upon full occupation via the Garden Community Travel Plan. The monitoring approach will be agreed through the planning application. This Travel Plan document/s will be developed to reflect the latest best practice guidance and support the mode share ambitions set out in this **Plan** and the supporting transport evidence. Both internal Garden Community neighbourhood and external modal splits will be measured and monitored, and robust management and oversight will be activated to see that the targets are met. The timing and scope of sustainable transport measures will be designed to achieve the modal share targets at different stages of the development build out.

The location, method, equipment, and reporting mechanisms used to undertake the monitoring will be agreed and approved by the Councils and the Highway Authorities.

Permission for latter phases of development may not be given if modal split targets for early phases are not being met.

### **Part K: Planning Application Requirements**

Any planning permission granted for the development of the Garden Community will include planning obligations enabling the phased delivery of transport infrastructure. Some of these have been detailed above and will be redefined based on the findings of the Transport Assessment. Notably, any planning permission granted for the development of the Garden Community will include a planning obligation enabling the phased delivery of transport infrastructure of a high standard of design, with the provision of key infrastructure for early phases of development to enable and encourage sustainable travel patterns from first occupation in line with modal share targets agreed by the Councils and set out in the Transport Assessment provided by applicants.

The following must be prepared and approved in writing by the Councils prior to determining any planning application for development of the site:

1. A Transport Assessment demonstrating how the development will encourage active and sustainable transport and achieve the mode share targets. Measures to mitigate traffic impacts should be incorporated into the proposed development. The Transport Assessment should have regard to the principles of 'Vision and Validate' showing how the vision for sustainable transport at the site will be achieved and must include a carbon assessment of transport related impacts of the development including the construction phase of the development. The Transport Assessment must include a Construction Logistics and Traffic Management Strategy that has regard to the latest best practice guidance and the principles of the Healthy Streets for Life Assessment. A copy of the results of the Healthy Streets for Life Assessment should be provided at the appropriate stage of planning.
2. A Public Transport Strategy detailing all aspects of how public transport will be designed, delivered, funded, and operated within the Garden Community for a period of at least 20 years. This document will cover all elements of bus and public transport services including such things as vehicle specifications, route timetables, service frequencies as well as all associated infrastructure such as bus stops, bus priority and RTS interventions. This document will be submitted for agreement with the Highway and Transport Authority for the area at the time of the planning application submission and will be based on the Operational Model developed by ECC.
3. A Parking Strategy and Management Plan in accordance with the Parking Guidance published by the Councils setting out how parking within the development will be allocated, managed, monitored and enforced over the lifetime of the development. It will detail the criteria for introducing parking restrictions and controls as well as charging for parking if there is a need to manage inconsiderate parking or excessive demand or to meet the mode share targets.
4. A Freight Management Strategy setting out how freight, homes deliveries and servicing will be managed and mitigated within the development.
5. A Travel Plan linked to phasing of the development, and updated accordingly, to cover the following details:
  - a. The active travel measures available and how these will be promoted to residents, employees and/or visitors to the Garden Community.
  - b. Public transport available including offers and discounts on public transport and how these will be promoted to residents, employees and/or visitors to the Garden Community.

- c. A micro-mobility management action plan setting out ongoing operation, maintenance and management of the bike/e-bike/e-scooter hire scheme across the development. The scheme will need to be integrated with and compliment any current or future scheme within the existing Colchester urban area.
  - d. The Garden Community car club, car sharing and other sustainable travel schemes and how this will be promoted to residents, employees and/or visitors to the Garden Community.
  - e. An Action Plan that contains specific actions with timescales.
  - f. Commitment to ongoing data collection including details of how they will be funded on an ongoing basis and how the data will be reported.
  - g. Targets which are monitored and submitted for approval from the outset at a frequency as agreed with the Councils and review by the Councils; and of the operation of a Transport Review Group (TRG) including terms of reference.
6. A Mobility Hubs Strategy outlining the location of the mobility hubs and the mobility services and facilities provided at each hub in line with ECC guidance. It will also include information on how the hubs will be managed, maintained, and operated throughout the lifetime of the development.

## Justification

The design of the Garden Community and its neighbourhoods will have a significant impact on the travel choices residents will make both within the community and beyond. The national and local transport policy framework focuses on achieving a high share of trips using sustainable and active modes. The developer(s) of the site must demonstrate how this can be achieved.

Following the publication of the [UK Net Zero Carbon Strategy and Transport Decarbonisation Plan](#) the Garden Community will need to ensure it contributes to meeting the UK targets.<sup>1</sup> Transport is the largest contributor to the UK's greenhouse gas emissions. While emissions from other sectors have fallen dramatically since 1990, those from transport have reduced by under 3%. In an average local authority, transport is responsible for 35.5% of all emissions, with the sector remaining 98% reliant on fossil fuels. For this reason, the carbon emission implications from transport associated with the Garden Community must be considered and will influence the design of the development and the transport policies in this **Plan** and any masterplan and design code.

Current and developing national, regional, county and borough/district transport policies are aligning on three key principles to determine the best tools for achieving net zero carbon transport and successful places, they are:

- Reduce the need to travel.
- Shift to active modes.
- Decarbonise residual travel/switch to zero emission fuels.

The design and planning of the Garden Community and the neighbourhoods within it will ensure that there is a diversity of communities within reasonable walking distance of local facilities, services, employment, and fresh food. The result is that the internalisation of trips by active modes is maximised and the need to make external trips outside the neighbourhood is reduced.

The core principles of the walkable 20-minute neighbourhood are:

- Every neighbourhood has access to essential services and retail – with emphasis on fresh food and healthcare – within a 20-minute walk or cycle.
- Every neighbourhood has varied housing types, levels of affordability, and availability such that people can live nearby where they work.
- Retail, offices, co-working spaces and hospitality are spread throughout areas, people can work close to home and/or work from home.
- High environmental quality, availability of green spaces and clean air.

The Garden Community neighbourhoods and streets must be designed to ensure that pedestrian and cycle movements are prioritised through a network of attractive, low speed, low-traffic walkable neighbourhoods in which through access for the majority of vehicles is minimised and designed out. This will ensure that it is quicker and more convenient to travel between two points in the community by active modes, rather than by car.

Proposals must be designed around the needs of people walking and cycling to facilitate safe and direct active travel journeys. Routes should be designed in line with walkable 20-minute neighbourhood, Gear Change, Active Design and Building for a Healthy Life (Streets for a Healthy Life)<sup>1</sup> principles, so that they are:

- Coherent (legible and clearly signposted).
- Direct.
- Safe (appropriately lit; good sightlines; overlooked).
- Convenient.
- Accessible.



It is important that cycling infrastructure can accommodate the full range of cycles available to ensure routes are accessible to all cyclists (i.e. trikes and cargo bikes), and designed and built in accordance with [LTN1/20](#) (or subsequent updated guidance documentation). Cycle routes should have a minimum width of 2m or 3m for two-way tracks. Where a route is also used by pedestrians, separate facilities should be provided for pedestrian and cycle movements.

A Rapid Transit System (RTS) will be in place to connect the Garden Community with the University of Essex, Colchester City Centre, Colchester Railway Stations, Colchester Hospital, Community Stadium, Colchester Sports Park and the existing Park and Ride site in north Colchester. This will provide a high frequency, efficient public transport system with priority over general traffic within the Garden Community. The route, which will run alongside the A133 Clingoe Hill via the Knowledge Gateway, will link into the Garden Community.

A key feature of the RTS is the incorporation of Park and Choose facilities (P&C), provision of which is included in plans for the Garden Community. The P&C will be developed as part of, and support, the delivery of the RTS. P&C extends the concept of park and ride to include choice of transport mode and works as a central hub for other modes. Principally this will be cycle or electric cycle hire but in time could be extended to include electric scooters, e-cargo and the like. It can also provide space for drivers to store their own bicycles. Providing choice could appeal particularly to nearby potential users travelling to the University of Essex, but also to those travelling to destinations in Colchester further away from RTS halts and interchanges.



The P&C should include space for a RTS operations room with a view to creating a central hub from which automated vehicles can be managed. The P&C will also provide ticketing and service information (including high-quality broadband network connection). Given RTS vehicles are expected to be electric, although alternative fuels such as hydrogen cells could be considered, space for charging or refueling of vehicles should be included. It would be expected that significant repairs to vehicles would be carried out elsewhere. However, space for RTS vehicle parking for reserve vehicles, cleaning and inspections, and parking whilst drivers are on breaks and change overs should be included. The design of the site (and wider TCBGC RTS network) should also reflect the use of this type/length of vehicle.

The Garden Community will be designed to maximise active and sustainable modes of travel for journeys within, to and from the Garden Community. The Councils have defined ambitious mode share targets set out in the *Tendring Colchester Borders Garden Community Transport Evidence Base Report 2023*, which will be the starting point for all discussions with the developer. The Councils will apply targets for different modes, locations and phases of the Garden Community and these will be agreed as the proposals develop. Garden Community Travel Plans will need to show how mode share targets will be achieved and maximised, with such plans subject to regular monitoring and review. Successfully achieving these outcomes is based on prioritising the funding of infrastructure that is to be delivered by 2033 for those items that will have the greatest impacts on travel behaviour and delivered before future residents establish travel habits, on the basis that travel behaviour patterns are harder to change once engrained.

To support proposals that make walking, cycling and public transport the most attractive method of travel, the Garden Community will be designed around the principles of the 20-minute neighbourhood and as a place where the car does not dominate. The parking strategy for the development will play a key role in determining overall car usage, and adequate parking provision in all instances will be required. Cycle parking is integral to the cycle network and to the wider public transport systems. The availability of secure cycle parking at home, the end of the trip or at an interchange point has a significant influence on cycle use.

Vehicle trips and traffic generated by deliveries, freight and servicing are likely to be a significant proportion of overall movements in the Garden Community. These types of movements have increased over the past decade and continued to increase in the period since the Covid pandemic due to higher volumes of online shopping. These journey types are difficult to switch to active and sustainable modes but will need to be managed creatively through neighbourhood delivery and servicing hubs and other measures detailed in a freight and servicing plan.

Travel Planning is a key tool in helping to manage transport impacts and help achieve carbon reduction objectives. Moving to a new home is recognised as being a key life event and there is evidence to show that with the right behaviour change interventions at this time can be an ideal trigger to get that individual to consider their carbon emissions and rethink the way they travel and live.

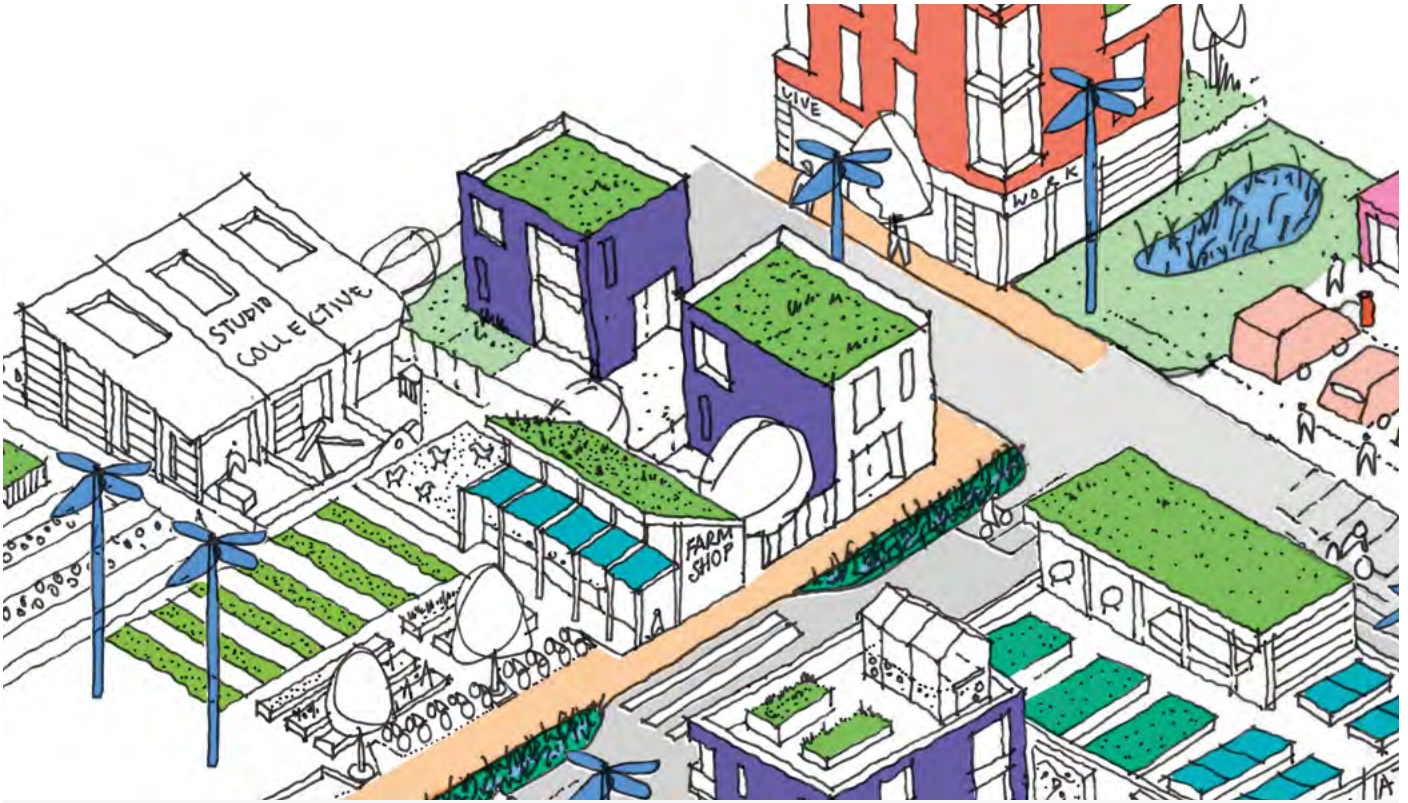
The mobility hubs will be complemented by smaller scale micro-mobility hubs located at focal points in residential neighbourhoods and employment areas. This will allow for smooth and efficient interchange between public transport, shared transport services and micro-mobility modes such as e-scooters, cycles and e-bikes. All residential dwellings and employment sites should be within 400 metres of a micro-mobility hub.

The provision of a car club could encourage residents not to see the purchase of a car (or a second car) as a necessity and use a car club car for trips that may be more difficult using public transport. All car club bays must have dedicated electric vehicle charging facilities. The car club should be used to reduce parking levels and facilitate car-free homes in certain locations.

The A120-A133 Link Road received planning permission in 2021 and is scheduled to open in 2026. Its objective is to support growth at the Garden Community, manage congestion in this wider locality and improve connectivity. It will comprise a new 2.4km road between the existing A120 and A133 in the east of Colchester; a new grade separated junction at the A120; and a new roundabout at the junction with the A133, to join into the existing highway network. Two intermediate roundabouts will also be provided along the Link Road for the Garden Community. Walking, cycling and horse-riding provisions associated with the Link Road have been designed to provide new networks, permeability, and connections across the Link Road for existing and future land users, linked to existing or diverted Public Rights of Way.

To reduce the need to travel the Garden Community will provide excellent digital connectivity and a policy is included in the Sustainable Infrastructure chapter.

A governance body, the TRG, will be established by the Councils. The TRG will have formal terms of reference and comprise the planning/highway authorities and the developer. The TRG will be provide oversight for the development, implementation and review of the Garden Community's overall transport strategy, particularly the commitment to maximise active and sustainable travel, deliver mode share targets and the measures outlined in travel plans.



## Chapter 9: Sustainable Infrastructure

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The garden community will make living sustainably easy for its residents. Green infrastructure and building solutions will be integrated from the outset and follow best practice standards.

Chapter 9 of this **Plan** sets out the Councils' aspirations and expectations for creating a Garden Community fit for the future and which embraces Garden Community principles and incorporates measures aimed at tackling climate change, minimising carbon emissions and climate change adaptation. The policy sets high expectations for energy efficiency, renewable energy generation, water efficiency and water recycling. Tree planting, facilities for electric vehicles and promoting walking, cycling and public transport are covered in other policies of the **Plan**.

Climate change is a global issue affecting everyone. Co-ordinated action from all sectors, national and local governments, and individuals is needed to mitigate and adapt to climate change. The science tells us that to avoid catastrophic effects we need to limit the increase in global temperature to 1.5oC. Mitigation measures are required to significantly reduce greenhouse gas emissions and limit global temperature rise. However, even with efforts to limit the cause of global warming, further climatic changes are inevitable in the future and the UK will need to adapt to the growing risks from climate change.

The Garden Community is an opportunity to address the climate emergency through high quality design and place making, by designing climate change mitigation and adaptation measures at an early stage and encouraging behavioural change. The Councils cannot anticipate every aspect of the technological changes and will adopt a flexible approach to innovation.

To ensure that proposals for the Garden Community can respond to changing technologies, new standards and best practice, Design Codes will be prepared and updated as necessary, which could include requirements for energy efficiency standards, passive energy design, low energy networks, onsite renewable sources, environmental standards, water use, and waste.





## Section 1 Local Plan

Under the theme of Sustainable Infrastructure, some of the main requirements covered in this **Plan**, as set out in the policies of the adopted Section 1 Local Plan include:

- Measures to ensure environmental sustainability, including addressing energy and water efficiency.
- Water and wastewater and flood mitigation measures.
- Sustainable waste/recycling and minerals management facilities.
- Measures for delivering reliable high speed/ultrafast broadband at all new and existing property.
- Consideration of potential on-site mineral resources.

## Principles

### A PLACE WHERE THE ENERGY SUPPLY IS SUSTAINABLE, SMART AND FUTUREPROOFED

The Garden Community will look at options which maximise energy efficiency, minimise energy use and promote renewable energy technologies. Smart technology and integrated data service will be used to accommodate people's needs and make their lives better. The Garden Community will ensure homes and infrastructure are futureproofed, affordable and adaptable to everybody's individual and collective needs now and in the future.



## **A PLACE DESIGNED FOR THE IMPACTS WHILE MINIMISING ITS CONTRIBUTION TO CLIMATE CHANGE**

The impacts of climate change will be actively tackled through developing initiatives that reduce greenhouse gas emissions and that actively take carbon dioxide out of the atmosphere.

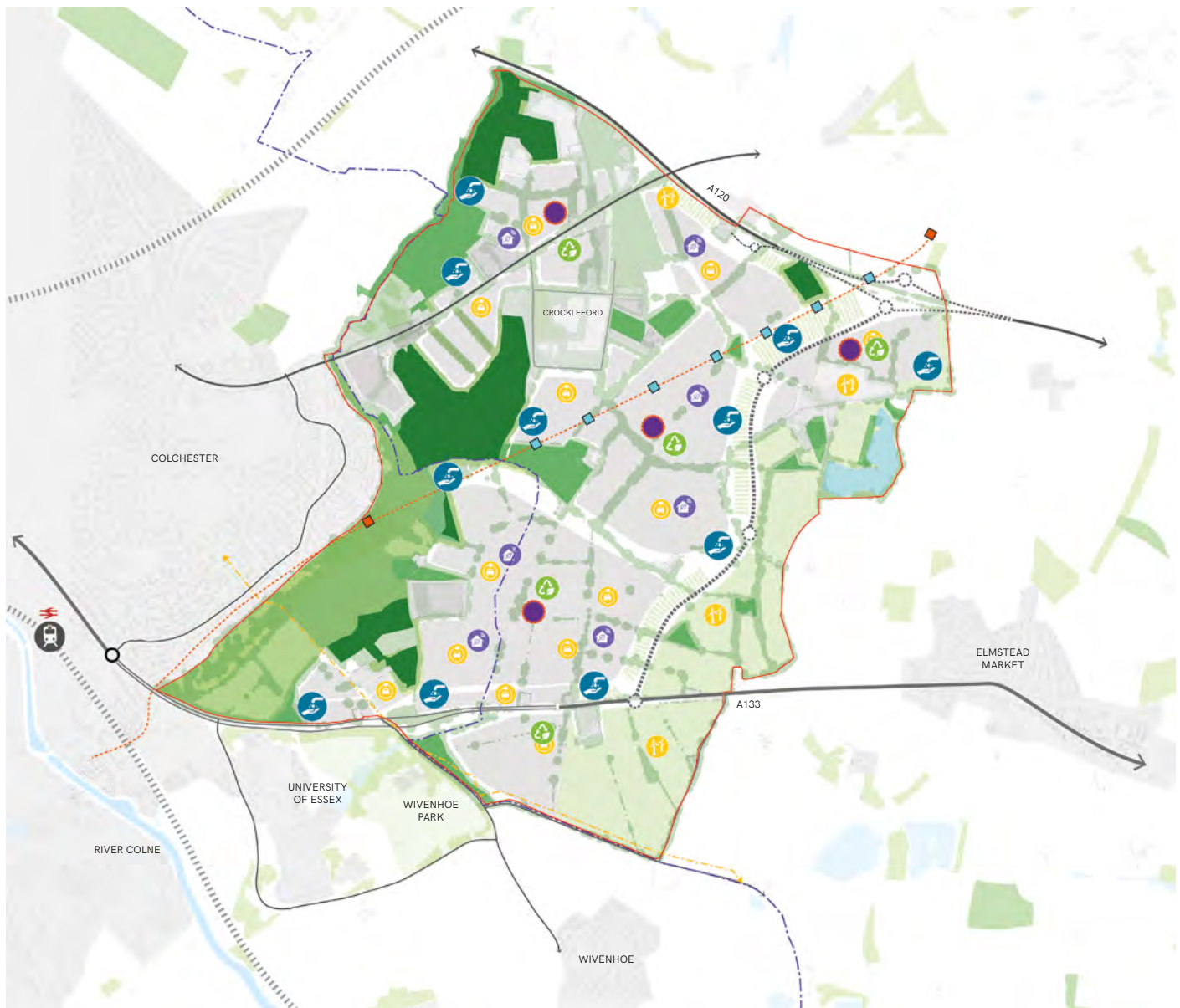
## **A PLACE THAT OPTIMISES RESOURCE EFFICIENCY AND RECYCLING ACROSS THE WHOLE DEVELOPMENT LIFECYCLE**

The Garden Community will use as few resources as possible in the first place, keep resources in circulation for as long as possible, extract the maximum value from them while in use, then recover and regenerate products at the end of service life.














## **A PLACE WHERE INFRASTRUCTURE COMES FIRST AND MEETS ITS INHABITANTS' NEEDS**

Key to creating a vibrant and attractive Garden Community is the phased delivery of infrastructure and services on site which fully meets the future needs of residents and supports healthy and sustainable lifestyles. The range and nature of facilities considered should ensure that the majority of everyday needs can be met within the site.

## SUSTAINABLE INFRASTRUCTURE ILLUSTRATIVE FRAMEWORK PLAN



### KEY

|   |  |  |
|---|--|--|
| <span style="color: red;">—</span> Area of Search of TCBGC  | <span style="color: blue;">—</span> Water Course   |  Electric Vehicle Infrastructure        |
| <span style="color: blue;">- - -</span> District Boundary   |  Attenuation Ponds                  |  Sustainable Water and Drainage Systems |
|  Ancient Woodlands   |  Development Area                   |  Smart and Sustainable Homes            |
|  Woodlands           |  Existing Pylons that affect the GC |  Circular Economy                       |
|  Country Park        | <span style="color: orange;">- - -</span> Existing Gas Medium Pressure Pipe that affect the GC                         |  |
|  Amenity Green Space |  Energy Centres                     |  |
|   |  Renewable Energy Sources           |  |

\*The location of specific land uses, facilities and activities are illustrative and subject to further masterplanning.

## GC POLICY 8: SUSTAINABLE INFRASTRUCTURE

The Garden Community will be an exemplar development that addresses the climate emergency. The Garden Community will create energy efficient, sustainable buildings and places where communities can lead resilient and low carbon lifestyles, reducing the need to travel and a biodiverse landscape which incorporates carbon sequestration and natural flood management. This policy includes examples, but the focus is on achieving the end goals of a net zero carbon development and maximised water efficiency through the best solutions, which are likely to change over time.

Proposals must comply with approved Design Codes that set standards in terms of climate change mitigation and adaptation and sustainable design.

### Part A: Net Zero Carbon

All buildings shall be net zero in operation at occupation or, in exceptional circumstances, have an agreed strategy to achieve net zero within five years of occupation, and achieve net zero operational energy balance across the Garden Community. The Councils will encourage carbon and energy positive buildings. A holistic area wide approach to energy and associated infrastructure will need to be implemented. Proposals must follow the principles of the energy hierarchy by reducing energy demand for both regulated and unregulated energy use (including heating, lighting, and cooling), ensuring efficient systems and renewable energy technology are in place, and that carbon dioxide emissions are minimised.

Proposals must demonstrate how new homes will achieve:

- Space heating demand less than 30kWh/m<sup>2</sup>/per annum.
- Total energy consumption (energy use intensity) of less than 40kWh/m<sup>2</sup>/annum.
- Onsite renewable generation to match or exceed the total energy consumption (energy use intensity).

Where the use of onsite renewables to match total energy consumption (energy use intensity) is demonstrated to be not technical feasible or economically viable onsite, renewable energy generation should be maximised as far as possible and/or connection to a district heating network. Where this is not possible, the residual energy should be offset by a contribution to an offset fund.

Compliance should be demonstrated by using an energy assessment tool proportional to the scale of the development.

The Councils will expect the integration of smart technology and integrated data services for controlling energy using activities and appliances.

### **Part B: Design and Construction**

All buildings must be designed to reduce energy demand and maximise fabric energy efficiency including such measures as: building orientation; high levels of insulation of roofs, floors, and walls; maximising airtightness; and using solar gain through window/door orientation whilst avoiding overheating. The Councils expect all applicable buildings to meet BREEAM 'Excellent' or 'Outstanding' and encourage Passivhaus or similar certification for residential buildings.

### **Part C: Renewable Energy**

To achieve a net zero carbon development, that will not use fossil fuels, the Garden Community will generate energy from renewable sources and proposals will need to show how this has been maximized. Solar photovoltaic (PV) and either, air or ground source heat pumps should be installed on every building where feasible. The Councils will encourage the development of a district heating network(s) and/or smart local energy systems that are viable, maintained and managed in the long term.

### **Part D: Water Conservation and Wastewater**

All buildings must include water efficiency measures and seek to achieve water neutrality. All homes must include water saving measures and, as a minimum, meet the Building Regulations optional tighter water standard of 110 litres per person per day. the Government's Environment Improvement Plan (Water Efficiency Roadmap) standard of 100 litres per person per day. Proposals should submit a water efficiency calculator report to demonstrate compliance, and developers are encouraged to demonstrate how they can go further utilising integrated water management and a fittings-based approach to minimise potable water use. Non-residential development proposals must demonstrate that water efficiency measures and water reuse have been incorporated in proposals. Where significant non-domestic water use is required, a Water Resources Assessment should be submitted with the planning application following consultation with the relevant water company to ascertain water availability and feasibility of the proposed scheme.

Proposals must include clear evidence on the approach to water conservation, including the potential for the re-use of greywater and rainwater capture and re-use and should also provide the infrastructure to support options for rainwater re-use in the building design, e.g. rainwater harvesting systems, water saving devices, greywater recycling or other agreed solutions. The Councils will require safe systems and measures to be implemented for all new development within the Garden Community.

### **Part E: Green-Blue Infrastructure**

In accordance with GC Policy 2, multifunctional green-blue infrastructure will be delivered across the Garden Community for biodiversity, flood and drought control, soil health, air quality, and reduced urban heat island effect. Proposals must demonstrate how the planting palette features a diverse range of plant species that are adaptable/ resilient to climate change. Details should be submitted of appropriate biosecurity standards for sourcing, quarantining, and inspecting plant material supplied to the development.

### **Part F: Digital and Fast Technology**

Proposals must provide the new community with:

- For non-residential development: Ultra-fast Gigabit capable, future proofed broadband including a requirement for “open access” broadband infrastructure provided by at least two suppliers or a neutral host. This definition is likely to evolve over the plan period and consideration of an up-to-date definition of ultra-fast will be made at the time of the planning application submission based on government/ industry guidance.
- Unless an equivalent technology/approach delivers a better outcome, demonstrate early engagement with infrastructure providers and ensure the provision of fibre to the premises (FTTP) infrastructure.
- For all applicable development: Mobile phone network capacity and improvements, to ensure that the likely impact of developments on the existing mobile networks in the area is assessed, and appropriate action taken, at an early stage. At present this will require 4G / 5G level technology. This is likely to evolve over the plan period and consideration of up-to-date requirements will be made at the time of the planning application submission based on government/ industry guidance.
- Smart multifunctionality for all public realm street furniture, such as lampposts and signage.



## Part G: Materials

All proposals must take into consideration the embodied carbon associated with materials using the [RICS Whole Life Carbon](#) approach or successor documents and incorporate measures into the development design, materials, construction and transportation methods etc. to reduce those emissions. Development must be designed to maximise resource efficiency and identify, source, and use environmentally and socially responsible materials, giving consideration to circular economy principles and design for deconstruction.

## Part H: Minerals – Prior extraction

Proposals must be informed by a Minerals Resource Assessment (MRA), with evidence supplied in support of the scheme demonstrating how the scheme reflects and takes advantage of the opportunities afforded by prior extraction, as required by the Minerals Planning Authority. Given the scale of the Garden Community and duration of construction, the MRA can be undertaken in phases, but must be done ahead of any detailed masterplanning for that phase, such that the conclusions of the MRA can demonstrably influence the masterplan to ensure that minerals are not unnecessarily sterilised by non-mineral development.

## Part I: Planning Application Requirements

1. All proposals must be accompanied by an 'Energy and Carbon Reduction Strategy' which considers all the measures set out in this policy and puts forward detailed solutions for the Councils approval, which will then be implemented as part of the development.
2. Proposals should include an assessment or measured confirmation of actual performance to address the performance gap between 'as designed' performance and 'as built' performance.
3. All proposals must be accompanied by a 'Digital Connectivity Report' demonstrating how the development will provide digital connectivity (including appropriate standards, timescales etc.) having regard to approved connectivity strategies applicable to the local planning authority areas.
4. All proposals must be accompanied by a 'Water Efficiency Calculator Report' to demonstrate compliance with the water efficiency target.
5. An Embodied Carbon Assessment using a recognised RICS tool should be submitted with all proposals.

## Justification

In 2018, the Intergovernmental Panel on Climate Change (IPCC) published a report which advised that we must limit global warming to 1.5°C, as opposed to the previous target of 2°C. Tackling climate change requires action by every part of society – this includes all tiers of government, businesses, and residents. Individuals can influence the size of their carbon footprint by how much and what they buy and how they travel and the homes they live in.

In 2019, both CCC and TDC declared climate emergencies acknowledging that urgent action is required to limit the environmental impacts produced by the climate crisis. Both Councils aim to achieve carbon neutrality by 2030. This is supported by ECC who established the [Essex Climate Action Commission](#) in 2020 to promote and guide climate action in the county and move Essex to net zero by 2050. It is an independent, voluntary, and cross-party body bringing together groups from the public and private sector, as well as individuals from other organisations. The Commission published its report [Net Zero: Making Essex Carbon Neutral](#) in July 2021 and its recommendations are relevant to ECC, Essex local authorities, parish and town councils, as well as Essex businesses, residents, and community groups. The report sets out a comprehensive plan for Essex to reduce its greenhouse gas emissions to net zero by 2050 in line with UK statutory commitments; and to make Essex more resilient to climate impacts such as flooding, water shortages and overheating. The report covers a wide range of topic areas including land use, energy, waste, transport, plus the built and natural environments. The report's recommendations are now incorporated into a Climate Action Plan and a focused work programme over the coming years to ensure the effects of climate change can be mitigated.

It should also be noted that the Garden Community is located with the ECAC Climate Focus Area (CFA). The principal objective of the CFA is to become net zero carbon – meaning that the amount of carbon emitted from the area is no higher than that absorbed. The Garden Community can contribute to the CFA targets.

The Garden Community will aim to achieve a net zero operational energy balance onsite. This means that renewable energy technology integrated into the development (i.e. rooftop solar mainly) generates the equivalent, or exceeds if possible, the annual average operational energy use from the built development (i.e. not including transport EVs but includes everything else). Modelling done by [LETI](#) (London/Low Energy Transformation Initiative), and Etude (for Cornwall and Greater Cambridge Councils) show that this is technically feasible and also viable in most development types. To achieve this principle it is necessary to have high standards of fabric efficiency, use efficient and smart systems, and maximise onsite renewable energy generation.

Net zero carbon should be based on the LETI approach to defining a net zero carbon building. This frames net zero carbon around Energy Use Intensity (EUI) – the annual measure of the total energy consumed in a building. LETI achieves a level of energy performance in buildings that is in line with climate change targets. LETI set out the energy targets to use in their climate emergency [design guide](#). They modelled that this approach was necessary to keep the UK climate targets still achievable (to achieve net zero carbon at a UK scale then all buildings must achieve net zero operational energy/carbon). The LETI approach also future proofs policy for when the grid is completely decarbonised. Another advantage is that it addresses issues such as fuel poverty and rising energy costs because it drives down energy use in the first place by ensuring highly fabric efficient buildings. Unlike Building Regulations, it is based on total energy use so covers both regulated and unregulated energy.

There are numerous national and international sustainability accreditation standards and the Councils will expect development to meet the BREEAM rating of 'Excellent' or 'Outstanding'. BREEAM is the world's leading science-based suite of validation and certification systems for sustainable built environment. The BREEAM rating of Excellent is best practice and rating of Outstanding is classed as innovator, with less than 1% of new UK non-domestic buildings meeting this rating. BREEAM is a way to measure the sustainability of buildings in a holistic way and ensure that a wide range of sustainability considerations, including energy, land use and ecology, waste, water, health and wellbeing, pollution, transport, materials, and management are incorporated. The Councils encourage Passivhaus certification.

Renewables should be maximised onsite; the aim is to achieve operational energy balance onsite and exceed it if possible. This contributes to wider energy system targets including the Essex Climate Action Commission target for Essex to generate all its own energy needs from local renewable sources by 2040. Renewable power generators, such as solar photovoltaic (PV) and air and ground source heat pumps are established, well understood and mature technologies, which would be anticipated to be deployed across the site where feasible and considering the desire to include green roofs. The Essex Climate Action Commission recognises that solar PV is affordable and performs well and recommends that it should be fitted by default on new buildings. The goal is to deliver a net-zero/carbon positive community by providing a secure, reliable, and affordable energy system. There is opportunity for entrepreneurship and the ability to export energy (heat and/or power) should be explored. The Hydrock report recommends the following technologies: hydrogen, Biogas Anaerobic Digestion (sewage and food), heat pumps and thermal storage (for heat) and solar and wind and the associated various forms of storage (for power).



An Energy and Carbon Reduction Strategy is required for all proposals, which will set out measures that will be incorporated into the design, layout and construction aimed at maximising energy efficiency and the use of renewable energy. The Energy and Carbon Reduction Strategy must demonstrate how different measures have been considered and incorporated which should include: triple glazing; solar roof panels or solar tiles; air source heating systems; ground source heating systems; super insulation (walls and loft void); rainwater capture system; electric vehicle rapid charging points (provided to an individual dwelling or through an appropriate communal facility); superfast broadband and a flexible space within each home to enable home working and a reduction in the need to travel; Mechanical Heat Recovery Ventilation; solar thermal systems; and solar and battery storage systems. This list will be kept under review as techniques and technologies develop and evolve. Targets and requirements in design codes and guidance may include phased requirements to ensure that targets and requirements reflect latest techniques, technologies, and best practice.

Proposals must be submitted with a whole-life carbon assessment. Whole life-cycle carbon emissions, or embodied carbon, are the carbon emissions resulting from the construction and use of a building over its entire life, including its end-of-life demolition and disposal. There is currently low levels of understanding about the embodied carbon impacts of new buildings and it is expected that over the next few years, there will be a consistent level of understanding on how to measure whole-life-carbon.

Green-blue infrastructure is important for biodiversity, flood and drought control, soil health, air quality, reduced urban heat island effect and human health and wellbeing. Details of the blue-green infrastructure requirements for the Garden Community are included in GC Policy 2. In terms of addressing climate change, the evidence-based selection of a planting palette featuring a diverse range of plant species known to be adaptable / resilient to climate change, such as drought resilient plants, will be critical to establishing and delivering a robust and resilient green infrastructure network over the long-term for the benefit of people and wildlife. Forest Research has a climate matching tool that can be used to show where species and provenance material might be sources for sites in England. Details of the appropriate biosecurity standards for sourcing, quarantining and inspecting plant material supplied to the development should be submitted as part of the application.

The Councils and Environment Agency suggest that developers submit a water efficiency calculator report, or equivalent information, at the planning application stage to demonstrate compliance with the optional tighter water standard of 110 litres per person per day. Developers should engage with Affinity Water as soon as possible regarding supply matters due to the increased demand for water in the area.

Local skills will be required for the development of sustainable infrastructure. Skills required include design and construction of sustainable buildings and infrastructure; renewable energy; and sustainable waste management. The need for these skills should be considered as part of the Employment and Skills Plan required under GC Policy 5.

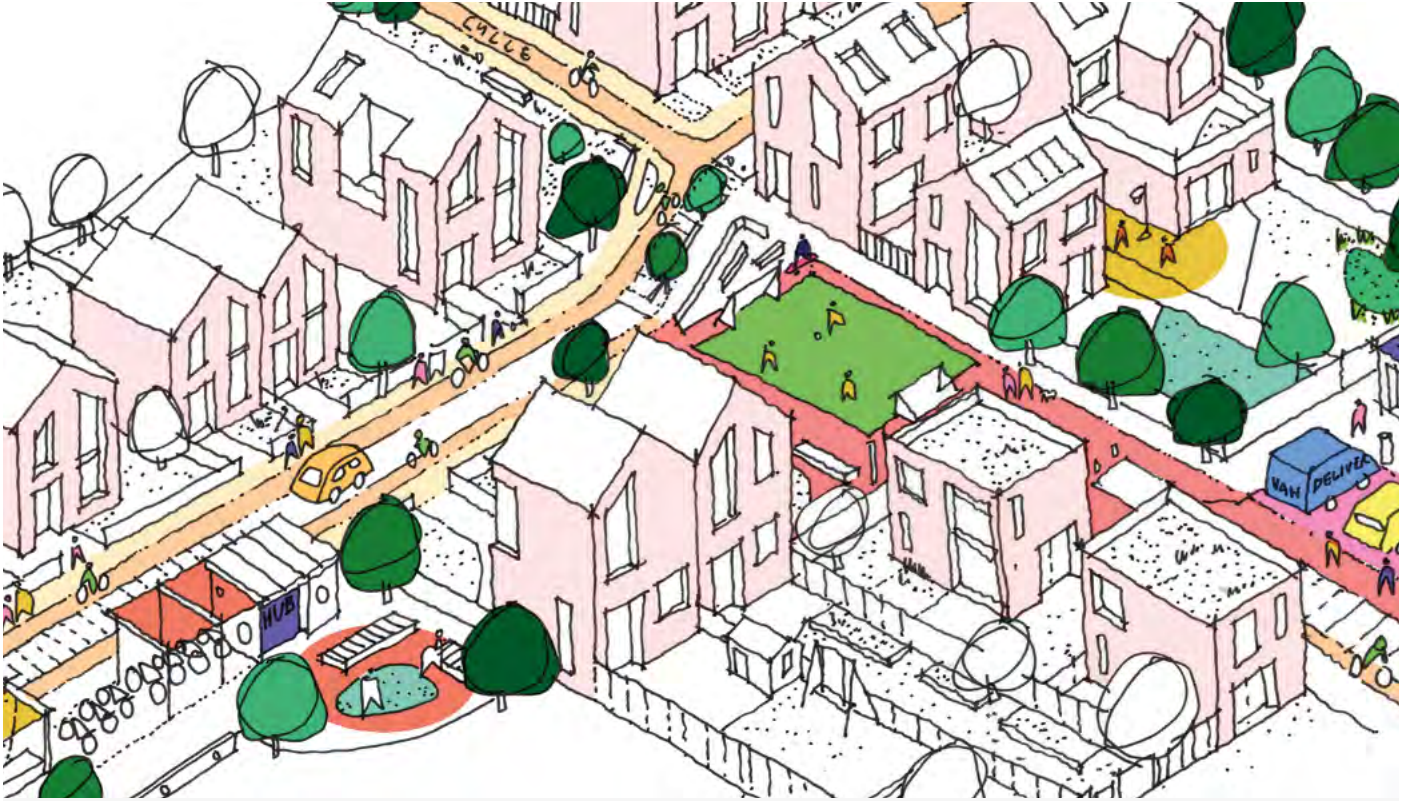
Ultra-fast Gigabit broadband and the provision of fibre to the premises (FTTP) infrastructure is essential for work-life balance, flexible working, non-commutable working, and progress towards net zero carbon communities. This policy requires smart multifunctionality for all public realm street furniture. This should include the requirement for street furniture to be self-powered through solar panels and, where appropriate, it should aim to include wayfinding information, publicly accessible Wi-Fi, and electric charging points for phones and/or electric vehicles. All data collected by street furniture should be open source.

The sustainability of a development is not simply a measure of how it functions, it also includes how it is constructed and the sourcing of minerals used in that construction. This is made clear in the [NPPF](#) which states that minerals are a finite natural resource, and that best use needs to be made of them, including encouraging their extraction where practical and environmentally feasible, if it is necessary for non-mineral development to take place.



Extracting minerals prior to development of the land avoids not only their needless sterilisation, it is also an opportunity to design and shape landforms to support the masterplanning of significant developments. It provides the opportunity to create land topographies, transforming how the land is developed and used post extraction, through imaginative land reclamation and landscape enhancement that help create desirable places to live. Prior extraction itself is therefore not just an indication of sustainable development, it can be used as an opportunity in major developments to deliver sustainable development initiatives, such as those highlighted within this Plan, including:

- Opportunities for biodiversity net-gain and multifunctional green-blue infrastructure.
- Sustainable Drainage Schemes (SuDS) and increased flood resilience.
- Mitigation and adaptation measures against climate change.
- Positive contributions to the health and wellbeing of communities through the provision of open space and recreational resources.



# Chapter 10:

## Infrastructure Delivery, Impact Mitigation and Monitoring

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This chapter covers the requirements to ensure the Garden Community is supported by the required level of infrastructure. The Garden Community provides an opportunity to create an innovative, resilient, well-connected and inclusive place that will stand the test of time.

## Section 1 Local Plan

The main requirements covered in this **Plan**, as set out in the policies of the adopted Section 1 Local Plan include:

- All development must be supported by the provision of infrastructure, services and facilities that are identified to serve the needs arising from the development.
- An infrastructure delivery strategy and phasing plan that sets out how infrastructure, services and facilities will be provided.
- Comprehensive planning and development of the Garden Community, where each development phase is supported by suitable mechanisms to deliver the infrastructure both on and off-site.
- Providing new and improved transport (footways, cycle links, bridleways, roads) and communication infrastructure.
- Addressing education, healthcare, leisure and sports.
- Integrating a network of multi-functional green and blue infrastructure to create attractive and sustainable places.
- Ensuring adequate water and wastewater treatment capacity or infrastructure upgrades are in place prior to development proceeding.
- Planning consent and funding approval for the A120-A133 Link Road and Route 1 of the Rapid Transit System.
- Providing 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.



## GC POLICY 9: INFRASTRUCTURE DELIVERY AND IMPACT MITIGATION

Planning and delivering the required infrastructure is at the heart of sustainable development for the Garden Community. Proposals must demonstrate that the required infrastructure to support the development will be delivered in a timely and, where appropriate, phased manner. This will provide the opportunity to address infrastructure needs, maximise the efficient use of existing infrastructure capacities and explore opportunities for new sustainable infrastructure.

### Part A: Infrastructure Delivery Mechanism

Developers will need to make direct provision or contribute towards the delivery of relevant infrastructure as required by the development either alone or cumulatively with other developments, as set out in the 'Infrastructure Delivery, Phasing & Funding Plan' or relevant Infrastructure Delivery Plan (IDP) and other policies in this **Plan**, where such contributions are compliant with national policy and the legal tests. Where necessary, developers will be required to:

1. Enter into Section 106 agreements to make provisions to mitigate the impacts of the development where necessary or appropriate. Section 106 will remain the appropriate mechanism for securing land and works along with financial contributions; and/or
2. Make a proportionate contribution on a retrospective basis towards such infrastructure as may have been forward-funded from other sources where the provision of that infrastructure is necessary to facilitate and/or minimise the impacts of their development (including the cumulative impacts of planned development).

Where a proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Councils and the appropriate infrastructure provider. Such measures may include (not exclusively):

- Financial contributions towards new or expanded facilities and the maintenance thereof.
- On-site provision of new facilities (which may include building works).
- Off-site capacity improvement works.
- The provision of land.



Developers must work positively with the Councils and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with their published policies and guidance.

The Councils consider Section 106 to be the appropriate mechanism for securing land and works along with financial contributions.

For the purposes of this policy the widest reasonable definition of infrastructure and infrastructure providers will be applied. Exemplar types of infrastructure are provided in the glossary appended to this **Plan**.

Proposals will need to make financial contributions to the wider local transport infrastructure, including the A120-A133 Link Road and Rapid Transit System taking into account the conditions of the Housing Infrastructure Fund.

Proposals will also need to make contributions to stewardship and economic development initiatives to ensure the delivery of relevant policies in the Plan.

### **Part B: Planning Application Requirements**

Applications where relevant must be accompanied by:

1. Planning Obligations Statement.
2. Affordable Housing Statement.
3. Viability Assessment.

## **Justification**

The Garden Community will require the provision of new physical infrastructure such as footways, cycleways, roads, and sewers; social infrastructure such as health, ambulance, police, firefighting, education, and community facilities; and green infrastructure such as open and recreational spaces. The Councils will work with developers and a range of partners such as the Highway Authority, National Highways, the lead authority for education, the Environment Agency, Lead Local Flood Authority, utility companies, Integrated Care Board (ICB) and National Health Service England Midlands and East England, and Sport England to bring forward the necessary infrastructure that is required to deliver the Garden Community.



It should be recognised that infrastructure may be provided in various ways including new infrastructure, improvements to existing facilities/services or as co-located or expanded services/facilities. Where infrastructure cannot be provided within, or is not appropriate to be located on, the Garden Community site itself, developers will be expected to make a contribution to the cost to provide the infrastructure elsewhere.

Where planning obligations are required by planning policy and/or to mitigate the impacts of development but are not agreed for development viability reasons, the Councils will require a fully transparent open book viability assessment and that all possible steps have been taken to minimise the residual level of unmitigated impacts. Developers may be required to enter into obligations that provide for appropriate additional mitigation in the event that viability improves prior to completion of the development, provided the additional obligations are required to mitigate the impact of the development.

The Councils have prepared an 'Infrastructure Delivery, Phasing & Funding Plan' which performs the role as the Infrastructure Delivery Plan (IDP) for the Garden Community, to identify the required infrastructure. The IDP is a living document subject to review and will be regularly updated. Proposals will be expected to deliver or contribute to the necessary infrastructure requirements of the Garden Community as identified by the Council's IDP, where such contributions are compliant with national policy and the legal tests.



The Councils will seek contributions from developers to fund improvements to existing infrastructure and the environment and new infrastructure. Contributions will be made through Section 106 agreements which address the provision of affordable housing and supporting infrastructure such as transport, schools, community facilities and health facilities. The necessary infrastructure requirements through the use of planning condition and/or planning obligation and/or financial contributions will be in accordance with [The Community Infrastructure Regulations 2019](#).

Some infrastructure providers will fund and deliver infrastructure themselves. Other infrastructure will be funded by developers and landowners, secured by planning obligations as part of the planning permission. On-site infrastructure provision will usually be secured by planning conditions or legal agreements. Off-site provision will usually be secured by legal agreements and through other financial contributions.

Essex County Council, working with CCC and TDC, were successful in attracting funding under the Housing Infrastructure Fund (administered by Homes England) for delivery of the first phase of the A120-A133 Link Road, and the offsite sections of the Rapid Transit System (RTS). The awarding of the funding has been made on the basis that this transport infrastructure unlocks housing growth at the Garden Community, without which the Garden Community could not be developed to the scale proposed. In accordance with the conditions of the funding agreement with Homes England, the Councils will seek to maximise the recovery of this funding from the Garden Community as it is developed. The mechanism for the recovery of funding will be secured by legal agreement between the Councils and the developer(s), with the level of recovery informed by regular reviews of development viability so that an appropriate financial contribution towards recovery is set which takes into account other policy requirements and contributions required of the Garden Community. Contributions received from this recovery mechanism will be used to cover any cost increases (beyond the initial HIF award) incurred by Essex County Council in delivering the Link Road and RTS. Any contributions beyond covering cost increases will be recycled back into supporting additional housing growth in the area at the discretion of the Councils and Homes England, as set out in the conditions of the Housing Infrastructure Fund.

## Monitoring

Monitoring is a way of assessing the effectiveness of a plan once it is adopted. It helps to identify if plan policies are not being implemented and whether an early review of the plan is required. Monitoring indicators for the **Plan** reflect a combination of policy requirements, the indicators monitored in the Councils Authority Monitoring Reports (AMR) and are linked to the Sustainability Appraisal (SA) Framework. The table below outlines the Councils monitoring objectives relevant Plan policies and monitoring indicators. The AMRs will be used to report the performance of the Plan as well as recommending any actions required to ensure the delivery of the DPD.

Monitoring will be undertaken on an annual basis, with the result being published at the end of each calendar year within both Colchester City Council and Tendring District Council 'Authority Monitoring Reports' (AMRs). Information on the following objectives and indicators will be collated and assessed by the Councils. The AMRs will contain consistent information on the implementation of policies and the delivery of new development and supporting infrastructure. Where necessary the information will be tailored to the need of each separate Council and AMR approach. The monitoring will have a particular focus on the delivery of development, floorspace and land use change, alongside securing wider policy objectives in relation to infrastructure delivery.

The Councils will also ensure that appropriate monitoring frameworks and approaches are established through the determination and approval of planning applications for the Garden Community, with the associated use of planning conditions and other control mechanisms such as S106 agreements to ensure that appropriate monitoring is undertaken and information provided as the Garden Community is built out.

| SA Objective   | Most Relevant Policies                                   | Monitoring Indicator  |
|--|--|---|
| 1. To create safe environments which improve quality of life, community cohesion   | GC Policy 1<br>GC Policy 3<br>GC Policy 6                | Increase in areas of public open space<br>All crime – number of crimes per 1000 residents per annum<br>Number of new community facilities granted planning permission<br>Number of new cultural facilities granted planning permission, including places of worship   |
| 2. To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford | GC Policy 4  | Housing Delivery<br>Affordable housing completions<br>Gypsy & Traveller provision   |
| 3. To improve health/reduce health inequalities  | GC Policy 1<br>GC Policy 4<br>GC Policy 6<br>GC Policy 7 | Increase in areas of public open space<br>Percentage of new residential development that adheres to Natural England's Accessible Natural Greenspace Standards<br>Percentage of new residential development within walking and cycling distance to schools<br>Percentage of new residential development within walking and cycling distance to sport and recreation facilities<br>Hectares of accessible open space per 1,000 population |
| 4. To ensure and improve the vitality and viability of Centres   | GC Policy 1<br>GC Policy 5<br>GC Policy 6                | Total amount of floorspace for town centre uses (sqm)   |

| SA Objective  | Most Relevant Policies  | Monitoring Indicator  |
|---|---|---|
| 5. To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways | GC Policy 5   | <p>Amount of floorspace developed for employment by type (sqm)</p> <p>Level 2 qualifications by working age residents</p> <p>Level 4 qualifications and above by working age residents</p>  |
| 6. To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity   | <p>GC Policy 1</p> <p>GC Policy 2</p>   | <p>Number and area of Local Nature Reserves and Local Wildlife Sites</p> <p>Contributions collected as part of the Essex Coast RAMS</p> <p>Condition of SSSIs (per Natural England assessments)</p> <p>Overall % BNG achieved, as calculated by the latest Defra metric</p> |
| 7. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion  | GC Policy 7   | <p>To obtain an agreed Travel Plan</p> <p>Percentage of journeys to work, to education (and other land uses) by walking and cycling and percentage of journeys to work by public transport</p> <p>Levels of modal shift achieved</p>  |
| 8. To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development       | <p>GC Policy 1</p> <p>GC Policy 3</p> <p>GC Policy 5</p> <p>GC Policy 6</p> <p>GC Policy 7</p> <p>GC Policy 9</p> | <p>Increase in areas of public open space</p> <p>Key infrastructure projects delivered</p> <p>Additional capacity of local schools / incidents of new school applications</p>   |



| SA Objective  | Most Relevant Policies                    | Monitoring Indicator   |
|---|---|--|
| 9. To conserve and enhance historic and cultural heritage and assets and townscape character?                     | GC Policy 1<br>GC Policy 3<br>GC Policy 4 | All permissions granted which affect a designated and/or non-designated heritage asset, and/or archaeology sites are in accordance with the policy<br><br>Recorded loss of listed buildings Grade I and II+ (by demolition), Scheduled Monuments or nationally important archaeological sites and assets on the Colchester Local List to development |
| 10. To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation | GC Policy 8                               | Percentage of household waste recycled and composted<br><br>Carbon emissions and Climate Change<br>Climate Change Adaptation   |
| 11. To improve water quality and address water scarcity and sewerage capacity                                     | GC Policy 3<br>GC Policy 8                | Quality of rivers (number achieving ecological good status)<br><br>% of homes that meet the optional Part G of the Building Regulations  |
| 12. To reduce the risk of fluvial, coastal and surface water flooding   | GC Policy 2<br>GC Policy 8                | Number of planning applications approved contrary to Environment Agency advice on flood defence or water quality grounds   |
| 13. To improve air quality  | GC Policy 7                               | Number of Air Quality Management Areas   |
| 14. To conserve and enhance the quality of landscapes   | GC Policy 1<br>GC Policy 2<br>GC Policy 3 |  |
| 15. To safeguard and enhance the quality of soil and mineral deposits?  | GC Policy 8                               | Number and area of developments proposed within MSAs   |

# Appendix 1. Principles and Objectives

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To deliver the vision for the Garden Community, it will be important for all the policies and proposals in this **Plan** to contribute positively to the achievement of a number of principles and objectives. The vision, principles and objectives are set out in the Strategic Brief. The vision and principles are included in the theme chapters and the objectives are set out in this appendix.

## Nature

### A PLACE SHAPED BY EXISTING LANDSCAPE

- Across the Area of Search, there will be a minimum of 50% open space and multifunctional green infrastructure, that is seamlessly integrated with the built environment to connect people with nature.
- Existing landscape features conserved, enhanced and incorporated in the masterplan.
- Connectivity links established to existing green corridors and networks.
- New Country Park along the Salary Brook Corridor and including the slopes to the east.
- A variety of new connected open spaces created including parks, fields, wild spaces, communal spaces and private gardens.
- Streets with tree planting, Sustainable Drainage Systems and planting integrated.

### A PLACE WITH THRIVING ECOLOGY AND BIODIVERSITY

- Existing habitats and wildlife sites conserved, protected and connected with new species rich habitat links.
- Hedgerow network protected and enhanced with existing hedge lined lanes protected and retained.
- Minimum 10% biodiversity net gain.
- Streets to include trees and other generous landscaping where appropriate.
- Ecologically rich buffer landscapes established against existing and new road corridors.
- Recreational pressures on existing sensitive habitats mitigated through the creation of new areas for recreation.

## A PLACE WITH A PRODUCTIVE AND CLIMATE RESILIENT NATURAL LANDSCAPE

- Native, wildlife friendly planting and edible species.
- Allotments, community orchards and growing fields provided which maximise the good quality free draining soils.
- Canopy cover, use of green walls and planting maximised and hard surfaces minimised in built up areas.
- SUDS and rain gardens integrated.
- New links of woodland, meadow, grassland and wetland created to lock in carbon.
- Drought tolerant planting approaches used.
- Natural water management system integrated as an attractive biodiverse network with water features including swales, ponds and larger water bodies used in preference to piped systems.

## Buildings, Place and Character

### A PLACE WITH DISTINCTIVE IDENTITY

- The new community will be rooted in its place and the landscape.
- Important views, vistas, landmarks, heritage assets, trees and hedges will be recognised, protected and enhanced.
- Design Codes will be implemented and used consistently.
- Drawing on the historic tradition of orchards within the local area to create a new productive landscape.
- Green buffers designed to provide suitable distinction between neighbourhoods.
- Green buffers to contribute to the landscape and biodiversity network, accommodate leisure routes and be productive.
- Clear spatial hierarchy that directs the design of the neighbourhood and the building types.
- Plan for a range of housing densities with higher residential densities at mobility hubs, centres of activity and along key movement corridors.
- A range of building heights that add variety and interest to the streetscape, enhance internal legibility.
- Architectural style, building form, materials and layouts that reflect the districts' character while catering to contemporary needs and societal trends.

## A PLACE THAT IS VIBRANT AND ACTIVE

- Local centres and one district centre that deliver an increased mix of uses.
- Create legible and well-designed focal points within the local centres.

## A PLACE WHERE HOUSING IS ACCESSIBLE, AFFORDABLE AND INCLUSIVE

- Housing that caters for all stages of life including multi-generational families, co-housing, start-up homes.
- Housing typologies that respond to different needs and abilities.
- Tenure blind design.
- Accommodation suitable for ageing population close to local centres.
- Sites identified for co-living and self-build typologies.

## A PLACE WITH GREAT HOMES

- Homes fit for the 21st century and beyond, digitally connected, with sustainable technologies and future proofed.
- Homes that offer privacy and external amenity spaces.
- Homes that positively address the streets and create clear entry points from the street.
- Provision of good storage areas to meet short and long term needs.
- Integrate utilities, including waste storage and management, such that they do not adversely affect the design of the built environment.

## Economic Activity and Employment

### A PLACE WITH A THRIVING LOCAL ECONOMY

- Medium/small-scale employment uses close to the district centres.
- Maximise the opportunity from the University of Essex and the Knowledge Gateway
- Provision of live-work and co-working spaces.
- Flexible and adaptable buildings with scope for expanding floorspace, helping to retain them within the garden community.
- Larger scale industrial/storage space accessible via A-roads and the Link Road
- Respond positively to changing patterns of retail and leisure.

## Community and Social Infrastructure

### A PLACE WHERE EVERYONE CAN FEEL AT HOME

- Co-location of different uses to maximise activity throughout the daytime and evening and provide opportunities for diverse social interaction.
- Multi use spaces that are designed to cater and support people from different groups (age/culture/ability/LGBTQ+/family status etc.).
- Community spaces accessible by all modes of travel.
- Community spaces flexible for different uses.
- Ground floor uses that create interest and activity.

### A PLACE WHERE IT'S EASY TO BE HEALTHY AND HAPPY

- Inclusive public realm that creates the feeling of safety, a sense of place and interaction with nature.
- High quality and accessible sports facilities, playing pitches and greenspaces.
- Creation of a safe and overlooked walking and cycling network.
- Provision of healthcare, leisure, social and community facilities accessible by all modes of transport.
- Promotion of social interaction through shared amenity spaces.
- Active travel promoted.
- Connections established into the wider long distance leisure routes.

### A PLACE WHERE EVERYONE CAN LEARN

- Provision of education facilities in close proximity to district and local centres, making them easily accessible.
- Feeling of safety and security promoted for students within and around these facilities.
- Education facilities within easy access to play and recreation spaces.
- Flexibility of use of the premises during non-school hours.

### A PLACE TO PLAY AND HAVE FUN

- Play, sport and leisure facilities that cater to all ages, abilities and needs and are easily accessible by all modes of transport.
- Sport and leisure facilities within in close proximity to the neighbourhood it serves.



## **A PLACE WHERE LONG TERM STEWARDSHIP IS CONSIDERED FROM THE OUTSET**

- A suitable stewardship model and the assets and services which will require management and maintenance in perpetuity identified.
- Minimisation of the running and maintenance costs of buildings and landscapes embedded through design.
- Community needs and funding priorities identified early on.
- Local resident representation on the stewardship model.
- Different and inclusive engagement and communication links established.

## **Movement and Connections**

### **A PLACE WHERE PEOPLE HAVE PRIORITY**

- Dense network of traffic-free walking and cycling links.
- Residential streets designed with low design speed with off-plot and sensitively incorporated car parking.
- Non-residential streets designed with low design speed, with segregated cycle links.
- All movement routes and corridors will be through safe, legible, attractive, tree-lined corridors for amenity, air quality mitigation, biodiversity and good mental health.
- Off-plot car parking paid for separately to house purchase/rental.
- On and off-street car parking designed flexibly with future non-car uses in mind.
- Streets designed to discourage informal parking, supported by Controlled Parking Zones.
- Vehicle access and loading restrictions to manage servicing needs.
- Streets and footpath links designed for all different users' needs including people with mobility impairments and parents with pushchairs.
- Emergency and service access provided throughout the street network.

### **A PLACE WITH RAPID, EFFICIENT AND COST EFFECTIVE PUBLIC TRANSPORT**

- RTS routes given priority through the Garden Community and off-site, linking local centres and providing easy access to halts and services.
- RTS stops integrated in mobility hubs in all centres and residential areas.
- RTS running from the first stage with high frequency.
- Park and Choose to complement the function of RTS.
- Integrated ticketing for RTS and other bus services.

## **A PLACE WHERE ACTIVE AND SUSTAINABLE TRAVEL IS THE NATURAL CHOICE**

- Transit oriented development with higher density around mobility hubs, centres of activity and key corridors.
- Network of mobility hubs established with a range of facilities connecting Rapid Transit System to first/last mile options on-site.
- Plentiful secure and covered cycle parking provided at key destinations and residential areas.
- Cycle and scooter hire docking stations provided at key destinations and community centres.
- Robust travel plans put in place, linked to mode share targets.
- Car club promotion to reduce the need for car ownership.
- Horse riders provided for with a network of bridleways.

## **A CONNECTED PLACE**

- Link Road providing good connections to the A120 and A133.
- Walking and cycle routes connected to Rights of Way and to high quality and direct links to the University and Colchester.
- Hierarchy of street types to provide for the different routes, vehicular types and places.

## **Sustainable Infrastructure**

### **A PLACE WHERE THE ENERGY SUPPLY IS SUSTAINABLE, SMART AND FUTUREPROOFED**

- Net-zero energy demand and supply.
- The energy grid will combine renewable sources such as solar power, wind and battery storage to ensure the focus is on green energy production.
- Energy demand is monitored and active support provided to minimise consumption.
- Support new models of ownership and operation.

## **A PLACE DESIGNED FOR THE IMPACTS WHILE MINIMISING ITS CONTRIBUTION TO CLIMATE CHANGE**

- Environmental net gain through nature based solutions and urban greening.
- A system of surface water drainage that will minimise the risk of flooding to the site, improve water quality, biodiversity and amenity value.
- Sustainable Drainage Systems (SuDS) which will mimic natural hydrological processes and reduce the impact of climate change.
- Water recycling to combat increasing demand on water supply.
- Overheating minimisation measures.
- Use of green walls and tree planting to reduce urban heat effect/ provide shading.
- Incorporation of energy producing landscapes.
- Promote access to green routes that reduce the need for travel by car .
- Create Green Infrastructure that supports our adaptation to a changing weather pattern through, for example, flood control.
- Grey water recycling system integrated to new buildings.

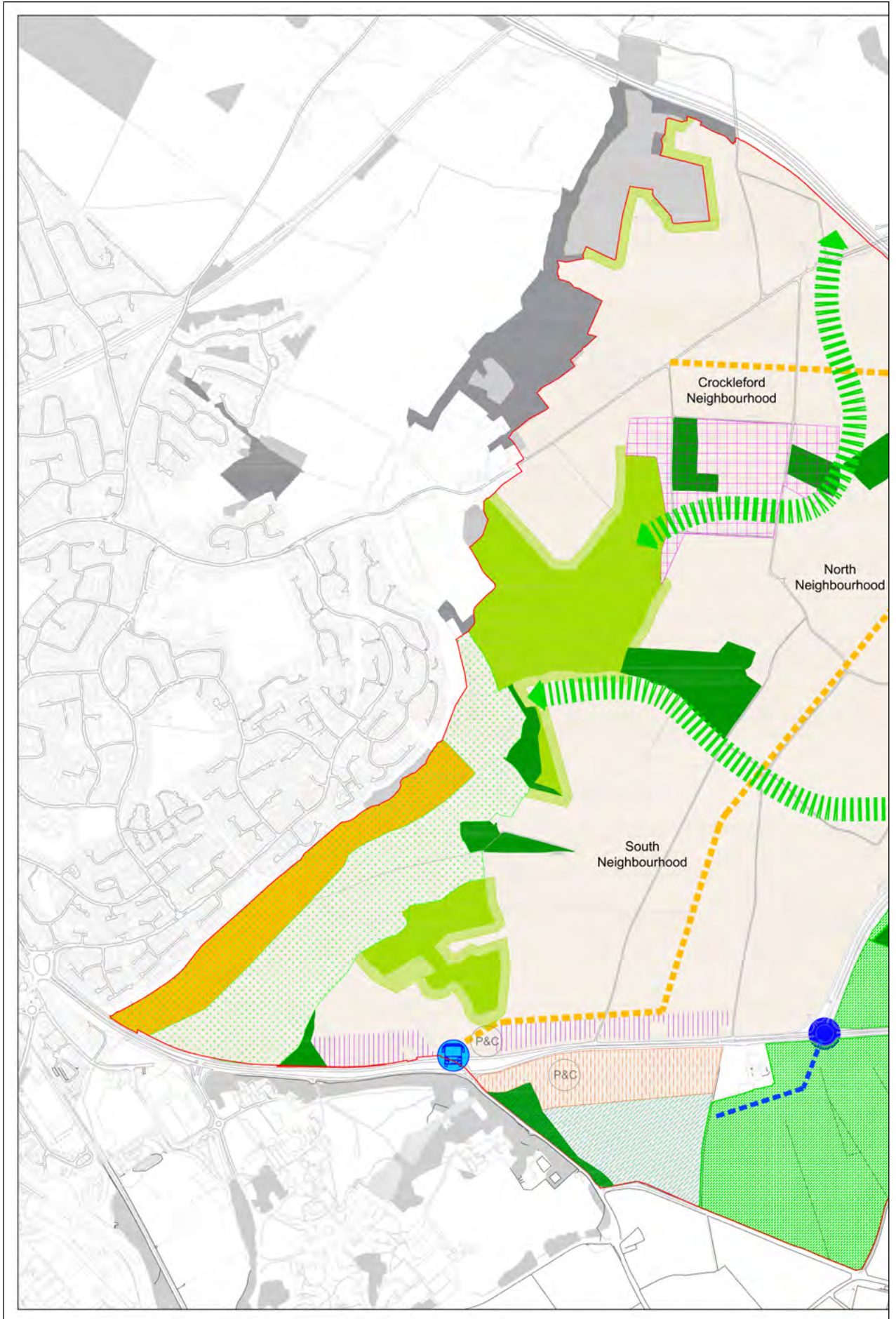
## **A PLACE THAT OPTIMISES RESOURCE EFFICIENCY AND RECYCLING ACROSS THE WHOLE DEVELOPMENT LIFECYCLE**

- Energy demand reduction and embodied carbon (whole life), waste water, waste management.
- Minimisation of waste water discharge on the public network.
- Maximisation of waste water treatment at source before discharge.
- Zero waste and circular economy principles.
- Fastest possible broadband network installed throughout the site to residential and non-residential development.

## **A PLACE WHERE INFRASTRUCTURE COMES FIRST AND MEETS ITS INHABITANTS' NEEDS**

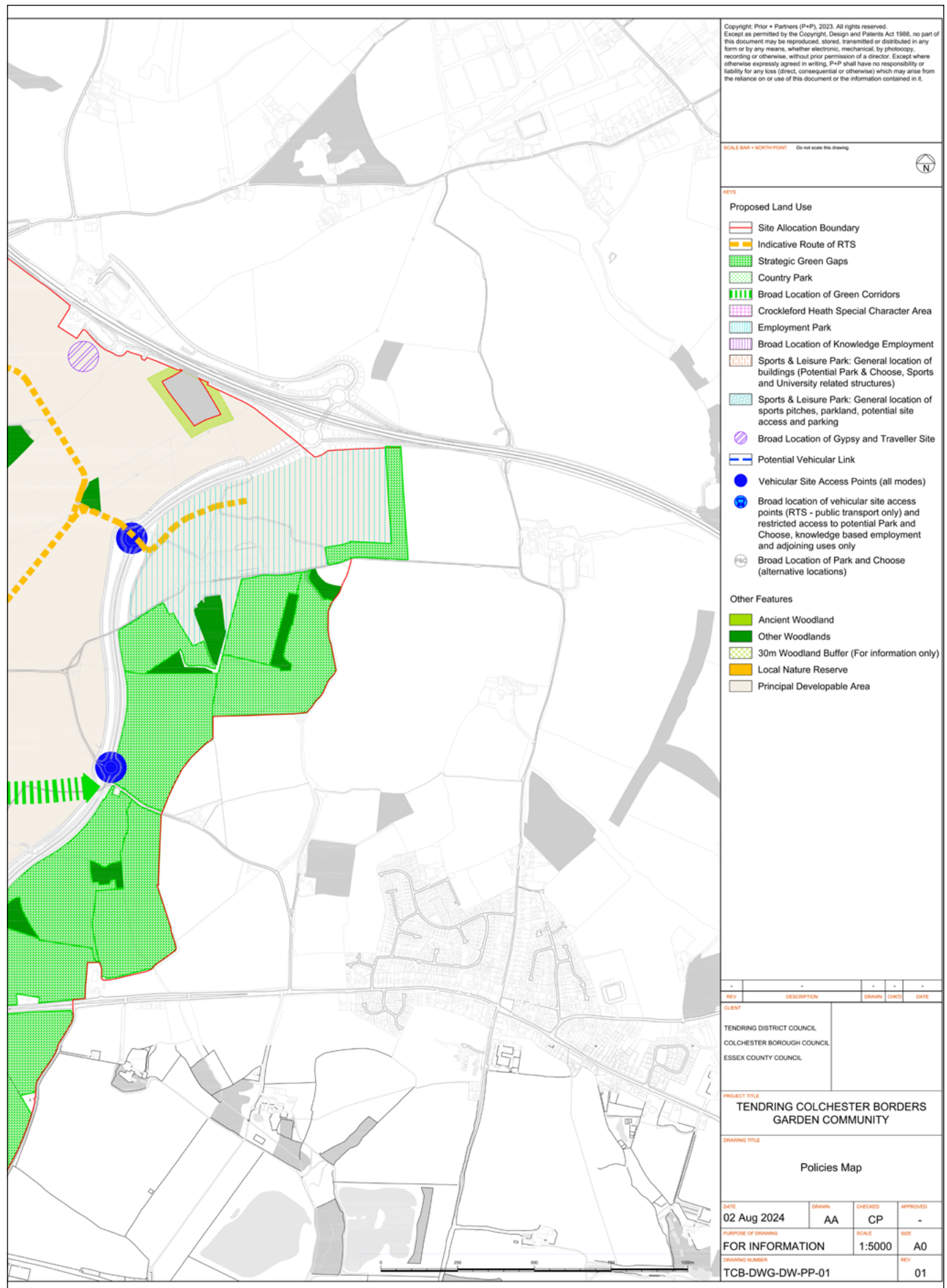
- Establishment of on-and off-site infrastructure delivery strategy and phasing plan that will align with the phases of development.
- Secured timely delivery of on- and off-site infrastructure aligned with each phase of development.

# Appendix 2. Policies Map





# A.1 APPENDIX 3





# Appendix 3: Planning Application / Validation Requirements

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Planning applications will be determined considering the policies and proposals within this **Plan**. For planning applications to be considered valid, a range of information must be submitted including plans and/or supporting documents in accordance with national validation requirements. The Councils local validation lists are available on their websites and clarifies what information is required. This will vary for different types and scales of application being made and will be reviewed as necessary to take account of statutory changes or Government guidance.

Each individual policy of this **Plan** specifies required supporting documents and information that must be submitted either prior to or in support of planning applications where relevant. These lists are not exhaustive and will be regularly reviewed. Applicants are advised to engage with the Councils to determine the requirements of individual applications. Those documents expected include:

- Comprehensive site wide Garden Community Masterplan
- Detailed Area Specific Masterplans
- Design Codes
- Strategic Masterplan Compliance Statement
- Green - Blue Infrastructure Strategy
- Ecological Surveys
- Landscape and Visual Impact Assessment/s (LVIA)
- Biodiversity net gain calculation and biodiversity gain plan
- Indicative Drainage Plan for the Whole Garden Community
- Drainage Plan/s and SuDS Management and Maintenance Plan/s
- Design & Access Statement/s
- Heritage Impact Assessment and Mitigation Strategy

- Archaeological Evaluation
- Housing Strategy(ies)
- Housing Mix Statement
- Affordable Housing Phasing Strategy
- Economic and Employment Strategy
- Employment and Skills Plan (ESP)
- Phasing and Implementation Strategy
- Social and community infrastructure demographic studies
- Health Strategy and Health Impact Assessment
- Healthy Living and Play Strategy
- Stewardship Strategy
- Community Use Statement/Plan
- Transport Assessment
- Public Transport Strategy
- Parking Strategy and Management Plan
- Freight Management Strategy
- Travel Plan
- Mobility Hubs Strategy
- Minerals Resource Assessment (MRA)
- Energy and Carbon Reduction Strategy
- Digital Connectivity Report
- Water Efficiency Calculator Report
- Embodied Carbon Assessment
- Planning Obligation Statement
- Affordable Housing Statement
- Viability Assessment

# Appendix 4:

## Section 2 Plan Status

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For the purposes of all land within the Site Allocation Boundary of the Garden Community, all policies within the Tendring District Council (TDC) and Colchester City Council (CCC) Section 2 Local Plans will be replaced by the **Tendring Colchester Borders Garden Community Development Plan Document (DPD)**. None of the Section 2 Plan policies will apply to land within the Site Allocation Boundary of the DPD.

With regard to the TDC Section 2 Local Plan the following policies will **NOT** apply to the Site Allocation Boundary of the Garden Community:

|              |  |
|--------------|--|
| Policy SPL 1 | MANAGING GROWTH                              |
| Policy SPL 2 | SETTLEMENT DEVELOPMENT BOUNDARIES            |
| Policy SPL 3 | SUSTAINABLE DESIGN                           |
| Policy HP 1  | IMPROVING HEALTH AND WELLBEING               |
| Policy HP 2  | COMMUNITY FACILITIES                         |
| Policy HP 3  | GREEN INFRASTRUCTURE                         |
| Policy HP 4  | SAFEGUARDED OPEN SPACE                       |
| Policy HP 5  | OPEN SPACE, SPORTS AND RECREATION FACILITIES |
| Policy LP 1  | HOUSING SUPPLY                               |
| Policy LP 2  | HOUSING CHOICE                               |
| Policy LP 3  | HOUSING DENSITY AND STANDARDS                |
| Policy LP 4  | HOUSING LAYOUT                               |
| Policy LP 5  | AFFORDABLE HOUSING                           |
| Policy LP 6  | RURAL EXCEPTION SITES                        |
| Policy LP 7  | SELF-BUILD AND CUSTOM-BUILT HOMES            |
| Policy LP 8  | BACKLAND RESIDENTIAL DEVELOPMENT             |
| Policy LP 9  | GYPSY AND TRAVELLER SITES                    |
| Policy LP 10 | CARE, INDEPENDENT ASSISTED LIVING            |

|               |  |
|---------------|--|
| Policy LP 11  | HMO AND BEDSITS  |
| Policy PP 1   | NEW RETAIL DEVELOPMENT                                     |
| Policy PP 2   | RETAIL HIERARCHY   |
| Policy PP 3   | VILLAGE AND NEIGHBOURHOOD CENTRES                          |
| Policy PP 4   | LOCAL IMPACT THRESHOLD                                     |
| Policy PP 5   | TOWN CENTRE USES   |
| Policy PP 6   | EMPLOYMENT SITES   |
| Policy PP 7   | EMPLOYMENT ALLOCATIONS                                     |
| Policy PP 8   | TOURISM  |
| Policy PP 9   | HOTELS AND GUESTHOUSES                                     |
| Policy PP 10  | CAMPING AND TOURING CARAVAN SITES                          |
| Policy PP 11  | HOLIDAY PARKS  |
| Policy PP 12  | IMPROVING EDUCATION AND SKILLS                             |
| Policy PP 13  | THE RURAL ECONOMY  |
| Policy PP 14  | PRIORITY AREAS FOR REGENERATION                            |
| Policy PPL 1  | DEVELOPMENT AND FLOOD RISK                                 |
| Policy PPL 2  | COASTAL PROTECTION BELT                                    |
| Policy PPL 3  | THE RURAL LANDSCAPE  |
| Policy PPL 4  | BIODIVERSITY AND GEODIVERSITY                              |
| Policy PPL 5  | WATER CONSERVATION, DRAINAGE AND SEWERAGE                  |
| Policy PPL 6  | STRATEGIC GREEN GAPS                                       |
| Policy PPL 7  | ARCHAEOLOGY  |
| Policy PPL 8  | CONSERVATION AREAS   |
| Policy PPL 9  | LISTED BUILDINGS   |
| Policy PPL 10 | RENEWABLE ENERGY GENERATION AND ENERGY EFFICIENCY MEASURES |
| Policy PPL 11 | THE AVENUES AREA OF SPECIAL CHARACTER, FRINTON-ON-SEA      |
| Policy PPL 12 | THE GARDENS AREA OF SPECIAL CHARACTER, CLACTON-ON-SEA      |
| Policy PPL 13 | ARDLEIGH RESERVOIR CATCHMENT AREA                          |

|               |   |
|---------------|---|
| Policy PPL 14 | SAFEGUARDING OF CIVIL TECHNICAL SITE, NORTH EAST OF LITTLE CLACTON/SOUTH OF THORPE-LE-SOKEN |
| Policy PPL 15 | SAFEGUARDING OF HAZARDOUS SUBSTANCE SITE, SOUTH EAST OF GREAT OAKLEY/SOUTH WEST OF HARWICH  |
| Policy CP 1   | SUSTAINABLE TRANSPORT AND ACCESSIBILITY   |
| Policy CP 2   | IMPROVING THE TRANSPORT NETWORK   |
| Policy CP 3   | IMPROVING THE TELECOMMUNICATIONS NETWORK  |
| Policy SAMU1  | DEVELOPMENT AT EDME MALTINGS, MISTLEY   |
| Policy SAMU2  | DEVELOPMENT AT HARTLEY GARDENS, CLACTON   |
| Policy SAMU3  | DEVELOPMENT AT OAKWOOD PARK, CLACTON  |
| Policy SAMU4  | DEVELOPMENT AT ROUSES FARM, JAYWICK LANE, CLACTON   |
| Policy SAMU5  | DEVELOPMENT SOUTH OF THORPE ROAD, WEELEY  |
| Policy SAH2   | DEVELOPMENT LOW ROAD, DOVERCOURT  |
| Policy SAE1   | CARLESS EXTENSION, HARWICH  |
| Policy DI1    | INFRASTRUCTURE DELIVERY AND IMPACT MITIGATION   |

With regard to the CCC Section 2 Local Plan the following policies will **NOT** apply to the Site Allocation Boundary of the Garden Community:

|      |   |
|------|---|
| SG1  | Colchester's Spatial Strategy                 |
| SG2  | Housing Delivery                              |
| SG3  | Economic Growth Provision                     |
| SG4  | Local Economic Areas                          |
| SG5  | Centre Hierarchy                              |
| SG6  | Town Centre Uses                              |
| SG6a | Local Centres                                 |
| SG7  | Infrastructure Delivery and Impact Mitigation |
| SG8  | Neighbourhood Plan                            |
| ENV1 | Environment                                   |



|      |   |
|------|---|
| ENV2 | Coastal Areas   |
| ENV3 | Green Infrastructure  |
| ENV4 | Dedham Vale Area of Outstanding Natural Beauty                    |
| ENV5 | Pollution and Contaminated Land                                   |
| CC1  | Climate Change  |
| PP1  | Generic Infrastructure and Mitigation Requirements                |
| TC1  | Town Centre Policy and Hierarchy                                  |
| TC2  | Retail Frontages  |
| TC3  | Town Centre allocations   |
| TC4  | Transport in Colchester Town centre                               |
| NC1  | North Colchester and Severalls Strategic Economic Areas           |
| NC2  | North Station Special Policy Area                                 |
| NC3  | North Colchester  |
| NC4  | Transport in North Colchester                                     |
| SC1  | South Colchester Allocations                                      |
| SC2  | Middlewick Ranges   |
| SC3  | Transport in South Colchester                                     |
| EC1  | Knowledge gateway and University of Essex Strategic Economic Area |
| EC2  | East Colchester / Hythe Special Policy Area                       |
| EC3  | East Colchester   |
| EC4  | Transport in East Colchester                                      |
| WC1  | Stanway Strategic Economic Area                                   |
| WC2  | Stanway   |
| WC3  | Colchester Zoo  |
| WC4  | West Colchester   |
| WC5  | Transport in West Colchester                                      |
| SS1  | Abberton and Langenhoe  |
| SS2  | Boxted  |
| SS3  | Chappel and Wakes Colne   |

|       |   |
|-------|---|
| SS4   | Copford   |
| SS5   | Eight Ash Green   |
| SS6   | Fordham   |
| SS7   | Great Horkesley   |
| SS8   | Great Tey   |
| SS9   | Langham   |
| SS10  | Layer de La Haye  |
| SS11  | Marks Tey   |
| SS12a | West Mersea   |
| SS12b | Coast Road West Mersea                                  |
| SS12c | Mersea Island Caravan Parks                             |
| SS13  | Rowhedge  |
| SS14  | Tiptree   |
| SS15  | West Bergholt   |
| SS16  | Wivenhoe  |
| OV1   | Development in Other Villages                           |
| OV2   | Countryside   |
| DM1   | Health and Wellbeing                                    |
| DM2   | Community Facilities                                    |
| DM3   | Education Provision                                     |
| DM4   | Sports Provision  |
| DM5   | Tourism, leisure, Culture and Heritage                  |
| DM6   | Economic Development in Rural Areas and the Countryside |
| DM7   | Agricultural Development and Diversification            |
| DM8   | Affordable Housing                                      |
| DM11  | Gypsies, Travellers and Travelling Showpeople           |
| DM12  | Housing Standards                                       |
| DM13  | Domestic Development                                    |

|      |   |
|------|---|
| DM14 | Rural Workers Dwellings                                       |
| DM15 | Design and Amenity  |
| DM16 | Historic Environment  |
| DM17 | Retention of Open Space                                       |
| DM18 | Provision of Open Space and Recreation Facilities             |
| DM19 | Private Amenity Space DP16                                    |
| DM20 | Promoting Sustainable Transport and Changing Travel Behaviour |
| DM21 | Sustainable Access to development                             |
| DM22 | Parking   |
| DM23 | Flood Risk and Water Management                               |
| DM24 | Sustainable Urban Drainage Systems                            |
| DM25 | Renewable Energy, Water Waste and Recycling                   |

# Glossary

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**Adopted/Adoption**

The final confirmation of a plan's status by a local planning authority (LPA).

**Affordable Housing**

The Councils definition will accord with the current definition in the National Planning Policy Framework (or any successor document) but will also include those uses eligible under Essex County Council's Independent Living Programme. It 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 Management Areas (AQMA)**

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

**Authority Monitoring Report (AMR)**

A report published annually by the Councils monitoring progress in delivering progress in Local Plan policies and allocations.

**Biodiversity Net Gain**

Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. The Environment Act contains a new biodiversity net gain condition for planning permissions. To meet this requirement biodiversity gains will need to be measured using the biodiversity metric as specified in the Environment Act (or otherwise agreed).

**Brownfield Land (also known as Previously Developed Land)**

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

### **Boundary treatment**

How a building or development site relates to its boundary - open, closed, accessible, fence, landscaped etc.

### **Carbon Positive**

Carbon positive moves beyond carbon zero by making additional 'positive' or 'net export' contributions by producing more energy on site than the building requires and feeding it back to the grid.

### **Carbon sequestration**

Carbon sequestration is the process of storing carbon in a carbon pool. Carbon dioxide is naturally captured from the atmosphere through biological, chemical, and physical processes.

### **Centre**

References to centres apply to town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. See definitions of local centres and district centres.

### **Community Facilities**

Are buildings, which enable a variety of local activity to take place including, but not limited to, the following: Schools, Universities and other educational facilities; Libraries and community centres; Doctors surgeries, medical centres and hospitals; including emergency, and acute inpatient and outpatient facilities; Public houses and local shops; Museums and art galleries; Child care centres; Sport and recreational facilities; Youth clubs; Playgrounds; Cemeteries; and Places of worship.

### **Competent person (to prepare site investigation information)**

A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

### **Conservation credits**

When a developer cannot achieve at least 10% biodiversity net gain on their development site following application of the mitigation hierarchy, they will have the option to purchase biodiversity units from an offsite habitat market. If units cannot be sourced from local habitat markets, developers will be able to purchase their required units (as credits) which will be invested in habitat creation.

### **Design Code**

A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area.

### **Development**

The definition in Section 55 of the Town and Country Planning Act 1990 is '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'.



### **Development Plan**

This includes adopted Local Plans, neighbourhood plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. The Development Plan is the starting point for decision making. This includes the Essex Minerals Local Plan and the Essex and Southend-on-Sea Waste Local Plan.

### **District Centre**

Important role serving the day-to-day needs of their local populations as well as providing access to shops and services for neighbouring areas across and beyond the Borough, but not to a level comparable with Colchester Town Centre.

### **Energy Hierarchy**

The energy hierarchy is a classification of energy strategies, prioritised to assist progress towards a more sustainable energy system. The steps are: be lean, use less energy; be clean, supply energy efficiently; be green, use renewable energy; and offset.

### **European Sites**

The European network of protected sites established under the Birds Directive and Habitats Directive (includes SPA, SAC, and Ramsar sites). See also habitats sites.

### **Garden Community**

Communities which are holistically planned new settlements that respond directly to their regional, local and individual site context and opportunities to create developments underpinned by a series of interrelated principles which are based on the following Town and Country Planning Association Garden City Principles: Land value capture for the benefit of the community; Strong vision, leadership and community engagement; Community ownership of land and long-term stewardship of assets; Mixed-tenure homes and housing types that are genuinely affordable; A wide range of local jobs in the Garden Community within easy commuting distance of homes; Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food; Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience; Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods; Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

### **Green Infrastructure**

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

### **Greenfield Site**

Land which has never been built on before or where the remains of any structure or activity have blended into the landscape over time.

### **Gypsies and Travellers**

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, or permanently but excluding members of an organised group of travelling showpeople or circus people travelling together as such. In determining whether persons are "gypsies and travellers" consideration will be given to the following issues amongst other relevant matters: a) whether they previously led a nomadic habit of life b) the reasons for ceasing their nomadic habit of life c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.

### **Habitat Regulations Assessment (HRA)**

The Habitat Regulation Assessment is a statutory requirement under the [Conservation \(Natural Habitats\) \(Amendment\) \(England and Wales\) Regulations 2010 \(as amended\)](#). An HRA is required for a plan or project which, either alone or in combination with, other plans or projects is likely to have a significant effect on the integrity of a European/ habitats site.

### **Habitats Site**

Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.

### **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 (but not exclusively): footways, cycleways and highways; public transport; drainage and flood protection; waste recycling facilities; education and childcare; healthcare; ambulance, police & firefighting facilities; sports, leisure and recreation facilities; community and social facilities; cultural facilities; emergency services; green infrastructure; open space; affordable housing; broadband; facilities for specific sections of the community such as youth or the elderly.

### **Local Centre**

An essential role providing a range of small shops and services to meet the basic needs of local communities, serving a small catchment.

### **Local Development Scheme (LDS)**

This is the project plan for a three year period for the production of all documents that will comprise the Local Plan. It identifies each Local Development Document and establishes a timetable for preparing each.

**Local Plan**

The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the [Planning and Compulsory Purchase Act 2004](#).

**Local Wildlife Sites**

Habitats identified by Essex Wildlife Trust as important for the conservation of wildlife.

**Massing**

The combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces. This is also called bulk.

**Main Town Centre Uses**

As defined in the National Planning Policy Framework, main Town Centre uses include retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**Mineral Safeguarding Area**

An area designated by the Minerals Planning Authority (Essex County Council) which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

**Mitigation hierarchy**

The mitigation hierarchy is a widely used tool that guides users towards limiting as far as possible the negative impacts on biodiversity from development projects. As a priority, impacts on key habitats and features must be avoided wherever feasible. Then the design must minimise impacts, then remediate impacts, and as a last resort compensate for impacts.

**Mobility as a Service (MaaS)**

Integrates various forms of transport services into a single mobility service accessible on demand. A MaaS operator facilitates a diverse menu of transport options to meet a customer's request, be they public transport, ride-, car- or bike-sharing, taxi or car rental/lease, or a combination thereof.

**Modal Share**

A modal share is the percentage of travellers using a particular type of transportation.

### **National Planning Policy Framework (NPPF)**

Government planning policy which replaces a large number of Planning Policy Guidance notes and Planning Policy Statements with one single document. It sets out new planning requirements and objectives in relation to issues such as housing, employment, transport and the historic and natural environment amongst others.

### **Natural Surveillance**

Natural surveillance is an urban design, architecture and landscaping technique that seeks to deter crime with social and highly visible spaces. Natural surveillance is based on the theory that isolation makes crime both easier and more likely.

### **Neighbourhood Plan**

A plan prepared by a Parish Council, Neighbourhood Forum, or other locally constituted community group, for a particular neighbourhood.

### **Objectively Assessed Housing Need (OAHN)**

The National Planning Policy Framework requires that local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, including identifying key sites which are critical to the delivery of the housing strategy over the plan period. Further guidance provided in Planning Practice Guidance provides that 'The assessment of development needs is an objective assessment of need based on facts and unbiased evidence. Plan makers should not apply constraints to the overall assessment of need, such as limitations imposed by the supply of land for new development, historic under performance, viability, infrastructure or environmental constraints. However, these considerations will need to be addressed when bringing evidence bases together to identify specific policies within development plans.'

### **Open Space**

All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

### **Permitted Development Rights**

The level of development that can take place before planning permission is required, as stated in [The Town and Country Planning \(General Permitted Development\) Order 1995](#), as amended.

### **Planning Obligation/Section 106 Agreement**

A legally binding agreement between a local planning authority and any person interested in land within the area of the local authority, or an undertaking by such person, under which development is restricted, activities or uses required; or a financial contribution to be made. Used to mitigate the impacts of development.

### **Planning Practice Guidance**

Guidance and detail supporting the National Planning Policy Framework which is published online and regularly updated.

### **Previously Developed Land**

See brownfield land above.

### **Ramsar Site**

An area identified by international agreement on endangered habitats.

### **Recreational disturbance Avoidance and Mitigation Strategy (RAMS)**

A tool used to manage and mitigate the adverse effects from increased recreational disturbance arising from new developments on European/habitats Sites.

### **Self-build and custom-build housing**

Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

### **Setting of a heritage asset**

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

### **Significance (for heritage policy)**

The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic, or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

### **Sites of Special Scientific Interest (SSSI)**

Land notified under the Wildlife and Countryside Act 1981 as an ecosystem of flora and/or fauna considered to be of significant national value and interest to merit its conservation and management.

### **Sound/Soundness**

To be considered sound, a Development Plan Document must be justified (founded on robust and credible evidence and be the most appropriate strategy) and effective (deliverable, flexible and able to be monitored).

### **Special Area of Conservation (SAC)**

A site of European importance designated by the member states, where necessary conservation measures are applied for the maintenance or restoration, at favourable conservation status, of the habitats and/or species for which the site is designated.



### **Special Protection Area (SPA)**

A site designated under the Birds Directive by the member states where appropriate steps are taken to protect the bird species for which the site is designated.

### **Starter Homes**

Newly built properties that must be sold to someone who is a first-time buyer below the age of 40, with a discount of at least 20 per cent off the market value.

### **Statement of Community Involvement (SCI)**

This will set out the standards that the Council intend to achieve in relation to involving the community and all stakeholders in the preparation, alteration, and continuing review of all Local Development Plan Documents and in significant planning applications, and also how the Council intends to achieve those standards. The Statement of Community Involvement will not be a Development Plan Document (see above) but will be subject to independent examination. A consultation statement showing how the Local Planning Authority has complied with its Statement of Community Involvement should accompany all Local Development Documents.

### **Strategic Housing Market Assessment (SHMA)**

A study prepared for the Councils Evidence Base further to national guidance which assesses the overall state of the housing market and advises on future housing policies used to inform the Housing Strategy.

### **Supplementary Planning Document (SPD)**

A document produced by the Council to add further detailed guidance and information on a particular subject such as Sustainable Construction or Open Space, Sport and Recreational Facilities. An SPD is subject to a formal consultation period and then is used as a material consideration when determining planning applications.

### **Sustainability Appraisal (SA)**

An appraisal of the economic, social, and environmental effects of a plan from the outset of the preparation process, so that decisions can be made that accord with sustainable development.

### **Strategic Environmental Assessment (SEA)**

A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

### **Sustainable Communities**

Places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built, and run, and offer equality of opportunity and good services for all.

**Sustainable Construction**

Is the name given to building in an energy efficient way. The incorporation of many new technologies and energy saving techniques into a building can dramatically reduce the CO2 emissions and carbon footprint of a building. Initiatives include grey water recycling systems, solar panels, home recycling, wind turbines and ground water heating systems.

**Sustainable Development**

Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainable 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.

**Sustainable Transport**

Sustainable Transport refers to walking, cycling and public transport, including train and bus. Sustainable Transport is transport that makes efficient use of natural resources and minimises pollution. In particular, Sustainable Transport seeks to minimise the emissions of carbon dioxide – a greenhouse gas associated with climate change – as well as nitrogen oxides, sulphur oxides, carbon monoxide and particulates, all of which affect local air quality.

**Swales**

Swales are shallow, broad and vegetated channels designed to store and/or convey water runoff and remove pollutants.

**Topography**

The physical features of an area of land, especially the position of its rivers, mountains.

**Travel Plan**

A plan demonstrating how a development would encourage its users to use more sustainable methods of transport to access a development.

**Use Class**

Different uses are given a classification as defined by The Town and Country Planning (Use Classes) Order 1987 (As amended). For example, an E use refers to retail, restaurant, office, financial/professional services, indoor sports, medical and nursery and a C3 use would refer to a residential dwellings (houses, flats, apartments etc).



## A.1 APPENDIX 3

