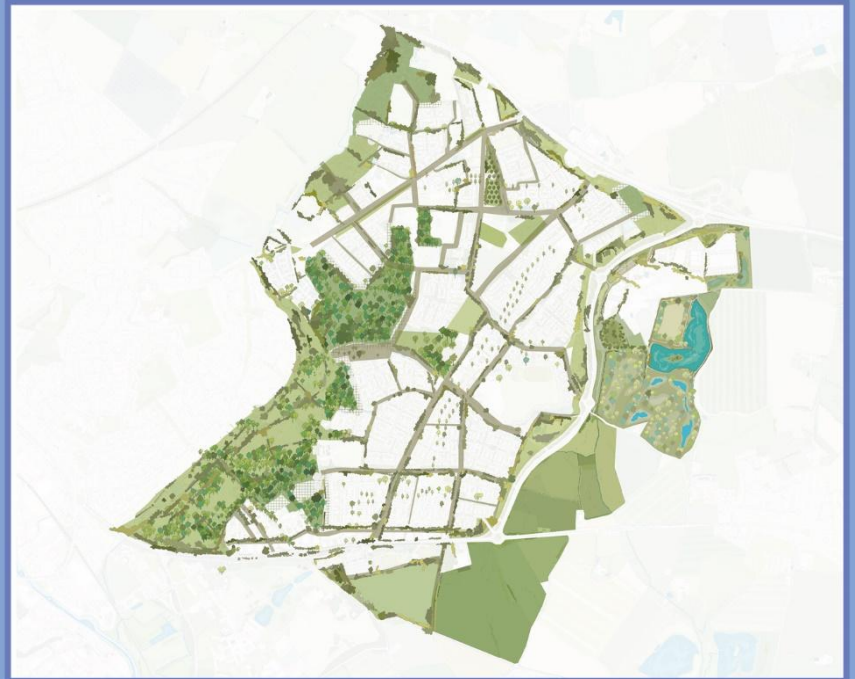


Tendring Colchester Borders Garden Community



“...success is measured across two, three, four generations,
by the impact and legacy left for children,
grandchildren and great-grandchildren.”

Margaret Heffernan

Document Author:

Lichfields

Applicant:

Hybrid Planning Application



LATIMER
by Clarion Housing Group

Planning Statement (including Draft s106 Head
of Terms & Planning Application Summary

Latimer (Tendring Colchester Borders Garden
Community) Developments Limited

March 2026

**Tendring Colchester Borders
Garden Community (TCBGC)
Planning Statement (including
Draft S106 Heads of Terms and
Planning Application Summary)**

Hybrid Planning Application

Latimer (Tendring Colchester Borders Garden Community)
Developments Limited

11 March 2026

LICHFIELDS

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Contents

1.0	Introduction	3
	Description of Development	4
	The Applicant	5
	Application Documents	5
	Report Structure	8
2.0	The Site and Background	10
	Tendring Colchester Borders Garden Community Site Allocation	10
	Application Site Boundary	11
	Relevant Planning History	14
	Consultation on the Application	15
3.0	Proposed Development	18
	Application Structure	18
	1. Proposed in Outline	19
	2. Detailed Component	28
	3. Infrastructure, Construction & Phasing – Hybrid Application	32
4.0	Planning Policy Context	34
	National Planning Policy	34
	Statutory Development Plan	37
5.0	Assessment of Proposed Development	42
	1. Principle of Development	42
	2. Land Use and Spatial Approach	43
	3. Nature	52
	4. Design	63
	5. Meeting Housing Needs	76
	Projected Housing Needs	76
	6. Economic Activity and Employment	83
	7. Community and Social Infrastructure	88
	8. Movement and Connections	95

9. Sustainable Infrastructure	106
10. Infrastructure Delivery and Impact Mitigation	112
11. Non-Specific TCBGC DPD Planning Considerations	113
Summary and Conclusions on Planning Policy Assessment	115
6.0 Draft Planning Obligation (S106) Heads of Terms and Draft Planning Conditions	118
Draft Planning Conditions	118
Draft S106 Heads of Terms	120
Community Infrastructure Levy	121
7.0 Public Benefits	122
8.0 The Overall Planning Balance	125
9.0 Conclusion	127

Executive Summary – ‘Planning Application Summary’

This Planning Statement (including Draft S106 Heads of Terms and Planning Summary) provides an assessment of the proposed development at the proposed Tendring Colchester Borders Garden Community (‘TCBGC’) in relation to national, strategic and local planning policy and guidance.

As set out in Section 1.0, the Hybrid Planning Application specifically seeks: outline planning permission for up to 6,913 new homes, older persons housing, student accommodation (up to 2,000 PBSA bedrooms), employment uses, a further education college, a secondary school, primary schools, special and early years facilities, a range of commercial, civic, cultural and community uses, battery storage facilities, leisure uses and sports pitches, a new country park and public open space, a park and ride facility, access roads and associated highways improvements, and associated infrastructure; and Full planning permission for the Detailed Component, comprising 837 new homes, alongside the first phase of the Salary Brook Country Park, the Gateway Place, comprising 2,161sqm (GEA) of non-residential E use class and a temporary ‘Park and Choose’.

Section 1.0 of this Planning Statement also introduces the Applicant - Latimer (Tendring Colchester Borders Garden Community) Developments Limited - and sets out the accompanying submission documents, with reference to the Covering Letter.

Section 2.0 of this Planning Statement describes the Site Allocation background, the Site and the Surrounding Area. Section 3.0 provides further information relating to the proposed development – including what is proposed in outline (the ‘Outline Component’ and what is proposed in Full (the ‘Detailed Component’).

As introduced in Section 3.0, the Policies SP8 and SP9 of the joint Section 1 Plan identify the site for a new sustainable Garden Community for an overall total of between 7,000 and 9,000 homes and 25 hectares of employment land. The site is a key element of the spatial growth strategy for North Essex. The Councils (TDC and CCC) have subsequently adopted the TCBGC DPD which contains more detailed policies and guidance for the development of the Garden Community, defines the site allocation boundary and includes a Policies Map. The DPD includes a ‘Strategic Illustrative Framework Masterplan’ and refines the anticipated number of new homes of circa 7,500. The principle of development at the site – as part of an allocated new Garden Community – is therefore well established.

Section 4.0 details the planning policy context for the application, describing the Development Plan policies relevant to the consideration of the scheme, as well as providing an account of the prevailing policy guidance in the National Planning Policy Framework (‘NPPF’) and other documents that represent appropriate material considerations. In doing so, it identifies the key planning considerations against which the planning application will be assessed.

Section 5.0 subsequently assesses the proposed development against the key planning considerations. Section 5.0 concludes that while there are a very few minor deviations from the policies of the Development Plan, these have been fully justified. It can therefore be concluded that the proposed development should be considered to comply with the DPD, and the Development Plan, as a whole.

Section 6.0 sets out the draft Planning Obligation (S106) Heads of Terms and draft Planning Conditions, that will be further discussed and agreed with Officers during determination of the planning application. These have been informed by conclusions of the submitted technical assessments, including the Environmental Statement, prepared by Stantec.

Paragraph 38 of the NPPF sets out that Local Planning Authorities should “*approach decisions on proposed development in a positive and creative way... and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.*” This planning application – on an allocated site, submitted following proactive and extensive pre-application consultation, and which will significantly contribute towards improving the economic, social and environmental conditions of the local area – is a clear example of where this principle applies.

The Planning Application comprises a number of supporting assessments, including the Environmental Statement, prepared by Stantec. As set out at Section 7.0 of this Planning Statement, the proposed development would deliver substantial benefits. As per Section 8.0 of this Planning Statement, the benefits arising taken together from this development clearly and demonstrably, significantly outweigh any adverse effects (as concluded within the accompanying Environmental Statement), in the context of development of a self-sustaining and sustainable new Garden Community.

Overall, the proposed development embodies the principles of sustainable development promoted throughout the NPPF and it complies with relevant objectives and requirements of the Development Plan, as a whole. As set out in this Statement, this exemplar development will also deliver a wide number of substantial planning, housing, economic, social and environmental benefits and there are no material considerations which would support a reason for refusal. On this basis, planning permission for this Hybrid Planning Application should be granted.

1.0 Introduction

1.1 This Planning Statement has been prepared by Lichfields on behalf of the Applicant, Latimer (Tendring Colchester Borders Garden Community) Developments Limited ('Latimer'), to accompany a hybrid planning application ('the application' 'proposed development') for development at the Tendring Colchester Borders Garden Community ('TCBGC').

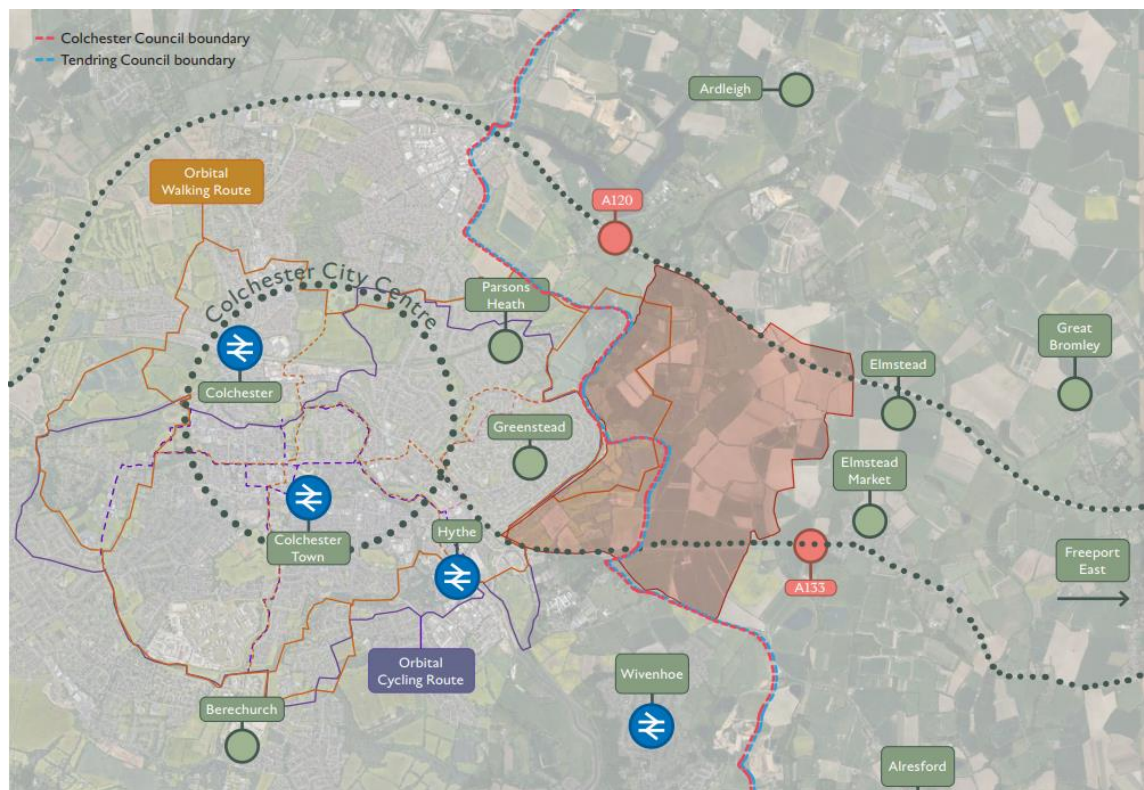
1.2 The purpose of this Planning Statement is to explain the application and assess the proposal against the policies within the Statutory Development Plan and other material considerations.

1.3 The application site lies partly within the administrative areas of Colchester City Council ('CCC') and Tendring District Council ('TDC') – together referred to as 'the Councils' – and wholly within the administrative area of Essex County Council (ECC) in respect of county matters.

1.4 At the time of preparing this document, proposals have been set out for Local Government Reorganisation to create Unitary Authorities across Essex. Options being considered suggest TDC and CCC could combine with Braintree and/or Uttlesford District Councils. Progress on the reorganisation and creation of a Unitary Authority is likely to occur during determination of the Application.

1.5 While the majority of the Garden Community is located within Tendring District, it is located to the east of the City of Colchester.

Figure 1.1 – Broad area of TCBGC (shaded red) and wider Colchester/Tendring context



Source: Site Wide (including Outline Component) (Design and Access Statement, Haworth Tompkins)

- 1.6 The Garden Community is identified in the ‘North Essex Authorities Shared Strategic Section 1 Local Plan’ (‘Section 1 Plan’) adopted by TDC and CCC in early 2021. The Section 1 Plan identifies the broad location of the Garden Community alongside principles and requirements for the design, development, and delivery of the Garden Community. It states the Garden Community will deliver between 7,000 – 9,000 homes and 25 hectares of employment land.
- 1.7 This hybrid application is for Full and Outline planning permission for up to 7,750 new homes, alongside older persons housing, student accommodation and non-residential uses, including: a further education college, a secondary school, primary schools, special and early years facilities, a range of commercial, civic, cultural and community uses, leisure uses and sports pitches, a new country park and public open space, a park and choose facility and Mobility Hubs, access roads, utility provision and associated highways improvements, and associated infrastructure.
- 1.8 The application for Full planning permission includes detailed proposals (‘the Detailed Component’), comprising 837 of the overall number of new homes, alongside the first phase of the Salary Brook Country Park, a temporary ‘Park and Choose’, and 2,161 sqm (GEA) of non-residential employment-generating uses at Gateway Place.
- 1.9 For the remaining Outline Component of the proposed development, all matters (means of access, layout, scale, appearance and landscaping) are ‘reserved’ for later approval. As such, the Outline Component seeks to establish the principle, quantum and nature of development.

Description of Development

- 1.10 The full description of development proposed is as follows:
- 1.1 *“Hybrid planning application (part full, part outline) for a phased mixed-use development (creating a new garden community), comprising:*
- Outline Component (with all matters reserved): residential development (including care and older persons housing); employment including business, industry, research and development; a further education college, a secondary school, primary schools, special educational needs and early years facilities; student accommodation and associated uses; civic and neighbourhood centres containing a range of commercial, civic, cultural and community uses; a new country park provided along the Salary Brook Corridor; new leisure uses and sports pitches, public open space and linked amenities; new cycleways and pedestrian routes, park and ride facility, multi-modal mobility hubs, access roads and associated highways improvements; associated infrastructure works; small ancillary agricultural structures will be demolished; and*
- Detailed Component, including residential and non-residential development, employment, car parking, meanwhile and community spaces, events spaces, strategic highway and transport infrastructure and associated utilities, landscaping, earthworks, drainage works and associated development.”*

The Applicant

- 1.2 Latimer is the property development arm of Clarion Housing Group, the UK's largest social landlord, providing homes for over 360,000 people in 125,000 properties across numerous communities. Latimer operate as a private developer with all surplus (profit) circulated back into Clarion to invest in supporting residents and delivering more affordable homes.
- 1.3 Clarion's purpose is to provide homes for people that need them the most, making a difference to their residents and communities every day. Clarion house some of the most vulnerable and in-need people in communities across the country.
- 1.4 The Group do much more than provide safe and affordable homes however – nurturing and stewarding communities, providing employment and training opportunities to residents, delivering one of the Country's biggest social investment programmes, and have one of the largest build programmes and pipeline of any housing association, delivering over 1,700 homes every year.
- 1.5 In 2025 Clarion celebrated their 125-year anniversary since the founder, William Sutton, left his fortune to create some of the first social housing in London. This anniversary represents a significant milestone demonstrating Clarion are a well-established and trusted registered housing provider, developer and community steward, with a focus on successful places for the long term.
- 1.6 In 2024-25 Clarion generated £128 million of social value by helping people and communities, with over £1 billion of social impact delivered since 2016. In 2024-25, Clarion secured permanent employment for 1,505 people through their initiatives, working proactively with numerous partners to secure opportunities for people within their communities.
- 1.7 Latimer by Clarion Housing Group is therefore well placed to deliver an outstanding project, focussed on creating the best new community and delivering on the aspirations and ambitions of the Councils and planning policy.

Application Documents

- 1.8 The application scope reflects the information required by the site-specific planning policy Development Plan Document (DPD) (adopted in May/June 2025) at Appendix 3 'Planning Application / Validation Requirements'.
- 1.9 The scope of the application has been discussed and agreed with Planning Officers at Colchester City Council, Tendring District Council and Essex County Council via a series of pre-application meetings from May 2023 through to May 2025, including a 'Hybrid Planning Application Structure and Deliverables' presentation in December 2024 and subsequent correspondence. The accompanying Cover Letter to the submission provides a full directory of the application documents against the final agreed list.
- 1.10 For the Outline Component, the application includes several Control Documents that are submitted for approval – namely, the: Parameter Plans, the Design Codes and the Development Specification ('Dev Spec'), whilst others will provide background, illustrative

and supporting information. Those submitted for approval are clearly identified in the accompanying Development Specification document. Full details of layout, siting, elevations etc. are provided for approval of the Detailed Component, via the submitted plans.

- 1.11 This application is accompanied by an Environmental Statement ('ES') coordinated by Stantec. Please note that many of the validation requirements on the agreed deliverables list (4 September 2025) are Technical Appendices to the ES. The Cover Letter clearly identifies where this is the case. The ES contents list compiles a comprehensive list of all documents within the ES.
- 1.12 The application documents that should be read in conjunction with this Planning Statement (including draft S106 Heads of Terms and Planning Summary), are set out below. As set out in the Cover Letter, the required planning application fee, forms and certificates have also been submitted to accompany the planning application.
- 1.13 Please note that the documents are 'site wide' i.e. Outline and Detailed Components, unless otherwise stated.

Planning Documents

- 1 Covering letter, prepared by Lichfields
- 2 Application form, certificates, agricultural holdings and notices, prepared by Lichfields
- 3 Drawings:
 - a Site Location Plan, prepared by Kjellander Sjoberg, Haworth Tompkins and Periscope (the 'Masterplan Design Team')
 - b Parameter Plans (*Outline Component*), prepared by the Masterplan Design Team, including:
 - i Parameter Plan 01- Access & Movement (DE0112-KSB-ZZ-00-DR-AR-01010 Rev A)
 - ii Parameter Plan 02- Green Infrastructure (DE0112-KSB-ZZ-00-DR-AR-01020 Rev A)
 - iii Parameter Plan 03- Land Use (DE0112-KSB-ZZ-00-DR-AR-01040 Rev A)
 - iv Parameter Plan 04 – Maximum Building Heights (DE0112-KSB-ZZ-00-DR-AR-01060 Rev A)
 - c Detailed Plans (*Detailed 'Full' Component*) including landscape (please refer to Cover Letter), prepared by Haworth Tompkins, Bell Phillips Architects, Jas Bhalla Works, HAT Projects and Periscope (the 'Detailed Design Team')
- 4 Planning Statement (this document), including Planning obligation heads of terms and Planning Application Summary, prepared by Lichfields
- 5 Development Specification (*Outline Component*), prepared by Lichfields
- 6 Statement of Community Involvement, prepared by Connect and Clarion Futures
- 7 Site Wide Illustrative Masterplan, prepared by the Masterplan Design Team

- 8 Area Specific Illustrative Masterplans (*Neighbourhoods*), prepared by the Masterplan Design Team
- 9 Design Codes (strategic and area specific), prepared by the Masterplan Design Team
- 10 Design and Access Statements: (1) *Site Wide (including Outline Component)*; and, (2) *Detailed 'Full' Component*, including the documents as set out at Annex 2 of the Cover letter, prepared by both the Masterplan and Detailed Design Teams
- 11 Stewardship & Placemaking Strategy (including consideration of streets management and maintenance), prepared by Community Stewardship Solutions
- 12 Housing Strategy, prepared by Ceres, including:
 - a Affordable Housing Phasing Strategy
 - b Affordable Housing Statement
 - c Housing Mix Statement
- 13 Employment and Skills Plan, prepared by Clarion Futures
- 14 Economic and Employment Strategy, including consideration of retail impact, prepared by AND Consulting
- 15 Phasing and Implementation Strategy, prepared by Latimer
- 16 Digital Connectivity Report (*Detailed Component*), prepared by Wallace Whittle
- 17 Including Confirmation of superfast broadband Water Efficiency Calculator Report (*Detailed Component*), prepared by Wallace Whittle
- 18 Viability and Deliverability Statement Assessment, prepared by Turner Morum LLP
- 19 Flood Risk Assessment, prepared by Stantec
- 20 Indicative Drainage Plan (for the Whole Garden Community), including surface & foul water drainage strategy, prepared by Stantec
- 21 Drainage Plan/s, SuDs Management and Maintenance Plan/s (*Detailed Component*), prepared by Stantec
- 22 Water Resource Assessment, prepared by Stantec
- 23 Site Waste Management Plan, prepared by Latimer
- 24 Waste Infrastructure Impact Assessment, prepared by Stantec
- 25 Sports Strategy, prepared by Strategic Leisure
- 26 Education Assessment, prepared by EFM (Education Facilities Management 'EFM' Partnership Ltd)
- 27 Sustainability Statement, prepared by ARUP
- 28 Self-Build Declaration Form, prepared by Latimer
- 29 Utilities Strategy/Summary, prepared by Stantec
- 30 Mineral Infrastructure Impact Assessment, prepared by Stephenson Haliday
- 31 Biodiversity Net Gain Plan, including BNG calculation, prepared by Stantec

- 32 Habitats Regulations Assessment, prepared by Stantec
- 33 Health Strategy, prepared by Stantec
- 34 Health Impact Assessment, prepared by Stantec
- 35 SUDS Proforma (*Detailed Component*), prepared by Stantec
- 36 BNG Statement Proforma, prepared by Stantec
- 37 Outline Construction Traffic Management Plan
- 38 **Environmental Statement** (ES), prepared by Stantec, which is split up into three volumes, as below. Please see the contents page of the ES for a full list of the documents submitted within the ES.

Volume 1, Technical Assessments (Chapters)

- a Introduction
 - b Site and Surrounding Area
 - c The Proposed Development
 - d Construction and Site Management
 - e Assessment Method
 - f Planning Policy and Context
 - g Socio Economics
 - h Transport and Access
 - i Biodiversity
 - j Noise and Vibration
 - k Air Quality
 - l Landscape and Visual Impact Assessment
 - m Historic Environment
 - n Climate Change
 - o Ground Conditions and Minerals
 - p Human Health
 - q Agricultural Land
 - r Impact Interactions
 - s Schedule of Mitigation and Monitoring
- 39 **Volume 2: Technical Figures and Appendices** (*please see contents page of the ES Volume 2, and Annex 1 of this Cover Letter*)
 - 40 **Volume 3: Non- Technical Summary**

Report Structure

1.14 The remainder of this Planning Statement is structured as follows:

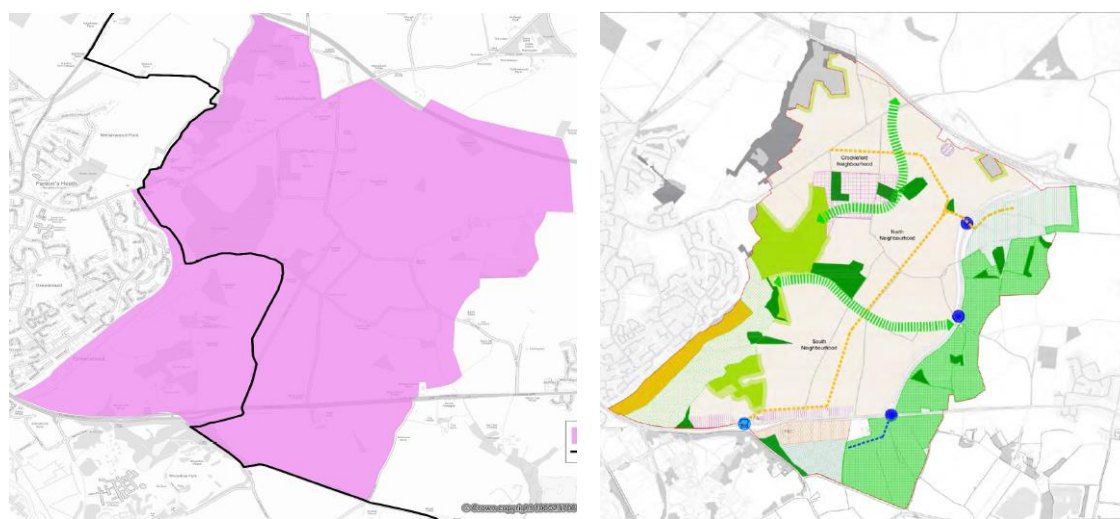
- **Section 2** describes the background to TCBGC, the application site and the surrounding area, including planning history and an overview of pre-application engagement and consultation undertaken;
- **Section 3** describes the proposed development, including the structure of the application;
- **Section 4** sets out the planning policy context;
- **Section 5** provides a detailed assessment of the proposed development against relevant policy and guidance, including benefits and planning balance;
- **Section 6** sets out commentary on likely key and necessary planning conditions and obligations; and
- **Section 7** sets out the public benefits
- **Sections 8 and 9** provide the overall planning balance, along with a summary and conclusions.

2.0 The Site and Background

Tendring Colchester Borders Garden Community Site Allocation

- 2.1 Tendring Colchester Borders Garden Community (“TCBGC”) is identified as a site for a new Garden Community under Policy SP8 (Development and Delivery of a New Garden Community in North Essex) of the North Essex Authorities’ Shared Strategic Section 1 Plan (adopted in February 2021 by TDC and CCC).
- 2.2 Amongst other things, the Section 1 Plan identifies the extent of the ‘Broad Area of Search’ for the Garden Community (via Map 10.2), alongside the overarching requirements and expectations it should seek to meet. Policies SP8 and SP9 (Tendring/Colchester Borders Garden Community) go on to state that a Development Plan Document (‘DPD’) will define the boundary of the new community and the amount of development it will contain.

Figure 2.1 – Section 1 Plan ‘Broad Area of Search’ (left); DPD Figure 2 Policies map defining the ‘Site Allocation boundary’ (right)



Source: TDC and CCC

- 2.3 A site specific DPD has subsequently been prepared and adopted by TDC and CCC as of May /June 2025 and the Policies Map defines the ‘Site Allocation Boundary’.
- 2.4 The DPD expects the TCBGC to deliver ‘circa 7,500’ new homes to meet the needs of a growing population in the area ‘over the next 30 to 40 years’. It 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 most of their day-to-day needs, reducing the need for outward commuting*”. This includes supporting community facilities and services, as well as employment land for business and industrial use. The Garden Community will also be served by a network of green spaces to promote wildlife, healthy living and sustainable drainage, alongside new services, facilities and infrastructure.
- 2.5 The TCBGC allocation site currently comprises predominantly agricultural land, located broadly to the west of the existing built-up area of Colchester, the south of the A120 and to the north of the A133. The allocation site includes the A1331 Link Road, which has planning

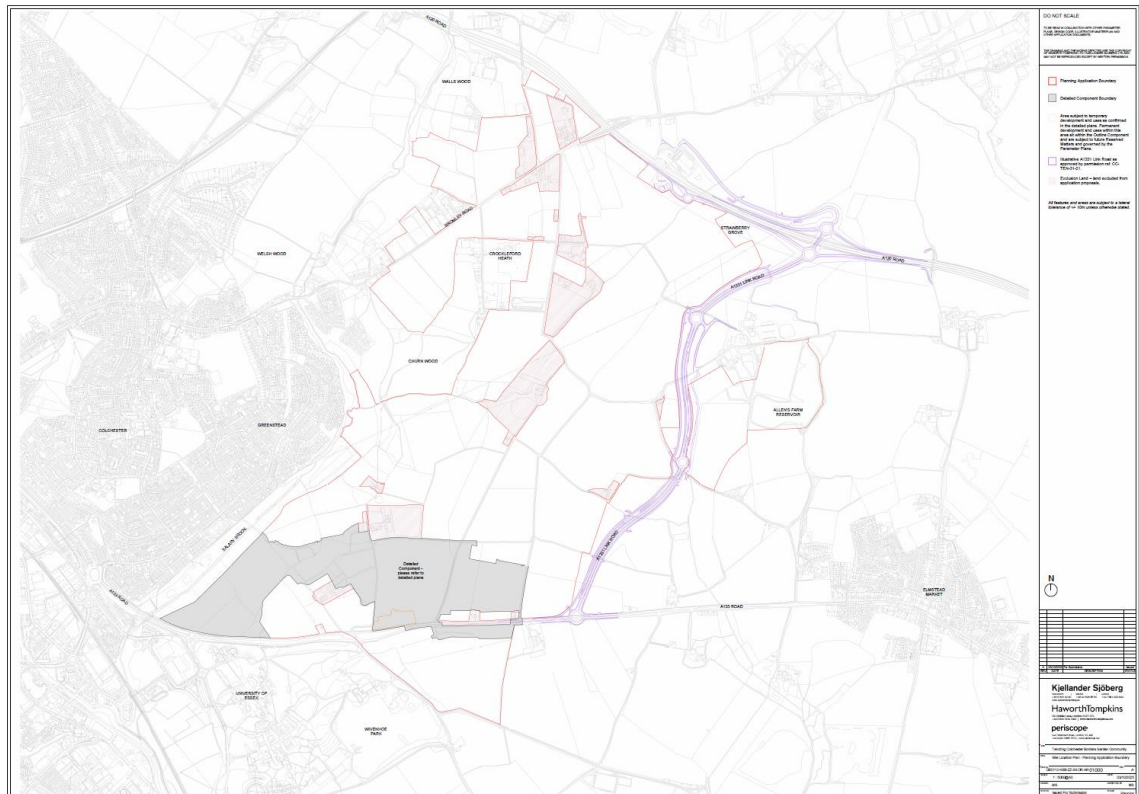
permission and, at the time of writing, is under construction. To the east, the site is bound by the Salary Brook Local Nature Reserve and Churn Wood. Part of the site is located to the south of the A133, adjacent to the existing University of Essex campus and Wivenhoe Park. Within the existing allocation site, there are also several existing rural roads (including Slough Lane, Tye Road Turnip Lodge Lane, Wivenhoe Road and Chapel Lane connecting to Bromley Road), and the existing settlement of Crockleford Heath, as well as residential properties and agricultural buildings.

- 2.6 The wider surrounding area comprises agricultural fields as well as the existing settlement of Elmstead Market (east), the existing settlement of Wivenhoe (south), the existing settlement of Ardleigh (north), and existing areas of Parsons Heath, Greenstead and Colchester City (west).
- 2.7 TCBGC is in a sustainable location, with easy access to Hythe (southwest) and Wivenhoe (south) train stations, as well as Colchester and Colchester Town train stations (west). A Rapid Transit System (RTS) bus service will link the site to Colchester, part of which is already under construction or completed (see below). The site is well connected to the existing road network, including Bromley Road, the A133 and the emerging A1331 – these connect the Garden Community to the strategic road network of the A120 and A12 providing links to Chelmsford, Ipswich, Harwich, West Essex, and Clacton-on-Sea. The Colchester orbital routes skirt the site, with the Orbital Cycling Route touching the western edge of Salary Brook and the Walking Route running north-south through Crockleford Heath and Churn Wood.

Application Site Boundary

- 2.8 The planning application red line ‘Site boundary’ is entirely within the ‘Broad Area of Search’ as identified in the Section 1 Plan and the ‘Site Allocation Boundary’ that was subsequently defined in the DPD.
- 2.9 The Site boundary for this planning application comprises agricultural land, totalling circa 412.0 hectares. It includes part of Bromley Road and other rural roads, including parts of Wivenhoe Road and Turnip Lodge Lane. As shown on the submitted site location plan, the application boundary is drawn to omit several areas of ‘exclusion land’ associated with existing uses and areas that do not form part of the application.
- 2.10 Whilst there are a number of residential properties within the allocated area for the Garden Community, there are no existing houses within the application site boundary. Whilst the Applicant has confirmed there are no buildings within the Site boundary, the application includes the demolition of any existing small ancillary agricultural structures within the application site that may be present.
- 2.11 The areas to which the Detailed and Outline Components of the application relate are shown on the ‘Site Location Plan: Planning Application Boundary’ (ref. DEO112-KSB-ZZ-00-DR-AR-01000). The area shaded in grey within the south of the site pertains to the Detailed component, totalling 59.8 hectares of land to the north of the A133. The rest of the site area within the red line comprises the Outline Component of this application, for which future reserved matters applications will be made.

Figure 2.2 – Site Location (Application Boundary)



Source: Kjellander Sjöberg / Haworth Tompkins / Periscope

- 2.12 The land relating to the Detailed Component (shaded in grey) comprises largely flat agricultural fields with mature hedgerow and woodland (Home Wood), as well as part of the existing country lanes (Slough Lane and Carpenters Lane). It also includes part of the new Salary Brook Country Park – forming the principle Suitable Alternative Natural Greenspace (SANG) function for the Detailed Component and the first phases of the wider Outline Component. In addition, the Detailed Component includes the entrance of the Rapid Transit System (“RTS”) into the Garden Community; is adjacent to the existing highway network; and will provide new active travel links through the proposed Country Park linking to the existing strategic active travel network as well as the existing built area of Greenstead and Colchester City.
- 2.13 As with the wider TCBGC and Outline application boundary, the Detailed Component includes land within both Tendring and Colchester Local Authorities; however, there is a Joint Committee established for the TCBGC Site Allocation where planning decision making powers are shared, with dedicated Officer resources.
- 2.14 Throughout the planning application process, Latimer has considered TCBGC as a whole not just the area within this application. To this effect, a Site Wide Illustrative Masterplan which covers the full extent of the site allocation has been prepared by the Masterplan Design Team and submitted to accompany the planning application. This is submitted for information only and is not for approval.
- 2.15 The first Design and Access Statement (“DAS”) (Site Wide, including Outline Component) provides further information on the surrounding area, access links into and through the

site, and local services and facilities. The second DAS provides further information on the proposals for the land within the Detailed Component only.

Planning, Heritage & Environmental Designations

- 2.16 In terms of designated heritage assets, there are 39 listed buildings within 1 km of the Site, with 13 listed buildings (12 Grade II listed and one Grade II* listed) located within close proximity to the Site as detailed below:
- 1 A group of four listed buildings immediate west of the site:
 - a Cartlodge Adjacent to Road and East of Hill Farmhouse (1112079; Grade II).
 - b Cow Byre and Hayloft Adjacent to South East of Cartlodge Adjacent to Road and East of Hill Farmhouse (1112080; Grade II).
 - c Barn and Linked Cow Byre to North West Forming the South and West Sides of the Stock Yard, Hill Farm, QV Cartlodge Adjacent to Road and East of Hill Farmhouse (1112081; Grade II).
 - d Stable and Cartlodge Adjacent to South East of Cow Byre and Hayloft, Adjacent to South East of Cartlodge, Adjacent to Road and East of Hill Farmhouse (1322644; Grade II).
 - 2 Two listed buildings situated in Crockleford Heath, located centrally and surrounded by the application Site;
 - a Lamberts (1112084; Grade II).
 - b Ivy Cottage (1322646; Grade II).
 - 3 Allens Farmhouse (1337185; Grade II), bordering the northern boundary of the eastern parcel of Site;
 - 4 A group of five listed buildings associated with Wivenhoe Park and Garden (1000371; Grade II) and its principal building, near the southern border of the site to the south of the A133; and
 - a Gate lodge to east of Wivenhoe House (1266477; Grade II).
 - b Wivenhoe Park, Stable Block (1266476; Grade II).
 - c Wivenhoe House (1225229; Grade II*).
 - d Terrace and Garden Wall to Wivenhoe House (1225228; Grade II).
 - e West Lodge (1168648; Grade II).
 - f Salarybrook Farmhouse (1337705; Grade II) located south of the A133.
- 2.17 There are no Conservation Areas within or nearby the application site.
- 2.18 The Site is predominantly located within Flood Zone 1 (the lowest probability of flooding from the rivers and the sea) and is at low risk of sewer, canal, reservoir and groundwater flooding. Some small areas of Flood Zone 2 'Medium' Probability' and Flood Zone 3 'High Probability' within the site are contained to a narrow corridor adjacent to the Salary Brook in the western part of the site, and isolated areas to the south and south-east of the Site.

Areas of development in Flood Zones 2 and 3 are limited to ‘water compatible’ amenity/landscape elements.

- 2.19 A number of International/European designated sites are present within 10km of the Site boundary, including Stour and Orwell Estuaries Special Protection Area (SPA), Ramsar; Abberton Reservoir SPA, Ramsar; Blackwater Estuary SPA, Ramsar; Colne Estuary SPA, Ramsar; and Essex Estuaries Special Area of Conservation (SAC).
- 2.20 National statutory designated sites for nature conservation within 2km of the Site boundary include Bullock Wood Site of Special Scientific Interest (SSSI); Wivenhoe Gravel Pit (SSSI), Ardley Gravel Pit; and Upper Colne Marshes SSSI. Salary Brook Local Nature Reserve (LNR) is located adjacent to the Site, along part of its western boundary.
- 2.21 Two SSSIs are present approximately 500m from the Site boundary; Wivenhoe Gravel Pit to the southeast and Ardleigh Gravel Pit to the north. Upper Colne Marshes SSSI is located approximately 1.5 km south-west of the Site boundary. The Colne Estuary, about 3 km south of the Site boundary, is a SSSI, SPA and Ramsar site.
- 2.22 The application Site also lies largely within an ECC Minerals Safeguarding Area. An active mineral extraction operation sits to the east of the Site boundary between Allens Farm and Elmstead Hall. There is also an existing body of water within the Site boundary that was previously used for mineral extraction.
- 2.23 There are no landscape designations within 1km of the site, the closest being Dedham Vale Area of Outstanding Natural Beauty (AONB) (3.7km northwest). Wivenhoe Park, adjacent to the southern boundary, is Grade II listed on the Register of Parks and Gardens of Special Historic Interest (RPG).
- 2.24 The site is not located within an Air Quality Management Area (AQMA). The nearest AQMA to the Site is located approximately 1.3 km to the west that encompasses several roads within the centre of Colchester. The AQMA is declared for Nitrogen dioxide (NO₂) (annual mean) due to road transport sources.

Relevant Planning History

- 2.25 The TCBGC site has a varied planning history of predominantly minor applications, largely associated with historical and existing agricultural and associated business uses, and small-scale residential development.

A1331 Link Road

- 2.26 Of key relevance to the application site is the planning permission for the A1331 Link Road - a new 2.5km dual carriageway link road between the A120 Truck Road and the A133. The Link Road is not within the application site and was granted planning permission by Essex County Council (ECC) (ref. CC/TEN/31/21) in November 2021 and will ultimately form part of the wider Garden Community allocation as it develops, running north to south through the allocation and outside of (to the east) of the majority of the planning application site. The Link Road will both provide access to the proposed development at TCBGC and provide a route for existing vehicles that avoids travel via Colchester City roads.

- 2.27 'Phase 1' of the Link Road will connect the A133 (south) to a new roundabout, include a number of access points to the Garden community and include a roundabout to the South of Allen's Farm. 'Phase 2' of the Link Road will extend to a new junction on the A120 to the north. Construction has commenced on Phase 1, funded via the Government's Housing Infrastructure Fund (HIF), and it is anticipated to be completed in 2026.

Rapid Transit System

- 2.28 Whilst not within the application site, plans for the Rapid Transit System ('RTS') that will connect the existing A12 Park and Ride (north of Colchester) to the TCBGC development and the University of Essex (west of Colchester) through Colchester City Centre, were first approved by Colchester City Council (ref. F/COL/01/1626) in 2006, with a revised design approved in 2022. The RTS route will see high-frequency services on segregated or priority corridors, and will run to a proposed new 'Park and Choose' site at TCBGC; this is an evolution of Park and Ride, creating a transport hub which offers other forms of transport, e.g. cycle storage and lockers, electric bikes, connections into the wider bus network as well as car parking facilities.
- 2.29 The RTS is funded via Housing Infrastructure Fund (HIF) money secured by ECC with infrastructure phases either already under construction or completed. The Clingoe Hill 'Section C' of the rapid transit scheme commenced in June 2024. The scope of works includes the construction of a two-way rapid transit corridor along the existing A133, the creation of a new bus-only traffic lane on the westbound corridor and the installation of new traffic signals to the Knowledge Gateway/University Junction. As explained later on in this Planning Statement, the application provides a plan submitted for agreement with ECC/the Councils showing how the RTS within the planning application site can connect to 'Section C' which is outside of the application boundary.

Consultation on the Application

- 2.30 The Applicant has engaged in a comprehensive pre-application process with CCC, TDC and ECC Officers, the Essex Quality Review Panel, together with the wider community, key stakeholders and statutory consultees to discuss the proposed application at the site. This programme of engagement has been undertaken in the circa three years of development leading up to the submission of this application, including public engagement, formal pre-application meetings and other external engagement.
- 2.31 Alongside ongoing and regular informal engagement, formal pre-application meetings with the Councils took place between May 2023-May 2025 and these meetings are summarised below, along with reference to the technical pre-application meetings that took place alongside. The Statement of Community Involvement explains comprehensively the engagement undertaken.
- Seven formal, topic-specific pre-application meetings have occurred throughout the design process with the Councils, taking place from May 2023 to March 2025. These meetings took place:
 - a Pre-application 1, relating to the masterplan 'site wide' - 23 May 2023
 - b Pre-application 2, relating to the masterplan 'site wide' - 17 August 2023
 - c Pre-application 3, relating to the masterplan 'site wide' – 6 October 2023

- d Pre-application 4, relating to the masterplan 'site wide' and introducing the proposals for the 'Detailed Component' – 9 November 2024
- e Pre-application 5, relating to the masterplan 'site wide' – 22 October 2025
- f Pre-application 6, relating to the 'Detailed Component' – 14 November 2025
- g Pre-application 7, relating to the 'Detailed Component' – 6 March 2025
- Within these pre-application meetings, discussions with TDC, CCC and ECC planning, design, highways, economics, education teams and Officers has taken place, with formal written feedback received. Discussions have validated the project ambitions and ratified proposals and topics discussed, as set out in the two submitted DAS'.
- Numerous 'technical' pre-application meetings with TDC, CCC and ECC officers (and the Councils appointed consultants – Place Services and Jacobs) on matters including, but not limited to: highways; heritage/archaeology; minerals; sports and play strategy; refuse; open space; education; employment/non-residential strategy; housing strategy; A133 vision; energy; health; ecology; flood risk/drainage; cycle parking; refuse; landscape and visual; and, application structure/deliverables. Where relevant, these meetings have included attendance from statutory consultees and other stakeholders, including the University of Essex, Sport England, Natural England and the NHS. Record of meetings undertaken and matters discussed are included in the relevant technical documents and ES Chapters/Appendices.
- Workshops/meetings also took place with CCC and TDC in relation to key planning application submission documents, including a workshop on the Design Codes in February 2025, a meeting on the Parameter Plans in January 2025 and a number of meetings to discuss the structure of the planning application, including validation requirements in Spring/Summer 2025.
- A number of meetings with statutory consultees, including (inter alia) with Natural England (SANG/wintering birds); Historic England; Highways Authority (ECC and National Highways); Sport England; the NHS; the Lead Local Flood Authority (ECC); ECC minerals; Anglian Water; Affinity Water; UK Power Networks; and, the Environment Agency. Record of meetings undertaken and matters discussed are included in the relevant technical documents and ES Chapters/Appendices.
- Several meetings have also taken place with other key stakeholders during the pre-application period such as the University of Essex, The Colchester Institute, Market Fields School and Freeport East.
- Essex Quality Review Panels (four meetings) which have independently and impartially assessed both the masterplan and design for the Detailed Component, with subsequent written feedback received. The most recent feedback was received in March 2025 which was supportive and concluded the proposal to be 'excellent' overall and confirmed that *'this is the best scheme which has been presented to the Panel Chair across the five years that the EQRP has been operational'*. For further information, please refer to the two DAS'.
- Four rounds of extensive public consultation have occurred at various locations within Colchester and Tendring, commencing in September 2023 and concluding in April 2025. Each round of consultation comprised of a 'roadshow' hosting in multiple

locations, including numerous in-person events as well as an online webinars. The process has been underpinned by the formation of the Essex Young Designers (a youth forum of people aged 13-17 from Tendring and Colchester), providing a constant thread of engagement throughout the design and development of the masterplan. This bespoke approach to engagement has already received the Thornton Education Trust ‘Inspire Future Generations’ Award 2024. For a comprehensive explanation of meetings undertaken, please refer to the Statement of Community Involvement. The material presented at each of these events is available to view through the consultation website (<https://latimer.community>).

- Engagement with elected members and the three Parish Councils which overlap with the TCBGC boundary – Wivenhoe (CCC), Elmstead (TDC), Ardleigh (TDC), with multiple events hosted in community buildings in each area Please refer to the Statement of Community Involvement for further details.
- Wider engagement with other groups including local cycling groups, local businesses and key stakeholders have also occurred throughout the process. Please refer to the Statement of Community Involvement for further details.

2.32 Section 4.0 of the submitted Site Wide (including Outline Component DAS) and Section 3.2 of the Detailed Component DAS provide further detail of the engagement undertaken, including key aims and outcomes. The issues and potential impacts raised throughout the pre-application response have been considered and directly addressed both within this Planning Statement and relevant technical assessments accompanying this application. This is set out in further detail within Section 6 of this Planning Statement, which provides a comprehensive assessment of the proposed development having regard to the key policy issues in the NPPF, Development Plan and other material considerations.

2.33 As above, a Statement of Community Involvement (SCI) prepared by Connect, Latimer, and CVS Tendring, also accompanies this application, which sets out in more detail the consultation undertaken and how the final scheme has considered and responded to feedback from this pre-application engagement.

3.0 Proposed Development

Application Structure

- 3.1 The proposed development comprises a hybrid planning application, seeking Outline planning permission for the 'Outline Component' (all matters reserved) and Full planning permission for the 'Detailed Component', which comprises the first phases of the development.
- 3.2 This hybrid planning application approach, which was agreed with Officers at the Councils prior to the submission of this planning application, is beneficial in terms of expediting housing delivery, and has been informed having regard to the requirements of the adopted DPD and the Applicant's ambitions.
- 3.3 As Master Developer, Latimer will be responsible for preparing and delivering future Master Developer reserved matters applications (RMAs) to the Outline Component for relevant infrastructure and development, which will define 'Serviced Land Parcels'. This will require key strategic infrastructure to be delivered in advance of or alongside serviced parcel land development, i.e. land serviced in terms of access, utilities and other infrastructure together with strategic landscaping.
- 3.4 In recognition of this delivery/application approach, a planning permission structure is proposed comprising Strategic Engineering and Landscape Element RMAs (a 'SELE' or 'Master Developer' RMA) and separate Serviced Land Parcel RMAs. The Master Developer RMAs will set out the key infrastructure to be delivered for a relevant part of the Outline Component and will define the physical boundaries of Serviced Land Parcels. A Master Developer RMA may include: primary roads; principal foul and surface water drainage infrastructure works; strategic green and blue infrastructure landscaping and open space; access spurs to Serviced Land Parcels; flood risk infrastructure works; and other, similar related works. Serviced Land Parcel RMAs (which can comprise housing, employment, schools, or other specific buildings/uses) will then be prepared and submitted or determined either alongside and/or subsequent to the relevant Master Developer RMA.
- 3.5 It is anticipated that a suitably worded planning condition will require the submission and approval of the Master Developer RMA for the relevant part of the Outline Component prior to or alongside any Serviced Land Parcel RMAs. A draft of this condition is included below:
- "No development on any individual Serviced Land Parcel nor any Strategic Engineering and Landscaping Element shall commence until approval of the details of the access, appearance, landscaping, layout and scale within that Strategic Engineering and Landscaping Element has been obtained from the Local Planning Authority in writing."*
- 3.6 The Master Developer RMA will be required to address a number of strategic matters for the relevant part of the RMA boundary. To this end, a 'Reconciliation Statement' setting out how the RMA is addressing other requirements (such as BNG, SANG, transport, education, health, play etc.), and any relevant trigger points in the headline permission, will be submitted alongside the Master Developer RMA. This will ensure that the associated infrastructure required is defined, set out and approved ahead of or alongside serviced parcel developers delivering development.

1. Proposed in Outline

- 3.7 The application seeks outline planning permission for up to 6,913 homes, along with student accommodation, a hotel, a care home, employment and education uses, a range of commercial, civic, cultural and community uses, leisure uses, a new country park, a park and ride facility, a gypsy and traveller site, and other necessary infrastructure and uses to support the community.
- 3.8 The following matters are ‘reserved’ for later approval for the **Outline Component** of the proposed development (i.e. reserved matters):
- **Means of access:** Phase 1 of the A1331 Link Road (separate planning application approved and currently at an advanced construction stage) will provide 3 roundabouts where vehicular site access/egress will be taken from. Other access points into the Outline Component areas are ‘indicative’ - for example within the Crockleford Neighbourhood Area and from the existing Bromley Road. The location of these access points shown on the Access and Movement Parameter Plan, within a +/- 10 metre area of deviation, with the detailed location, design and specification of these accesses reserved for future RMA approvals. The details of these junctions and details of accessibility within the application site, for vehicles, cycles and pedestrians, is reserved.
 - **Layout and scale:** Maximum parameters of quantum of development and height are set out within the submitted Development Specification and Parameter Plans (discussed further below). Details of the layout and scale – including the siting and orientation of buildings, routes and open spaces, as well as the height and width of each building proposed within the development in relation to its surroundings – are reserved.
 - **Appearance and landscaping:** The submitted Design Codes (also discussed further below) provide guidelines for the detailed design of the development, and the Site Wide (including Outline Component) Design and Access Statement and Illustrative Masterplan indicate how the development could be brought forward. However, the external built form of the development, including its architecture, materials, and colour, as well as details of landscaping and amenities within the site, are reserved.

Development Specification, Parameter Plans & Design Codes

- 3.9 Several ‘Control Documents’ – comprising the Development Specification, the Parameter Plans and (Site Wide and Area Specific) Design Codes – are submitted for approval in relation to the outline part of the application. These form the parameters (i.e. ‘constraints’) within which future RMAs must come forward. This parameter-based approach allows for a degree of flexibility, whilst ensuring that the assessment in the ES is robust. It is envisaged that conformity of future RMAs with the parameters identified in the Control Documents will be secured by planning conditions.
- 3.10 The Parameter Plans, show:
- 1 The ‘Land Use’ and built development extents, including indicative locations of the proposed schools, local centres and the ‘Park and Choose’;

- 2 'Access and Movement' routes, including vehicle access zones, vehicular, foot and cycle access points into the site, the RTS route through the site (with appropriate limits of deviation) and approximate RTS stop locations;
- 3 'Maximum Building Heights' for the proposed development parcels; and,
- 4 Areas of 'Green Infrastructure', including the proposed Salary Brook Country Park, woodland buffers and expansion areas, SANG provision and the green connectors.

- 3.11 The Parameter Plans should be read in conjunction with their written descriptions, set out in Section 6 (Table 6.2) of the Development Specification. The Development Specification document also fixes the proposed uses and amounts of development for the Outline Component. This includes the maximum overall floorspace area proposed for the application site (GEA), defined by each main land use and neighbourhood area, as well as an indicative dwelling mix and summary of the open space and amenity space, for the Outline Component. The equivalent maximum GIA figures have been assessed in the Environmental Statement.
- 3.12 The submitted Design Codes, for the Outline Component, provide guidance on the interpretation of the parameters and establishes a set of architectural principles upon which the design of all future RMAs will be based. There is a site wide Design Code which guides strategic matters such as the landscaping and masterplan principles. A Design Code has also been prepared for each of the proposed neighbourhoods as well as the Salary Brook Area, and the Knowledge Gateway. The Area Design Codes provide guidance on massing, form of the building(s), openings, appearance and materials.
- 3.13 The above Control Documents should also be read in conjunction with the Design and Access Statement relevant to the Outline Component – the 'Site Wide (including Outline Component)' DAS. As below, there is a second DAS which relates to the Detailed Component only.
- 3.14 While the DAS is not a 'Control Document', it provides a useful explanation of the background, context, rationale and design approach to the parameters and the application proposals.
- 3.15 Read together with the Site Wide (including Outline Component) DAS the Development Specification, Design Codes and Parameter Plans will guide the detailed design of future RMAs.
- 3.16 The Development Specification, Design Codes and Parameter Plans are for formal approval.
- 3.17 An Illustrative Masterplan (and the Illustrative Area Specific Masterplans) have also been prepared to accompany the application to demonstrate one way in which the Outline Component of the proposed development could come forward through the reserved matters process, in compliance with the proposed parameters. The Illustrative Masterplans cover the full extent of the Garden Community allocation and show the Detailed Component scheme design in the context of the wider masterplan area. The Illustrative Masterplan is not submitted for formal approval and is for illustrative purposes only.

Quantum and Land Use

- 3.18 The Development Specification provides a full breakdown of the proposed uses and quantum of development for the Outline Component.
- 3.19 The Land Use Parameter Plan (ref. DE0112-KSB-ZZ-00-DR-01040) together with the Maximum Building Heights Parameter Plan (ref. DE0112-KSB-ZZ-XX-DR-01060) and the Green Infrastructure Parameter Plan (ref. DE0112-KSB-ZZ-00-DR-AR-01020), identifies the extent of the proposed development areas, land uses, and supporting infrastructure (see 'notes' on parameter plans). The site comprises of the following key masterplan areas:
- 1 Neighbourhoods (Southern, Central and Crockleford) – predominantly residential development parcels (Class C3) including affordable housing provision and ancillary facilities. Other permissible land uses include: C1, C2, E, F1, F2 and sui generis floorspace as well as all streets, parking, sports provision, play provision, footways, cycleways, open space (inc. green buffers / connectors), attenuation ponds/basins, and associated development.
 - 2 'Knowledge Gateway' – predominantly E class floorspace, with additional F1 and C1. Other permissible land uses include: all streets, parking, sports provision, play provision, footways, cycleways, open space (inc. green buffers / connectors), attenuation ponds/basins.
 - 3 'Southern Fields' - Sui Generis and Class F2, including the Park and Choose, sports facilities and the wintering bird habitat protection area. Other permissible land uses, include: Green Infrastructure / SUDS including all streets, car parking, sports provision, play provision, footways, cycleways.
 - 4 'Eastern Fields' - Suitable Available Natural Greenspace ('SANG'), and wintering bird habitat protection area. Other permissible land uses include: limited ancillary and appropriate development associated with the land use (paths, car parking area, dog walking facilities, seating, signage etc.) including but not limited to utilities, servicing and drainage infrastructure.
 - 5 Salary Brook Country Park – a Country Park, including SANG. Other permissible land uses include: a Visitor Centre, woodland classroom, ponds, woodland walking loop, pump track, amphitheatre, community gardens, playgrounds, paths and new walking routes.
- 3.20 As per the Development Specification, the maximum floorspace for all of the land uses proposed within the Outline Component of the proposed development is 942,000 sqm (GEA). As per Table 7.1 of the Development Specification (and Table 3.1 below), this is predominantly divided across the three proposed Neighbourhoods:
- 1 'Southern Neighbourhood' located in the southern part of the site;
 - 2 'Central Neighbourhood' located in the central and eastern parts of the site; and
 - 3 'Crockleford Neighbourhood' located in the northwest part of the site.
- 3.21 The location of the proposed Neighbourhoods is shown on the Illustrative Area Specific Masterplans. The Table below indicates the uses and maximum floor area proposed for each of the three Neighbourhoods:

Table 3.1 – Maximum Quantum and Location of Proposed Land Uses within the Outline Component (GEA)

Neighbourhood	Residential GEA (C3 only)	Non-Residential GEA (all other uses)	Total Floor Areas (GEA)
Southern (including Southern Neighbourhood Place and Knowledge Gateway)	274,820	93,000	367,820
Central (including Central Neighbourhood Place and Civic Square)	366,353	82,000	448,353
Crockleford (including Crockleford Neighbourhood Place)	114,827	5,000	119,827
Southern Fields	0	4,000	4,000
Across Masterplan Area (utility plus other floor areas)	0	2,000	2,000
Total	756,000	186,000	942,000

3.22 The maximum quanta of floorspace above (and set out in further detail within Section 7 of the Development Specification) ensures that the development amount is within that tested as part of the ES (equivalent GIA figure), and would be secured by an appropriate condition attached to any grant of planning permission.

New Homes

3.23 The Outline part of the application seeks permission for up to 6,913 residential units (use class C3). This would comprise a mix of private, social and intermediate units across the site. In total, the ‘residential’ C3 use comprises 756,000 sqm across the Outline Component. This will include a proportion of as self-build, custom build and co-housing.

3.24 It is proposed that a minimum of 30% of housing (by unit) would be affordable housing distributed across the proposed development, totalling 2,074 affordable homes in the Outline Component. As set out in the accompanying Housing Strategy, prepared by Ceres, the proposed tenure split is 60% affordable rented and 40% shared ownership, with the precise split to be agreed for each Residential Serviced Land Parcel at RMA stage.

3.25 As explained in the accompanying Housing Strategy, the proposed residential element in the Outline Component will be delivered over a range of housing typologies with smaller apartments and homes located near primary routes (i.e. on the RTS route and in proximity to neighbourhood centres), and larger detached family homes located in specific character areas (i.e. along sensitive ecological and natural boundaries and in the Crockleford Neighbourhood). This will result in a series of differing densities and characters across the Outline Component and help to create a varied, inclusive and well-rounded community, including the provision of affordable homes. Further detail on the proposed housing typologies is included in the Design Codes and the Detailed Component design proposals.

3.26 For the Outline Component, the precise housing mix is not submitted for approval at this stage. However, an indicative mix for the Outline Component is presented in Section 7 of this Statement, which (as per Section 5.0 of the submitted Housing Strategy, and Table 7.4

of the Development Specification) has been proposed with consideration to local need, the site location and size, viability and existing and expected market demand for the private dwellings in the area, as well as the identified mix within relevant policies and evidence.

3.27 However, as the residential homes will be delivered over a 30+ year period, the precise housing mix for the Outline Component within the range identified within the Development Specification will be specified at (each) reserved matters stage, taking account of the cumulative delivery mix to that point. This approach – discussed further against policy in Section 6 – will allow flexibility within those ranges, to allow future schemes to reflect the need for housing at the time of submission of each Residential Serviced Parcel RMA.

Other Accommodation

3.28 In addition to the standard residential provision, the following types of accommodation are proposed across the Outline Component, all of which will come forward in response to need:

- Up to 2,000 bedspaces (sui generis) of purpose-built student accommodation (PBSA),
- Care and older person’s housing (use class C2),
- A hotel (use class C1) of up to 120 bedrooms, and
- A site for Gypsies and Travellers (sui generis) capable of accommodating 18 pitches.

3.29 For the purposes of the Development Specification and Table 3.2 below, bullet points 1-3 are defined as ‘non-residential’ use.

Non-Residential Uses

3.30 Overall, the proposed development will provide for up to 186,000 sqm of non-residential floorspace (GEA) across the Outline Component, comprising those uses identified in Table 3.2 below. This includes floorspace for an array of multi-functional civic spaces including essential amenities, employment spaces within Neighbourhood Places and on dedicated employment land, primary schools and a co-located primary and secondary school, as well as a network of open spaces and recreational uses.

Table 3.2 – Proposed maximum non-residential GEA (sqm) Outline Component

Use Class	Maximum GEA (sqm)
E (including office use, research campus, employment area, health and wellbeing, retail, retail and nursery provision)	89,000
C1 (including hotel use)	5,000
C2 (including Care home)	3,000
F (including community uses and primary and secondary schools)	31,000
F1 (including a college/further education facility)	2,000
F2 (including community uses such as sports facilities)	3,000
Sui Generis (including PBSA, civic and cultural uses, RTS Stops, Park and Choose facility, mobility hubs and general car parking provision)	53,000
Total	186,000

- 3.31 The broad location and distribution of non-residential uses across the Outline Component are set out in the Parameter Plans and Design Codes and informed by the Illustrative Masterplan. The precise location and distribution will then be reserved by an appropriate condition and specified at (each) reserved matters stage.
- 3.32 Areas with ‘non-residential’ uses *only* are proposed to the south of the site at Knowledge Gateway and Southern Fields, as shown on the Land Use Parameter Plan. The Parameter Plan fixes Use Class E for the Knowledge Gateway area; the intention is that this part of the site is predominantly office, research and development and industry floorspace; however, there is also allowance for C1 (Hotel use) for F1 (Training/College/Further Education). The Southern Fields parcel of land, to the south of the A133, is proposed for a Park and Choose and sports facilities (indoor and outdoor), alongside landscaping and a wintering birds protection zone.
- 3.33 The Land Use Parameter Plan also identifies the approximate location of four Local Centres, which are proposed as follows:
- 1 Southern Neighbourhood Place – a neighbourhood centre for the southern area, including a primary school, convenience store, cafe, co-working, nursery, community space, and small units.
 - 2 Civic Common – comprising cultural and health hubs shared across the Garden Community, including a secondary school, library, health hub, performance venues, small shops, cafe, nursery, and Guildhall.
 - 3 Central Neighbourhood Place – a neighbourhood centre for the central area, to supply everyday needs, including a primary school, convenience store, cafe, co-working, nursery, community space, and small units.
 - 4 Crockleford Neighbourhood Place – a neighbourhood centre to supply everyday needs for the Crockleford Neighbourhood area, including a primary school, convenience store, cafe, co-working, nursery, community space, and small units.
- 3.34 These Local Centres will contribute to a successful, new sustainable neighbourhood, supporting the everyday needs of the new community and providing a focal point for the Neighbourhoods. The layout and design of the Local Centres and the nature of other non-residential uses will be defined through RMAs, and be subject to marketing, interest and local need. The Design Codes establish design requirements for Neighbourhood Places to guide reserved matters submissions.

Layout, Scale and Character

- 3.35 The key layout principles are set out in the supporting Site Wide (including Outline Component) DAS and Design Codes, and the Parameter Plans show how these would be delivered in the proposed development (via RMAs). The submitted Site Wide Illustrative Masterplan also shows an interpretation of how the development might be built around the proposed layout framework and development principles set out in the accompanying Design Codes and Parameter Plans.
- 3.36 This includes responding to the existing green and blue infrastructure within the Site boundary (discussed further below) to deliver three distinct neighbourhoods, with the boundary between each defined through strategic green spaces/corridors.

- 3.37 As set out above, each of the three neighbourhoods will offer a mix of homes, employment, green spaces, and leisure areas. Crockleford, to the north, will have a 'village-type' feel reflecting the existing and traditional character of Crockleford Heath. Central and Southern areas will feature a more contemporary approach, with community 'clusters' with shared amenity and facilities.
- 3.38 This approach is reflected by the submitted Maximum Building Heights Parameter Plan which defines heights in Above Ordnance Survey Datum ('AOD') as well as the Design Code. Areas of lower heights (2-3 storeys) would be employed at sensitive natural boundaries and edges to the site, whereas areas proposed for increased height (up to 5 storeys) have been informed by the Landscape & Visual Impact Assessment (LVIA) analysis and Heritage Assessment work. Each neighbourhood is subject to a greater degree of coding in terms of building heights within the Area Design Codes accompanying this application.
- 3.39 As above, at the centre of each neighbourhood is a 'Neighbourhood Place' which will provide amenities to support the everyday needs of future residents of each neighbourhood. In addition to Neighbourhood Places, the Civic Common (in the Central Neighbourhood) will be the key shared hub for all three neighbourhoods, with scope for all 'one-off' uses such as civic and cultural spaces, larger health and wellbeing facilities, and co-working space, live music/theatre/performance venue, shops, cafes and restaurants; geographically located at the centre of the Garden Community.
- 3.40 In addition, the Knowledge Gateway masterplan area will provide office, research and development, and small business spaces along the A133. To meet the aspirations of the DPD, the parameter plans facilitate the delivery of slightly taller and larger footprint buildings to promote economic development and job creation in Knowledge Gateway West. Within the Knowledge Gateway East plots, owing to the adjoining existing residential dwellinghouses, employment spaces suitable for smaller businesses are proposed.
- 3.41 The proposals for Southern Fields and Eastern fields masterplan areas are explained above, and in the accompanying Development Specification and Site Wide (including Outline Component) DAS. The Southern Fields area includes an area for development in the form of sports and leisure uses, a park and choose including other ancillary and supporting development. The Eastern Fields masterplan area proposes only minor or ancillary development associated with the use of the area as public open space/SANG provision.
- Access, Movement and Parking
- 3.42 The proposed Access and Movement Parameter Plan indicates the RTS/Main Lane route and the principal movement and access points into and around the site (with limits of deviation).
- 3.43 This demonstrates that the 'Main Lane' comprising the RTS will be the key public transport corridor within the proposed development, accessed from the A133 to the south and providing a direct active travel route between all three neighbourhoods. The Main Lane will function as the primary shared travel corridor through the site, featuring a strategic walking and cycling route alongside the RTS bus service (with no private vehicles to be permitted on this route). Strategically placed within the site and as shown on the Parameter Plan, the Main Lane ensures that the majority of homes are accessible within a 400m walking distance of an RTS stop, making sustainable travel options the most convenient choice. RTS stops will also be designed with modal shift in mind, linking these nodes to other facilities

which support the use of public transport and sustainable travel methods, such as cycle parking and hire facilities.

- 3.44 The proposed Access and Movement Parameter Plan also shows that access to the Site will be provided from the three principle vehicular roundabouts along the new A1331 Link Road, to the east of the application site. Private vehicles will filter into the site primarily via the Link Road roundabouts, and then onto primary streets into discrete serviced parcels. On completion of the Link Road, it will connect the A133 and A120, facilitating efficient travel.
- 3.45 Vehicular access will also be provided via Bromley Road to the north and the A133 to the south. The specific points of access into and out of the application Site are shown (with limits of deviation), on the Access and Movement Parameter Plan. The detail of these access points (i.e. junctions) is reserved and will be submitted and approved through RMAs. Aside from the location of the Main Line RTS (within limits of deviation), all other primary routes (as well as subsequent primary, secondary and tertiary streets), will be confirmed via RMAs.
- 3.46 Importantly, it is proposed that all private vehicles (unless by special arrangement or in emergencies) must access and exit the development via the proposed access points for that Vehicular Access Zone (VAZ), as shown and controlled by the Access and Movement Parameter Plan and the Design Codes. For example, private cars in the Southern Neighbourhood will not be able to drive directly into the Central Neighbourhood and will instead be required to exit the Southern Neighbourhood via the A133/A1331 roundabout, drive north along the A1331 and access the Central Neighbourhood from the A1331 this way. This approach is embedded in policy and makes it more convenient and quicker to travel between neighbourhoods using active travel measures (walking, cycling, bus) rather than a private vehicle.
- 3.47 The permanent Park & Choose facility – shown on the Land Use Parameter Plan and located within the Southern Fields masterplan area – is proposed as the largest Mobility Hub. This proposed facility will allow visitors to Colchester and surrounding communities, as well as TCBGC visitors to park a vehicle at the edge of Colchester/TCBGC and transfer onto the RTS for a journey north into TCBGC, or west into Colchester City along dedicated bus lanes and priority junctions. A Temporary Park & Choose is proposed and falls within the Detailed Component boundary, and is discussed further below.
- 3.48 A Parking and Management Strategy, appended to the ES Transport Chapter/ Transport Assessment has been prepared by Stantec, and accompanies the planning application. The exact parking number will vary across the site and be confirmed at detailed Reserved Matters stage.
- 3.49 For the Outline Component, the Car Parking Strategy states that car parking provision will vary based on the accessibility of the relevant Serviced Land Parcel and proximity to the active travel infrastructure, detailed as follows:
- High-accessibility zones (within ~400 m of an RTS stop or mobility hub) will be car-free or car-lite, with most parking off-plot in communal courts or mobility hubs and limited on-plot spaces for blue-badge holders.

- Moderate-accessibility zones will provide a mix of on-plot spaces (e.g., driveways, car ports) and unallocated communal bays.
- Low-accessibility zones (more distant from RTS) will provide up to 2 spaces/dwelling (based on number of bedrooms) but still prioritise unallocated and off-plot parking to allow future adaptation

3.50 Compliance with the above principles and quantum will then be required for Reserved Matters applications. Specific design requirements for Off-street and On-street parking are then identified and controlled by Section 5.5 of the Site Wide Design Codes.

3.51 For the Outline Component, visitor car parking will be distributed strategically throughout the development, close to open spaces, mobility hubs, and community amenities. Their placement will enhance accessibility without compromising pedestrian priority or design quality.

3.52 Car parking for offices, retail, schools and community facilities will be limited based on public-transport accessibility and expected mode share. Provision will be set for each use and may be shared across uses to optimise occupancy.

3.53 Controlled short-stay bays (e.g., 30 minutes to 2 hours) will serve shops and services. Digital payment and enforcement will discourage all-day parking, with car parking management and enforcement a likely key matter for the Stewardship Body.

Green and Blue Infrastructure

3.54 The TCBGC proposals provide for a full range of green infrastructure throughout the development. The proposed development is landscape-led and seeks to link existing green and blue infrastructure assets within the site to the wider network by creating ‘green connectors’ and local wildlife corridors. The ambition is to increase the number of functions and benefits of existing green assets on site, including hedgerows, woodlands, brooks, ponds and wetlands, as well as the proposed landscape spaces which will support the Garden Community such as parks, urban ecosystems, growing spaces, SANG, biodiversity net gain (BNG), sustainable urban drainage systems (SuDs) and other drainage/attenuation areas.

3.55 This is reflected by the proposed Green Infrastructure Parameter Plan which shows the proposed green connectors, evolved from existing hedgerow corridors and integrating wayfinding and placemaking infrastructure along the way such as allotments, sports use, multi-generational play, cycle and pedestrian routes, and social spaces. These green connectors serve as the frame for the landscape vision and will form part of an established ecological network that encourages active travel throughout and beyond each neighbourhood.

3.56 In particular, the current area adjacent to the existing Salary Brook will be expanded into a Country Park and opened to the public, with long-term stewardship ensuring it becomes a significant public asset. The Country Park will be a key recreational and ecological landmark within the Garden Community, serving as a core component of the site-wide SANG strategy and forming a vital green corridor.

3.57 Each of the three proposed distinct SANG areas – Salary Brook Country Park to the southwest, Northern Woodlands to the northwest, and Lakeside to the east– will include

circular walking routes, dog walking facilities, car parks (only where required), interpretation boards and waymarking, facilities such as natural play spaces, outdoor education and visitor centre, and wildlife refuge areas. The outline part of the Salary Brook is subject to its own Area Design Code, details will be submitted and confirmed as part of future RMAs. The first phase of the Salary Brook Country Park is to be delivered as part of the Detailed Component, as set out below.

- 3.58 The Illustrative Masterplan shows how the truly landscape-led development fits together across the full extent of the site allocation.

2. Detailed Component

- 3.59 This section provides a description of the proposed development for which Full permission is sought as part of this hybrid planning application. The location is identified by the grey shaded area on the Site Location Plan (ref. DE0112-KSB-ZZ-00-DR-AR-01000), the Detailed Component Site Location Plan (CSU01Z-HTL-ZZ-XX-DR-AR-PL001), and on the Parameter Plans.

- 3.60 The Detailed Component is located predominantly within the Southern Neighbourhood (and partly within the Knowledge Gateway and Southern Fields) and comprises 837 of the overall number of new homes, alongside the first phase of the Salary Brook Country Park, a temporary 'Park and Choose', Mobility Hub, RTS waiting areas and infrastructure, Gateway Place employment buildings and public realm, landscaping / SUDs, a new vehicular access/egress from the A133, and all associated development. This is shown on the proposed Site Layout Plans (multiple). The Detailed Component plans, submitted for approval, are listed at Annex 2 of the Covering Letter, prepared by Lichfields.

- 3.61 Full details of the proposed Detailed Component and its design principles are set out in the submitted detailed drawings and in the Detailed Component DAS prepared by the Detailed Design Team.

Quantum and Land Use

Non-Residential

- 3.62 The Detailed Component comprises 1,892sqm (GIA)/ 2,161 sqm (GEA) of flexible Class E floorspace, including: small-scale business accommodation and offices, Mobility Hub and ancillary café/restaurant, showcase/exhibition space and nursery, principally to be located at Gateway Place. It will also provide RTS infrastructure including an architecturally designed bus stop, bus waiting and turning areas, driver conveniences, as well as other Mobility Hub features such as a car club provision, cycle and cargo bike hire and walking/cycling maps showing the numerous routes in the area to promote active travel.
- 3.63 It is proposed that from the outset Gateway Place will serve as the entrance marker for the Garden Community and be a clear signal of intent of Latimer's commitment to placemaking and active travel provision. It will be the first key place delivered at the site and is proposed to include a pavilion with a café and showcase function, employment spaces, a nursery (early years), play space (LEAP), space for market stalls/pop-up events and a public realm area and permanent stage area to host events. This will contribute to the proposed wider

Knowledge Gateway by being a high quality, mixed-use area that will attract businesses, residents and visitors alike.

Residential

- 3.64 The proposed housing mix for the 837 homes within the Detailed Component is fixed and comprises a range of different house types, from smaller one and two-bedroom apartments to larger detached four and five-bedroom houses. The majority of the homes will be between 2 – 3 bedrooms. As shown in the Table below, the overall mix of this phase of the development will provide a range of larger detached and semi-detached family properties, as well as smaller homes for first-time buyers, movers, and young families – both within the open market and for affordable tenures – helping to create a mixed and balanced community from the outset.
- 3.65 In terms of tenure, and as shown in the Table below, 30% of the homes within the Detailed Component are proposed to be affordable. These affordable homes will comprise a mix of apartments and houses of different sizes, the location of which is identified on the accompanying Detailed Component Proposed Site Layout - Tenure Plan (ref. CSU01Z-HTL-ZZ-ZZ-DR-AR-PL130).
- 3.66 The housing typologies proposed are set out in further detail within the Detailed Component DAS. The submitted Housing Strategy document provides further justification for the proposed housing mix and tenure within the Detailed Component, as an element of the overall site wide strategy.

Table 3.3 – Affordable and Market Housing (Detailed Component)

	Market		Affordable		Overall	
	No.	%	No.	%	No.	%
1 bed	15	3%	10	4%	25	3%
2 bed	171	29%	139	55%	310	37%
3 bed	241	41%	89	36%	330	39%
4 bed+	159	27%	13	5%	172	21%
Total	586	70%	251	30%	837	100%

Building Height

- 3.67 The heights of the proposed homes in the Detailed Component range between 2 and 3 storeys, excluding roofs, with a maximum height of 9.365m (to ridge) as identified in the Proposed Typology Elevations drawing series.
- 3.68 The storey height of non-residential uses at ‘Gateway Place’ will be as follows and will be maximum 51.300 AOD (Building A):
- Building A: up to 4 storeys
 - Building B: up to 2 storeys
 - Building C: up to 2 storeys
- 3.69 The proposed heights within the Detailed Component are informed by the proposed character of the Southern Neighbourhood which includes: a range of housing typologies,

the provision of shared gardens, attractive streets with marker buildings and the integration of generous green amenity spaces.

Materials / Detailed Design

- 3.70 The material strategy for the Detailed Component (which forms part of the Southern Neighbourhood) builds on the overarching principles set out in the outline application and Southern Neighbourhood Design Code, drawing from the character of the surrounding Essex landscape and the regenerative ambitions of the Garden Community.
- 3.71 The palette combines brick, render, timber, hung tile, and fibre cement cladding to create a streetscape that feels familiar yet contemporary. These materials reflect the traditional forms and tones of nearby farmsteads and villages.
- 3.72 For Gateway Place, the design of the workspace buildings (A and B) draws on the tradition of mills, depots and rural industrial complexes found in Essex and further afield. These are simple, robust buildings with regular rhythmic elevations and a strong sense of proportion. Building C (Pavilion) is designed as an elegant barn-like building which shelters a range of functions under its overhanging roof.

Access, Movement and Parking

- 3.73 Vehicular access for the Detailed Component will be provided via a new junction creating an access/egress to the A133, as shown on the submitted access plan prepared by Stantec (ref. STT-ZZ-ZZ-DR-CE-00126) and as shown on the detailed drawings. It will initially serve the Detailed Component (including the temporary Park & Choose, Gateway Place and the residential neighbourhoods). This is being proposed specifically to separate construction traffic from resident/business traffic to avoid conflicts, minimise health and safety risks, and ensure the quality of the placemaking delivered is maintained.
- 3.74 As the delivery of the residential neighbourhood progresses, a new vehicular access/egress via the A133/A1331 roundabout will be delivered, and the private vehicular access from the residential neighbourhood via the Detailed Component junction will be severed with the introduction of a bus gate. The servicing of 'Gateway Place' will be provided via the existing Slough Lane.
- 3.75 The cycling strategy supports active travel by embedding conveniently accessible, secure cycle storage throughout the public realm, within clusters and in residential plot layouts. Cycle storage is provided in line with the 2024 Essex Parking Guidance, which recommends one cycle space per bedroom for dwellings without garages, but the overall provision goes well beyond these standards. Formal storage is provided via rear-garden cycle stores, secure car ports, or garages - locations chosen for convenience and security. Informal cycle parking areas, including space for cargo bikes, are provided throughout the neighbourhood areas and for individual plots. Visitor cycle parking is provided throughout the residential parcels, at Gateway Place, and near key green spaces.
- 3.76 The temporary Park and Choose is proposed to deliver 261 car parking spaces as part of the Detailed Component and located north of the A133. The temporary P&C parking area also includes temporary parking provision for the Salary Brook SANG area. It is envisaged that a condition / S106 trigger point will need to be agreed and attached to any planning permission, or agreed as part of the Transport Working Group and the Monitor & Manage

framework, to agree the point of delivery of the permanent P&C, and the proposals for the temporary P&C when the temporary use is no longer required.

- 3.77 Discussions with Natural England at the pre-application stage confirmed that very limited car parking would be necessary to support the SANG provision in this part of the site. This is because the SANG is adjacent to the neighbourhood it serves and driving from a property to the Country Park would take longer than walking/cycling owing to the proposed Vehicle Access Zones. The car parking provision and strategy will be kept under review as the project is delivered by the Transport Working Group, to be secured via the S106. The Salary Brook Country Park includes a series of movement routes including primary and secondary paths, informal walking routes and a 2.5km circular walk.
- 3.78 The proposed car parking provision for the Detailed Component consists of on-plot parking in either car ports or garages, within parking courts and on-street. The number of car parking spaces provided within the Detailed Component is 1,200 for the residential component (741 on plot, 459 in parking courts and 60 visitor bays).
- 3.79 For the Detailed Component, the residential car parking is provided at an average ratio of 1.37 spaces per dwelling. Parking ratios by dwelling size are summarised in the Table below.

Table 3.4 Residential Car Parking Provision for Detailed Component

Number of bedrooms	Car Parking Allocation
Up-to 2 bedrooms	1 space
3 bedrooms	1.5 or 2 spaces
4 bedrooms or over	2 spaces

Note- Where 1.5 spaces are allocated per dwelling, each unit receives one space as standard. A further space is then provided (either on street or within cluster) for every second dwelling, rounding up any fractional totals to the nearest whole number.

- 3.80 For the Detailed Component visitor car parking is accommodated through 60 marked on-street bays. These are distributed strategically throughout the development, close to open spaces, mobility hubs, and community amenities. An enforcement regime will be introduced to prevent out of place car parking and/or incorrect use of visitor car parking spaces.
- 3.81 Employee car parking for Gateway Place is limited to 8 no. car parking spaces (including 4 no. blue badge accessible spaces). Servicing bays for deliveries/servicing of Gateway Place are also provided. The temporary Park & Choose facility provides visitor car parking for Gateway Place. Green and Blue Infrastructure
- 3.82 Green Infrastructure for the Detailed Component of the Proposed Development includes the first phase of the Salary Brook Country Park SANG, measuring c.17.9ha. The Salary Brook Country Park will include woodland play area, outdoor classroom, walking and cycling routes, as well as scope for a visitor centre.
- 3.83 The Detailed Component of the Proposed Development provides 58% open space. In addition, embedded within the Green Infrastructure is 0.29 ha of Children’s Play including 5x Local Areas of Play (LAPS) for 0-5 year olds and 5x Locally Equipped Areas for Play (LEAPs) for 5-11 year olds, as well as 0.7 ha of Young People play including 4x Neighbourhood Equipped Areas of Play (NEAPS), in addition to 0.20 ha of multi-generational play interspersed within the Detailed Component.

3.84 In terms of Blue Infrastructure, there are strategic SuDs basins located in the Southern Fields area and towards the northwest of the residential area. SuDs features are also proposed within the streets typologies, supported with permeable paving and soft landscaped areas throughout the residential neighbourhoods. The proposed details are shown on the technical SuDs plans ('Surface Water Plans Detailed Component' and 'Surface Water Plans Outline Component') prepared by Stantec. The landscaping and planting proposals for the Detailed Component are set out within the submission, but the final details will likely be subject to planning condition.

3. Infrastructure, Construction & Phasing – Hybrid Application

3.85 TCBGC is a strategic development that will be built-out over many years, with an estimated construction period of + 30 years.

3.86 The Garden Community is therefore being brought forward in phases. Notwithstanding, it will be comprehensively planned from the outset, phased to achieve the whole development in a co-ordinated manner, and will be underpinned by a broad package of infrastructure.

3.87 An Illustrative Strategic Phasing Plan (appended to the Phasing and Implementation Strategy) has been submitted with this application to provide an indication of phasing and delivery of key infrastructure across the site. Broadly, this would see construction of the proposed development split into phases as follows:

- The first development activities will take place in the Southern Neighbourhood and the Detailed Component area, with works commencing in 2027 (subject to planning).
- The first business spaces and dwelling completions are expected to take place in the Southern Neighbourhood.
- In order to accelerate housing delivery, the phasing of the Crockleford Neighbourhood is considered separately. The current housing trajectory assumptions indicate new homes could be delivered here from 2028. The phasing will be linked to the provision of its own proportionate Neighbourhood Centre, as well as associated infrastructure and sustainable connections to the South and North Neighbourhoods.
- The Central Neighbourhood will form part of the later phase of development and is not anticipated to deliver housing completions until c.20 years from commencement.

3.88 The SANG provision for the proposed development is split across three main areas of the masterplan and will therefore be subject to a phased delivery approach. As required by Natural England, the Detailed Component of the SANG delivery will be in place and functional prior to the first occupation of residential units within the Detailed Component area. The SANG to be delivered as part of the Detailed Component will provide sufficient SANG to support c.1,515 homes. For future phases of development, the Master Developer RMA will be required to set out the SANG provision for that relevant part.

3.89 Both the Detailed and Outline Components of this hybrid application will have approved plans and documents and will be the subject of planning conditions and any relevant S106 planning obligations. These will include triggers specifying when certain aspects of the Garden Community must come forward and will include trigger points linked to the occupation of homes for delivery of key infrastructure such as schools, community facilities

and other associated infrastructure. This is discussed further in Section 6.0 of this Statement.

4.0 Planning Policy Context

4.1 This section of the Planning Statement details the planning policy context for the application, describing the Development Plan policies relevant to the consideration of the scheme, as well as providing an account of the prevailing policy guidance in the National Planning Policy Framework ('NPPF' or 'Framework') and other documents that represent appropriate material considerations. In doing so, it identifies the key planning considerations against which the planning application will be assessed in the following section.

National Planning Policy

4.2 The NPPF sets out national planning policy and is a material consideration in determining planning applications. It was last published in December 2024 (with minor revisions on 7 February 2025) with measures aimed to tackle the housing crisis, including making the standard method the mandatory starting point for planning for homes, implementing a revised standard method so that councils will plan to achieve the delivery of the homes we need, and reversing other changes to planning policy which disrupted the sector and stifled supply.

4.3 The overarching aim of the NPPF is to proactively deliver sustainable development to support the Government's housing and economic growth objectives and meet the needs of the country. There are three dimensions to sustainable development (Para 8):

- 1 **Economic** – to “*help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth*”
- 2 **Social** – to “*support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations*”
- 3 **Environmental** – to “*protect and enhance our natural, built and historic environment, including making effective use of land*”.

4.4 To achieve this, paragraph 11 of the NPPF goes on to state that for decision-taking, the application of a presumption in favour of sustainable development means:

“...c) Approving development proposals that accord with an up-to-date development plan without delay; or d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

The application of policies in [the NPPF] that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in [the NPPF] taken as a whole.”

4.5 The NPPF requires Local Planning Authorities to approach decisions on proposed development in a positive and creative way and work proactively with applicants to secure

developments that will improve the economic, social and environmental conditions of the area (paragraph 39).

4.6 The NPPF contains further policies of relevance to considering the proposed development, which are not repeated at length here. These include, but are not limited to:

- Housing delivery (Chapter 5) and the critical importance of delivering homes to meet identified housing need. This includes the Government's objective of significantly boosting the supply of homes, which '*can often be best achieved through planning for larger scale development, such as new settlements*' and ensuring an appropriate mix of housing types for the local community.
- Within this Chapter, paragraph 61 notes that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed. The overall aim should be to meet an area's identified housing need, including an appropriate mix of housing types for the local community. Paragraph 63 establishes the importance of meeting housing need for different groups in the community, including those who require affordable housing (including social rent), and families with children.
- Building a strong, competitive economy (Chapter 6) and that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities, plan for development needs and be flexible enough to accommodate needs not anticipated in Local Plans at the time of adoption.
- Healthy communities (Chapter 8) and the importance of achieving healthy, inclusive, and safe places, which enable healthy lifestyles (e.g. providing green and open spaces close to neighbourhoods).
- Sustainable transport (Chapter 9) and the objective of focusing development in locations which are, or can be made, sustainable, through limiting the need to travel and offering a choice of sustainable transport modes (e.g. walking, cycling and public transport use). Within this Chapter, paragraph 109 makes clear that a 'vision-led' approach should be used to identify transport solutions that deliver well-designed, sustainable and popular places. Further, paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- Effective land use (Chapter 11) and delivering developments that achieve appropriate densities and make optimal use of sites, while creating well-designed and sustainable places.
- Good design (Chapter 12) and ensuring that developments are high quality, visually attractive, sympathetic to the surrounding area, optimise the potential of sites and create safe and inclusive places.
- Within this Chapter, paragraph 135 states that decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and optimise the potential of the site to

accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.

- Meeting the challenge of climate change (Chapter 14) as well as flooding and coastal change. The planning system should support the transition to net zero by 2050 and take full account of all climate impacts.
- Conserving and enhancing the natural environment (Chapter 15) through protecting and enhancing valued landscapes and sites of biodiversity, minimising impacts on and providing net gains for biodiversity.
- Conserving and enhancing the historic environment (Chapter 16) and ensuring a positive strategy for conserving and enjoyment of the historic environment as well as ensuring identification and assessment of any heritage asset affected by a proposal.
- Within this Chapter, paragraph 215 notes that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

4.7 The Government consulted on the *'NPPF: proposed reforms and other changes to the planning system'* from 16 December 2025 to 10 March 2026. A draft NPPF was published alongside the consultation, which is also a material consideration. The draft NPPF includes (inter alia) a draft set of national development management policies.

4.8 Of particular relevance to this planning application, the draft NPPF includes the following policies:

- Strengthening of the presumption in favour of sustainable development: wording change to “Granting permission unless... any adverse impacts of doing so would **significantly and demonstrably outweigh** the benefits, when assessed against the policies in this Framework...” (Lichfields’ emphasis)
- Applying the presumption: Presumption is automatically switched on outside of settlement boundaries where “*development is allocated for that purpose in development plan*” (Policy S5 (i.)).
- Continuing to support a vision-led approach to planning for transport: wording states: “Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan’s strategy for creating well-designed, sustainable, inclusive and popular places” (Policy TR1); “Transport assessments and statements, and travel plans, should reflect the transport vision for the development and how it is intended to be achieved...”; and, “In assessing potential impacts, all reasonable future scenarios should be considered, taking into account impacts at different times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself” (Policy TR6, Lichfields emphasis)
- Weight to benefits/harms made clearer: namely giving substantial weight to:

- Providing accommodation meeting the evidenced needs of the local community: HO7
- Economic benefits of proposals for commercial development: E2
- Well-designed places: DP3.

4.9 Once adopted, weight must be given to this Framework. At the time of writing, it is anticipated that the revised NPPF will be published in mid-2026; however, the timescale for its adoption and final versions of the policies are uncertain at the time of the application submission.

National Planning Practice Guidance

4.10 The National Planning Practice Guidance (PPG) was initially published in March 2014 and provides detailed guidance on how to apply the policies contained within the NPPF. It is updated regularly and is a live document. Whilst the PPG only constitutes guidance, it is of relevance to the determination of the application and due regard has been made to it.

Statutory Development Plan

4.11 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, and that the determination should be made in accordance with the Development Plan unless material considerations indicate otherwise.

4.12 The relevant Statutory Development Plan for the Councils (CCC and TDC) currently includes the following:

- 1 North Essex Authorities' Shared Strategic Section 1 Plan (adopted by TDC on 26 January 2021, and CCC on 1 February 2021) ('the Section 1 Plan');
- 2 Tendring Colchester Borders Garden Community Development Plan Document (DPD) (adopted May/June 2025)
- 3 Wivenhoe NP (adopted May 2019), Ardleigh NP (adopted October 2024), and, Elmstead NP (adopted October 2024).
- 4 The Essex Minerals Local Plan (adopted 2014); and
- 5 Essex and Southend-on-Sea Waste Local Plan (adopted 2017).

4.13 The Section 1 Plan identifies the broad location of the Garden Community (at Map 10.2) and sets out the strategic policies and an overarching set of principles that it will need to meet.

4.14 Adopted Policies SP 8 and SP 9 of the Section 1 Plan allocate the land for:

"a new Garden Community which will deliver between 2,200 and 2,500 homes, 7 hectares of employment land and provision for Gypsies and Travellers within the Plan period (as part of an expected overall total of between 7,000 and 9,000 homes and 25 hectares of employment land to be delivered beyond 2033)."

4.15 Policy SP8 explains that a Development Plan Document (DPD) will define the boundary of the new community and the amount of development it will contain. The DPD must be

adopted before any planning permission is granted for development forming part of the Garden Community. Policy SP9 goes on to set out 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.

Tendring Colchester Borders Garden Community DPD

- 4.16 As set out in Section 2.0 of this planning statement, the Tendring Colchester Borders Garden Community DPD ('DPD') was adopted by TDC and CCC respectively on 20 May 2025 and 9 June 2025. As such, it provides the key statutory Development Plan policy to guide the long-term delivery of the Garden Community.
- 4.17 Whilst the broad location of the Garden Community and development principles are set out within the Section 1 Plan, the DPD contains more detailed policies and guidance for the development of the Garden Community. Chapter 3 (GC Policy 1) of the DPD confirms the site allocation boundary of the Garden Community within a 'Policies Map' (see Figure 2.1 above, also at Figure 2 and Appendix 2 of the DPD), which also shows – among other things – strategic green gaps, broad locations of employment, sports and leisure, and Crockleford Heath Special Character Area.
- 4.18 The evidence supporting the development of the DPD has shown 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 Plan. The reason sated is given the physical constraints of the site, with boundaries defined by proposed Strategic Green Gaps and existing and proposed roads (including the A1331 Link Road). Within the DPD, the total number of new homes expected at TCBGC has therefore been refined to circa 7,500 (GC Policy 1).
- 4.19 The DPD also includes a 'Strategic Illustrative Framework Masterplan' (see Page 19, Chapter 3) which should inform Masterplans prepared by the developer as part of a relevant planning application for development forming part of the site. Alongside the principles and policies set out within the DPD, this forms a direction for the spatial approach to the site alongside the delivery of infrastructure and uses across the new Garden Community.
- 4.20 Proposals for the Garden Community should comply with the policies set out in the DPD. Notwithstanding, the DPD confirms (pg. 29) that at this early stage of planning for the Garden Community, it is not possible, nor sensible, for the DPD to contain full or precise details of design, layout and appearance of the new buildings and spaces that will be delivered. Instead, it provides the overarching strategy and policies that will provide direction for more detailed Masterplans, Design Codes and, ultimately, planning applications to follow.
- 4.21 An assessment of the proposed development subject of this application against the DPD policies is contained within Section 5.0 of this Planning Statement.

Neighbourhood Plans

- 4.22 The application site, and wider Garden Community allocation, also lies within three Neighbourhood Plan ('NP') areas, as follows:

- 1 Wivenhoe NP (adopted May 2019), which covers a small part of the southwest of the site described in the NP as “land north of the A133”.
- 2 Ardleigh NP (adopted October 2024), which covers the northwest of the site, including Churn Wood and Crockleford Heath.
- 3 Elmstead NP (adopted October 2024), which covers the east of the site.

4.23 As stated within the recently adopted Ardleigh NP (para 4.31) and Elmstead NP (para 5.3), not all policies within the NPs apply to the TCBGC. Where this is the case, it has been made clear in the policy itself, and the Parish Councils intend to continue to work closely and proactively with the Councils (TDC, CCC and ECC) to progress the design and development of the new community. The NPs state that they do not prevent or discourage development at TBCGC and indeed were progressed in line with the emerging DPD at that point in time. A similar paragraph is not included in the Wivenhoe NP, which was adopted at an earlier date. The DPD is however clear (at page 6), that: *“In addition to the Section 1 Local Plan... There are also Neighbourhood Plans for Wivenhoe, Ardleigh and Elmstead, but they will only apply to land and property outside of the Garden Community”*.

4.24 Notwithstanding, the NPs contain some policies of relevance to the site, including:

- Elmstead NP Policy ELM2 (Protecting the Setting of Elmstead Market) – designates a ‘Green Landscape Buffer’ to the eastern boundary of the TCBGC. While the buffer (and therefore the policy) applies to land outside of the TCBGC allocation, it seeks to *‘protect a valued landscape on the urban fringe of the Garden Community, providing access to the countryside; avoiding coalescence; and retaining the separate identities of the Tendring/Colchester Borders Garden Community and Elmstead Market.’*
- Wivenhoe NP Policy WIV 4 (Settlement Coalescence) – while the Plan supports the consideration of land on the north side of the A133 for the University of Essex and/or Knowledge Gateway expansion, this policy designates a ‘Coalescent Break’ outside of but adjacent to the application site boundary (south) and TCBGC, between the settlement of Wivenhoe and the University of Essex campus, in order to maintain the long-term physical and visual separation to Wivenhoe.

Essex Minerals Local Plan (adopted 2014)

4.25 The Essex Minerals Local Plan (2014) is a statutory Development Plan to identify sites for the extraction of sufficient quantities of mineral within Essex to facilitate development.

4.26 The Minerals Local Plan provides planning policies for minerals development in Essex until 2029 and identifies future sites for mineral development. The Minerals Local Plan is undergoing a review and was subjected to public consultation between 6th February and 9th April 2024.

4.27 The Site is not identified as a ‘preferred site’ for minerals extraction in either the adopted or emerging MLP.

4.28 The site is located within a Mineral Safeguarding Area (sand and gravel). A ‘MSA’, as defined in the DPD, is: *“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.”*

4.29 Given this, there is a requirement for a Minerals Resource Assessment ('MRA') to be prepared and submitted with this planning application to enable the economic importance and need of the resource to be evaluated, as well as the viability of extraction in the context of the TCBGC project. Policy SP8 of the Section 1 Local Plan sets out the development and delivery requirements for the TCBGC and the requirement for a MRA. This is also referred to in the DPD.

4.30 With regard to Garden Communities the draft replacement MLP states that *'the after-uses of mineral extraction can provide numerous benefits, consistent with Garden City or general planning concepts, and which therefore contribute to an attractive sense of place'*.

Essex and Southend-on-Sea Waste Local Plan (adopted 2017)

4.31 The Essex and Southend-on-Sea Waste Local Plan (WLP) is a statutory Development Plan that sets out where and how waste management developments can occur and is the planning policy against which waste management development planning applications are assessed.

4.32 The WLP designates specific areas known as Waste Consultation Areas (WCAs). These areas are established around existing and proposed waste management sites to protect them from incompatible developments that could hinder their operations.

4.33 The Proposed Development passes through a WCA associated with the Ardleigh Waste Transfer Station located on the A120. The Proposed Developments location within a WCA means that an application is subject to Policy 2 of the WLP.

4.34 Policy 2 aims to protect existing and allocated waste sites and infrastructure from inappropriate neighbouring developments. This policy ensures that these sites can continue to operate efficiently and fulfil their intended functions without being compromised by nearby non-waste developments. Paragraph 6.7 of the Plan states that *"Safeguarding will be implemented through Waste Consultation Areas which are defined around all permitted waste developments... and sites allocated in this Plan."*

4.35 Policy 2 states, with regard to WCAs, that *"Where non-waste development is proposed within 250m of safeguarded sites, or within 400m of a Water Recycling Centre, the relevant Local Planning Authority is required to consult the Waste Planning Authority on the proposed non-waste development."*

TDC and CCC Local Plans

4.36 In addition to the shared Section 1 Plan, and as set out above, the Councils each have their own Section 2 Local Plans (adopted 2022), which contain policies and allocations that apply to any land or properties outside of the Garden Community. However, none of the Section 2 Plan policies apply to land within the TCBGC site allocation boundary. This is confirmed within the DPD (see Appendix 4: Section 2 Plan Status). The DPD and its policies therefore fully replace all policies set out in both the TDC and CCC Section 2 Local Plans.

4.37 Both CCC and TDC are at the early stages of preparing new Local Plans. Both Councils consulted on Regulation 18 Plans in early 2026. At this early stage in plan making, the documents are material considerations, but have very limited weight in decision making.

For decision making within the Garden Community, both draft policies ST9 and SAMU1 align with the approach within the DPD and are clear that *“Proposals for development within the Site Allocation Boundary (as defined by the DPD Policies Map) will be determined in line with the policies and requirements set out in the Development Plan Document.”*

Other Considerations

4.38 In addition to the Statutory Development Plan and Neighbourhood Plan, the following documents and guidance are considered relevant and material in determining this application:

- Essex Local Transport Plan
- North Essex Economic Strategy: Delivering for North Essex (2023)
- Essex Climate Action Plan (2023-2025)
- Tendring Parking Standards Design and Good Practice Guide (2009)
- Colchester Active Travel Supplementary Planning Document (‘SPD’) (2023)
- Colchester Parking Standards Design and Good Practice Guide (2009)
- Colchester Climate Change SPD (2023)
- Colchester Biodiversity SPD (2023)
- Essex Design Guide (2018)
- Essex Parking Guidance (2024)
- Essex Green Infrastructure Standards Technical Guidance (2022)
- Essex County Council’s Neighbourhood Planning Guide (2019)
- Essex County Council’s Sustainable Modes of Travel Strategy (2020)
- Essex Coast Recreational disturbance Avoidance and Mitigation (RAMS) Strategy (2020)
- ‘Planning Policy Position’ for Net Zero Carbon Homes and Buildings in Greater Essex (November 2023)

Overview of Key Policy and Material Considerations

4.39 The prevailing policies across the various documents establish several policy themes to assist in the consideration of the proposed development. These themes have been grouped together in structuring the following section, which assesses the planning application against the Development Plan, including the Tendring Colchester Borders Garden Community (TCBGC) DPD (‘the DPD’) and other material considerations.

5.0 Assessment of Proposed Development

- 5.1 This section provides an assessment of the proposed development against the relevant Development Plan policies, as set out within the previous section, and in the context of any other material considerations. The assessment is provided across the main policy themes relevant for the development.
- 5.2 Where relevant, the assessment contained within this section has been split to consider the Outline and Detailed Components of the proposed development, in order to appropriately assesses the development proposals.
- 5.3 This section first considers the Principle of Development and then is then broadly structured in accordance with the Chapters in the TCBGC DPD, as follows:
- 1 Principle of Development
 - 2 Land Use and Spatial Approach
 - 3 Nature
 - 4 Design i.e. 'Place Making Principles'
 - 5 Meeting Housing Needs
 - 6 Economic Activity and Employment
 - 7 Community and Social Infrastructure
 - 8 Movement and Connections
 - 9 Sustainable Infrastructure
 - 10 Infrastructure Delivery, Impact Mitigation and Monitoring

1. Principle of Development

- 5.4 At the heart of the NPPF is a presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay (Para 11c). Para 124 of the NPPF is clear that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 5.5 With specific regard to Garden Communities/ significant urban extensions, paragraph 77 of the NPPF recognises that *“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns...”* and *“if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way.”*
- 5.6 Accordingly, the North Essex Authorities at Policy SP8 of the Section 1 Local Plan propose a Garden Community on the eastern boundary of Colchester (defined on the 'Area of Search' at Map 10.2 of the Plan, our figure 2.1). This will *“deliver between 2,200 and 2,500 homes, 7 hectares of employment land and provision for Gypsies and Travellers within the Plan*

period (as part of an expected overall total of between 7,000 and 9,000 homes and 25 hectares of employment land to be delivered beyond 2033)."

- 5.7 Policy SP8 goes on to state that *"A Development Plan Document (DPD) will be prepared for the garden community, containing policies setting out how the new community will be designed, developed and delivered in phases..."* and adds that *"No planning consent for development forming part of the garden community will be granted until the DPD has been adopted."*
- 5.8 Part A of DPD GC Policy 1 (Land Uses and Spatial Approach) states that *"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.'" The Section 1 Local Plan is clear that deviation from the 'Area of Search' is allowed within the DPD, stating at Policy SP9 that **"The Development Plan Document (DPD) required for the Tendring / Colchester Borders Garden Community by Policy SP8 will define the boundary of the new community and the amount of development it will contain."** (our emphasis).*
- 5.9 The Proposed development is located almost entirely within the 'Area of Search', within the Section 1 Local Plan. The application site red line boundary includes an additional triangular piece of land within the north west of the application site and south of the A120 – this is consistent with the Site Allocation Boundary, as defined via the Policies Map in the DPD. For ease of reference, please see Figure 2.1 in Section 2 of this Planning Statement. As such, it can be confirmed that the red line boundary for the planning application, as shown on the submitted 'Site Location Plan' (ref. DE0112-KSB-ZZ-00-DR-AR-01000), sits entirely within the DPD Site Allocation Boundary.
- 5.10 Therefore, the principle of development at TCBGC and the timing of this application submission (i.e. post adoption of the DPD) is entirely consistent with NPPF paragraph 77, Policies SP8 and SP9 of the Section 1 Local Plan and Part A of GC Policy 1 of the DPD.
- 5.11 However, as explained in Section 2 above, the red line boundary of this application does not include the entirety of the Proposed Garden Community Site Allocation as defined by the DPD. Notwithstanding, to demonstrate how a comprehensive development can and will be delivered across the allocation, a Site Wide Illustrative Masterplan for TCBGC has been prepared - showing how the proposed development, as part of the application, could connect with other areas within the allocation. This shows that the areas outside of the planning application red line, but within the Site Allocation boundary, would not be prejudiced, and could come forward over time. For the avoidance of doubt, this Illustrative Masterplan is not submitted for approval.
- 5.12 Further, the Strategic Masterplan Compliance Statement within the 'Site Wide (including Outline Component) DAS (page 256) shows how the proposals accord with the Council's 'Strategic Illustrative Framework Masterplan' at page 16 of the DPD.

2. Land Use and Spatial Approach

- 5.13 Policy SP8 of the Section 1 Local Plan states that *"the new garden community which will deliver between 2,200 and 2,500 homes, 7 hectares of employment land and provision for Gypsies and Travellers within the Plan period (as part of an expected overall total of*

between 7,000 and 9,000 homes and 25 hectares of employment land to be delivered beyond 2033).”

5.14 Part A of GC Policy 1 of the DPD goes on to identify that land within the identified Garden Community location is allocated or protected for specific uses. An assessment against these requirements is provided at Table 5.1 below, with more detailed commentary provided in the below sub sections.

Table 5.1 Proposed Development Compliance with Part A DPD GC Policy 1 of TCBGC DPD

Policy Requirement (Summary)	Proposed Development – Summary
<p>Delivery of circa 7,500 new homes with a range of shops, jobs, services and community facilities, including education and health and wellbeing provision</p>	<p>Complies: Up to 7,750 new homes are proposed (including 837 in the Detailed Component) as confirmed within the Development Specification. The exact overall figure will be determined through future RMAs.</p> <p>This slightly higher figure is comparable to the ‘circa’ DPD figure, but still ‘at the lower end’ and comfortably within the maximum set within the Section 1 Plan for the TCBGC of up to 9,000 homes, and reflects detailed design development and pre-application discussions. This is expanded on below.</p> <p>In addition, a range of shops, jobs, services and community facilities, including education and health and wellbeing provision are proposed.</p>
<p>A new ‘Salary Brook Country Park’ incorporating land and woodland at and around the Salary Brook Local Nature Reserve.</p>	<p>Complies: A c.60 ha Salary Brook Country Park is proposed within the south west of the proposed development.</p> <p>The first phase of the Salary Brook Country Park (17.9 ha) is proposed and will be delivered in the Detailed Component.</p>
<p>A ‘Wivenhoe Strategic Green Gap’ incorporating land north of Brightlingsea Road and west of Elmstead Road</p>	<p>Complies: The application red line boundary does not extend to the Wivenhoe Strategic Gap.</p>
<p>An ‘Elmstead Strategic Green Gap’ east of the new A120-A133 Link Road.</p>	<p>Complies: The application red line boundary includes a small proportion of land that is within the designated Elmstead Strategic Green Gap.</p> <p>As shown on ‘Parameter Plan- Green Infrastructure’, this land is identified as ‘Existing Green Space (retained)’, ‘Existing Woodland (retained)’ and ‘indicative wintering birds protection zone’ and therefore maintains the Strategic Green Gap, fully in accordance with Part E of the DPD GC Policy 1. The area will also provide SANG provision, as set out in the submitted Shadow HRA, prepared by Stantec.</p>

Policy Requirement (Summary)	Proposed Development – Summary
<p>A Sports and Leisure Park (approximately 25 Ha) to serve the local community and for the expansion of sports facilities for the University of Essex.</p>	<p>Part complies - The 'Southern Fields' (south of the A133) comprises c.10.1 ha of land. This includes approximately 4.35ha land for Sports and Leisure use (F2), in accordance with the DPD. The Southern Fields area also includes the permanent Park & Choose facility (in accordance with the DPD), and an area for wintering bird mitigation – this is explained below.</p> <p>The remaining area of formal sports pitch provision required for the development totals c.1.08ha and is proposed within the neighbourhood areas.</p>
<p>Approximately 25 hectares of employment land in form of a new Business Park and a 'Knowledge-Based Employment' site.</p>	<p>Complies: The Knowledge Gateway will provide c. 8.8 ha of dedicated land area for office, R&D and small business space. There will also be employment spaces in the Neighbourhood and Civic Common. The remaining 25ha of employment land is at the A120 Business Park which sits outside of the red line boundary. Notwithstanding, the masterplan employment provision has been considered holistically within the application.</p>
<p>Provision for the Rapid Transit System.</p>	<p>Complies: Rapid Transit System (RTS) provision is proposed throughout the Site, secured via the Access & Movement Parameter Plan and the Site Wide Design Code.</p>
<p>A Gypsy and Traveller Site.</p>	<p>Complies: The Site Wide Illustrative Masterplan provides an indicative location for the 18 pitch Gypsy and Traveller sites, within the application red line boundary. The Land Use Parameter Plan identifies that this use is allowed for within the orange shading 'neighbourhoods'. The exact location of the site/pitches will be confirmed through future RMAs.</p>
<p>A 'Park and Choose' facility.</p>	<p>Complies: The Detailed Component includes a temporary Park & Choose for 257 spaces (and associated facilities), as shown on the Detailed Plans.</p> <p>The Outline Component includes a permanent Park & Choose facility, which will be located within Southern Fields and will provide c. 650 car parking spaces alongside other supporting infrastructure/uses. This is secured by the Land Use Parameter Plan and the Site Wide Design Code.</p>

5.15

A more detailed assessment against Parts B-J of GC Policy 1 of the DPD is provided below.

The Garden Community Neighbourhoods

- 5.16 Part B of DPD GC Policy 1 states that *“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”*.
- 5.17 Further guidance is then provided on each of the Neighbourhoods (referred to in the DPD policy as the South, North and Crockleford Neighbourhoods). It should be noted that the DPD refers to both the ‘North’ and ‘Central’ neighbourhood. This planning application refers to this neighbourhood as the ‘Central’ Neighbourhood only.
- 5.18 In accordance with Part B of DPD GC Policy 1, three distinct neighbourhoods are proposed, with the boundary between each defined through strategic Green Connectors (as shown on Parameter Plan 02- Green Infrastructure). Crockleford is the north-western neighbourhood, defined in relationship to the existing settlement and Special Character Area of Crockleford Heath. The Central Neighbourhood sits at the centre/north of the Garden Community and includes the Civic Common area which will be the focal point for one-off resources (such as a Secondary School) shared across the Garden Community. The Southern Neighbourhood is characterised by its relationship to Salary Brook Country Park, the University of Essex and the existing Knowledge Gateway and the A133, as well as the Detailed Component design proposals consisting of the first employment spaces and placemaking areas. The proposals for the neighbourhoods comply with the DPD expectations.
- 5.19 In line with the DPD, as shown within the Outline Component and Detailed Component DAS and the Design Codes, each Neighbourhood will have a distinctive sense of place, adhere to the 20-minute neighbourhood principles and be connected by the RTS.
- 5.20 Further, the provision of Vehicle Access Zones (VAZs) across the neighbourhoods, restricting the ability for private motor vehicles to cross between neighbourhood areas, gives priority and focus to the RTS and active travel modes. The VAZs are shown on the Access and Movement Parameter Plan, and is discussed further in the Transport Assessment and in this Planning Statement.
- 5.21 The location of each neighbourhood and the neighbourhood centres is defined by Parameter Plan 03- Land Use) and Site Wide Design Code, the design of each neighbourhood is controlled through the dedicated Neighbourhood Specific Design Codes, and the delivery will be phased and is indicatively shown within the Phasing & Implementation Strategy prepared by Latimer. The maximum quantum and land uses for each neighbourhood are defined within the Development Specification.
- 5.22 The proposals for three distinct Garden Community Neighbourhoods and the respective neighbourhood centres, including Land Use therefore fully accord with the Section 1 Local Plan and Part B of GC Policy 1 of the DPD.

Salary Brook Country Park

- 5.23 Policy SP9 of the Section 1 Plan identifies that for the Garden Community *“Safeguarding the important green edge to Colchester North Essex Authorities’ Shared Strategic Section 1*

Plan will be essential with a new country park provided along the Salary Brook corridor and incorporating Churn Wood.”

5.24 Part B of GC Policy 1 of the DPD provides further detail, stating that *“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”

5.25 In accordance with Part C of Part 1 of the DPD, the proposed development includes a c.60 ha Salary Brook Country Park for the land and woodland areas between the proposed Southern Neighbourhood and the existing areas of Greenstead and Parsons Heath.

5.26 The Salary Brook Country Park will be delivered 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. It will importantly maintain the long-term physical and visual separation to the adjacent City of Colchester.

5.27 In accordance with the DPD which seeks that the Country Park is brought forward with the earliest phases of the development, the Detailed Component includes the first phase of the new Country Park and will provide a series of footpaths and walking routes and a woodland play area. Please refer to the landscape plans, prepared by Periscope for the Detailed Component, as well as the Detailed Component DAS.

5.28 For the Outline Component the submitted Green Infrastructure Parameter Plan identifies the location of the proposed Salary Brook Country Park whilst the Salary Brook Country Park Design Code establishes clear guidelines for the Country Park, including for recreation use as well as protecting its woodlands, river valley, and interconnected habitats. The Design Code sets out requirements for maintaining native hedgerows, meadows, and watercourses, supporting their resilience to climate change and ongoing habitat restoration. The Country Park will function as a vital green corridor, supporting protected species and provide high quality public open space for existing and new residents to enjoy.

5.29 The proposed development therefore fully accords with Part C of Policy 1 of the DPD.

Wivenhoe Strategic Green Gap

5.30 Part D of DPD GC Policy 1 identifies that *“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.”* It then provides further guidance on what development will be supported within the Strategic Green Gap.

5.31 The red line boundary of the proposed application site does not extend to the Wivenhoe Strategic Gap. Therefore, Part D of DPD GC Policy 1 is not relevant to the application.

Elmstead Strategic Green Gap

5.32 Part E of DPD GC Policy 1 identifies that “*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.*” It then provides further guidance on what development will be supported within the Strategic Green Gap.

5.33 The red line boundary includes land to the south of the existing Allens Farm site proposed forming the ‘Eastern Fields’ masterplan area and delivering SANG provision and wintering bird mitigation habitat, as shown on the Green Infrastructure Parameter Plan. This area is proposing a very large new area of public open space (SANG provision) which would be publicly accessible. This is a compatible use with the Policies Map/DPD for this part of the site and the proposals therefore maintain the Strategic Green Gap, fully in accordance with Part E of DPD GC Policy 1.

Sports and Leisure (‘Southern Fields’)

5.34 Policy SP9 of The Section 1 Plan identifies that the DPD will include “*Allocation of additional land within the garden community, to accommodate University expansion, which is at least equivalent in size to the allocation in the Colchester Local Development Framework Site Allocations document October 2010.*”

5.35 It adds that “*Indoor leisure and sports facilities will be provided within the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development.*”

5.36 Part F of DPD GC Policy 1 identifies that “*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.” It then goes on to provide further policy guidance.

5.37 The land to the south of the A133, referred to as the Southern Fields masterplan area (located wholly within the Outline Component) comprises circa 10 ha of land and is proposed to include sports facilities and pitches (see Land Use Parameter Plan as well as the Southern Fields Design Code and the Development Specification). This, therefore, aligns with the DPD’s intentions for land use in this part of the site. The majority of formal sports pitch provision for the proposed development is located within the Southern Fields masterplan area. As set out in Table 10 of the submitted Sports Strategy (prepared by Strategic Leisure Limited), a total of 5.43ha of formal sports pitch provision is proposed across the planning application (Outline and Detailed Components. Within this, approximately 4.35ha of sports pitches are proposed within the Southern Fields area. The remaining area of formal sports pitch provision required for the proposed development totals c.1.08ha and is located within the masterplan neighbourhood areas. This includes

provision for 1 no. MUGA and other racket sport pitch provision and youth space (pickle/basketball) within the Detailed Component.

- 5.38 The remaining wider 'Southern Fields' land area includes space for the necessary ancillary areas to the sports pitches, such as access roads, pavements, landscaping, drainage, utilities, car/cycle parking, changing/storage rooms and any other ancillary areas to support the sport pitch provision, with the specific layout and details to be determined through future RMAs.
- 5.39 Pre-application discussions have been held with the Councils and Sport England to inform the Strategy. However, to date, no formal discussions have been held with the Councils over plans for adoption and/or management of sports pitch provision, likewise the University. Should these facilities be held in private ownership and fall within the wider TCBGC Estate Management regime, the intention is that these facilities would not be open to free public use, but could be booked and used by non-residents for a charge. Should the Councils or another stakeholder wish to adopt or manage, then the facilities could possibly be made open and available for public use free of charge. The specific details of the operation of these facilities will be subject to further discussion during application determination.
- 5.40 As shown on the Land Use Parameter Plan, the land shaded green in Southern Fields, also has allowance for the permanent Park & Choose facility alongside Mobility Hub uses such as car club/rental service and an RTS building (with a waiting area, interactive bus times, driver conveniences etc.), sui generis use (not PBSA), green infrastructure and SuDs provision. As below, the proposed location for the Park & Choose complies with the DPD.
- 5.41 Southern Fields is also proposed to include a 'Indicative Wintering Birds Protection Zone'. This is a protected and enhanced area of land, not publicly accessible, to provide a habitat for wintering birds. This area is required to be protected from public access and should not be impacted by any external lighting associated with the adjacent land uses. Further details on these wintering bird mitigation areas are included within the Ecological Chapter of the Environmental Statement, prepared by Stantec. A further area for wintering birds is also proposed within Eastern Fields.
- 5.42 Overall, whilst there is some variance and diversification of the proposed use of land to the south of the A133 (through the introduction of the wintering bird mitigation land, which is not considered or captured within the DPD), on balance, the proposed development is considered to be in general compliance with Part F of Policy 1 of the DPD. This is because the quantum and provision of sports pitches has been confirmed with Sports England and accommodated, the policy permits the park and choose within this area, and sports pitches and wintering bird habitat are suitable land uses that are considered appropriate and in line with the policy ambitions.

Knowledge Based Employment Land

- 5.43 Policy SP9 of the Section 1 Plan states that *"The garden community will make provision for a wide range of jobs, skills and training opportunities. The DPD will allocate about 25 hectares of B use employment land within the garden community. This may include provision for office, research & development, light industrial and/or other employment generating uses towards the south of the site in proximity to the existing University of*

Essex and Knowledge Gateway and provision for office, research & development, industrial, storage and distribution uses towards the north of the site close to the A120.”

- 5.44 Part G of DPD GC Policy 1 identifies that “*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’*”
- 5.45 In accordance with Part G of Policy 1, the proposed development will have an employment focussed zone located adjacent to the A133, known as the ‘Knowledge Gateway’. This will provide c. 8.8 ha of land area for office, research and development (R&D) and small business employment spaces alongside supporting land uses and is anticipated to create c. 3,359 FTE jobs.
- 5.46 As fixed by the Land Use Parameter Plan, the intention is that this part of the Site is predominantly office, research and development and industry floorspace (E use class), along with allowance for supporting uses including C1 (Hotel use), F1 (training/college use) and other supporting E uses (such as a nursery, café and small provisions). However, outside of the Detailed Component (Gateway Place), the specific uses/proposals are not fixed at this stage to enable the employment provision within the Knowledge Gateway to be able to respond to market demand.
- 5.47 As set out in the Site Wide (including Outline Component) DAS, it is envisaged that the Knowledge Gateway will comprise 3 broad areas, which reflects existing parcels of land and their constraints and current/forecast market demand. These 3 areas comprise:
- **Knowledge Gateway West:** To the west of Gateway Place / the initial vehicular entrance to the Garden Community, this area focusses on larger format offices and research and development facilities and buildings. A new/separate access/egress is proposed off the A133 to serve this area. This area also includes scope for the Training College and the Hotel, which are broadly proposed closer to Gateway Place, within the area for temporary uses (the Park & Choose and landscaping/tree nursery) as outlined in orange on the Parameter Plans.
 - **Knowledge Gateway East:** These are split into two employment parcels of land and will support smaller business and maker spaces, suitable for SME businesses. The built form will likely be smaller blocks more appropriate given their immediate existing and proposed residential neighbours.
 - **Gateway Place:** This area is within the Detailed Component and serves as the initial main point of arrival into the Garden Community, in the short term for all vehicles and people, but in the medium to longer term just for the RTS and those visiting Gateway Place. This area provides new employment spaces across 3 buildings providing a variety and type of accommodation including office spaces, micro-business units, and small light industrial units. This area also provides supporting facilities in the form of a

café/restaurant, a Mobility Hub/RTS infrastructure, a nursery and showcase space. These ancillary uses will support both the residential and business communities at TCBGC.

5.48 The employment section of this Planning Statement, and the Economic and Employment Strategy, prepared by AND Consulting, provides further details of this part of the application proposals.

5.49 The proposed development therefore fully accords with Part G of Policy 1 of the DPD.

A120 Business Park

5.50 Part H of DPD GC Policy 1 allocates approximately 17 hectares of land immediately south of the A120 and east of the new A120-A133 Link Road, for a new 'Business Park'.

5.51 This land is located outside of the application red line boundary and therefore Part H of DPD GC Policy 1 is not relevant for the application. Notwithstanding, the Illustrative Masterplan indicates how the A120 Business Park could be accommodated in the future and, importantly, that the proposed development will not preclude this land coming forward in the future.

5.52 The Access and Movement Parameter Plan, in line with the DPD, safeguards a future RTS connection point to this part of the wider site allocation. Further, the Economic and Employment Strategy quantifies the anticipated need for different employment uses within the park – it is expected that this element of the wider site allocation will be subject to market needs and demand, at the time when a planning application comes forward, however, the provision would complement the Knowledge Gateway and Neighbourhood/Civic Common provision set out within the application.

Provision for Gypsies and Travellers

5.53 Part I of DPD GC Policy 1 states that *“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.”* (our emphasis)

5.54 As required by the DPD, a site for the accommodation of Gypsies and Travellers (sui generis use) has been identified on the Land Use Parameter Plan. The area proposed will be sufficient in size to accommodate 18 pitches. The specific location of the site will be agreed with the Councils and the timing of handover of the land to the Councils confirmed and agreed through the s106 responding to local need.

5.55 The proposed development therefore fully accords with Part I of Policy 1 of the DPD.

Park and Choose Facility

5.56 Part J of DPD GC Policy 1 states that *“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.”

5.57 The Outline Component includes a permanent Park & Choose facility located within the Southern Fields masterplan area as shown on the Land Use Parameter Plan and the Design Codes. The location accords with one of the ‘broad locations’ within the DPD Policies Map. The permanent Park and Choose is expected to provide c.650 car parking spaces, alongside other supporting Mobility Hub features such as car rental/club provision and cycles, with the exact timing, scope and handover of land to Essex County Council to be agreed during the application determination period.

5.58 In accordance with Part J of Policy 1, which seeks that the P&C facility is brought forward alongside the first residential phases, the Detailed Component includes a temporary Park & Choose for 257 car parking spaces adjacent to Gateway Place. This temporary use will be controlled via condition but is intended for an initial period of up to 10 years. The Parameter Plans outline this ‘temporary use’ area in orange, with the permanent built form and uses subject to the Parameter Plans and Design Code framework.

5.59 The application therefore proposes a phased delivery of the P&C provision, with the temporary provision controlled and operated by the Master Developer. It is expected that the trigger for the handover of land for the permanent Park & Choose would be conditioned or controlled within the S106. The Parameter Plans show what this land will revert to in ‘outline’ when the appropriate trigger point is passed.

5.60 The proposed development therefore fully accords with Part J of Policy 1 of the DPD.

3. Nature

5.61 Policy SP8 of the Section 1 Local Plan states that development forming part of the garden community will comply with the principle to *“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.”*

5.62 Policy SP9 adds that *“A network of multi-functional green infrastructure will be provided within the garden community incorporating key elements of the existing green assets*

within the site. It will include community parks, allotments, a new country park, the provision of sports areas with associated facilities; and play facilities”

5.63 As is evident from the submitted DAS’, the masterplan has been developed as a truly landscape-led project, letting nature lead and working with the existing site assets and putting strategies in place to secure their enhancement and future success. This approach is wholly in line with policies SP8 and SP9.

5.64 Appendix 1 of the DPD adds an objective that ‘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. Whilst this is not a policy requirement, it is a broad objective, as confirmed with the Site Wide (including Outline Component) DAS the proposed development will meet and exceed this objective across the masterplan area.

5.65 GC Policy 2 of the DPD then sets a series of specific requirements (A-K) which are considered in turn below.

Green /Blue Infrastructure

5.66 An assessment against Part A of DPD GC Policy 2 is provided in the table below:

Table 5.2 Assessment against Part A of DPD GC Policy 2

Policy requirement (summary)	Assessment
Connections must be made to the existing Colchester Orbital walking and cycling route; this will be retained and enhanced as a significant green link within the development.	<p>Complies- The Colchester orbital routes skirt the site, with the Orbital Cycling Route touching the western edge of Salary Brook and the Walking Route running north-south through Crockleford Heath and Churn Wood.</p> <p>Throughout the development, ‘green connectors’ will provide pedestrian and cycle access, with walking routes connecting to the Colchester Orbital. For the Outline Component, this is secured by ‘Parameter Plan- Green Infrastructure’ and for the Detailed Component it is secured via the detailed drawings.</p>
Existing landscape features and the network of lanes within the site should be incorporated into the development. Proposals must include details of a green-blue infrastructure network, how it complies with the strategic masterplan and how all open spaces connect to this network.	<p>Complies- The proposed development will enhance the diverse set of landscape characters, shaped by the topography and local natural heritage of the region. For the Outline Component, the key following landscape features are identified within the scheme which are all interconnected and secured via Parameter Plan- Green Infrastructure’.</p> <ul style="list-style-type: none"> - East-West New Playline - Brook Walk - Thousand Acres Way - Hedgerow Pockets - Tye Link - The Groves - Orchard Way

Policy requirement (summary)	Assessment
	<ul style="list-style-type: none"> - Chapel Way - Crockleford orchard - Green Ways - Southern Fields - Eastern Fields <p>The Detailed Component complies and is secured via the submitted landscape plans, prepared by Periscope.</p> <p>The Site Wide (including Outline Component) DAS includes site wide landscape principles.</p>
<p>How the amount, typology and function of new open space and green-blue infrastructure meets the standards in the Colchester Tendring Open Space Strategy.</p>	<p>Complies- The development (site wide Outline + Detailed Component) includes 210.9 ha of 'open space'. This equates to 51% of the 412 ha red line site area.</p> <p>Periscope have confirmed compliance against quality standards (Ha per 1,000 population) and the proposals include the following typologies within the Open Space Strategy:</p> <ul style="list-style-type: none"> - Parks and gardens: 39.26 ha (Salary Brook Country Park) <i>(requirement 38.16 ha)</i> - Natural and semi natural green space: 125.54 ha <i>(requirement 108.42 ha)</i> Amenity green space: 23.85Ha <i>(requirement: 23.85 ha)</i> - Allotment and community gardens: 4.34 ha <i>(requirement 4.34 ha)</i> - Children's play: 5.42 ha <i>(requirement 5.42 ha)</i> - Young people (dedicated): 6.50 ha <i>(requirement 6.50 ha)</i>. <p>Sports provision is additional and not included in the above figures. SANG provision is addressed below.</p>
<p>How biodiversity net gain (BNG) measures will be incorporated.</p>	<p>The proposed development will achieve an onsite increase in BNG that exceeds 10% for habitat units, hedgerow units and watercourse units, site wide. This is confirmed in the submitted BNG Plan and associated proformas and supporting information.</p>
<p>How the design supports the dispersal and migration of species and habitats.</p>	<p>Complies- The Southern Fields area and Eastern Fields area includes c.9.5ha of dedicated wintering bird enhanced habitat. The areas will be unlit with no recreational access and no visual disturbance. Please refer to the Ecological Chapter of the Environmental Statement, for further details on species and habitats.</p>

Policy requirement (summary)	Assessment
	<p>The remaining green and blue infrastructure is designed to prioritise wildlife friendly movement, promoting safe movement, foraging and sheltering opportunities for protected species including dormice and bats.</p>
<p>How the green-blue infrastructure will be managed and maintained via the stewardship model.</p>	<p>Complies- The Stewardship and Placemaking Strategy confirms that the Stewardship Body will play a key role in engaging residents to take shared responsibility for the local environment. This includes providing volunteering opportunities, raising awareness of biodiversity, local habitats, and ecological management practices, such as the importance of leaving some grassland uncut or restricting access to certain areas to protect wildlife.</p> <p>Future scope for an ecologist post will be included within job creation plans for the TCBGC Stewardship Body framework, or through specialist third party advice.</p>
<p>That the tree and planting strategy will enhance both nature and beauty.</p>	<p>Complies- The proposed development will retain legacy trees with natural regeneration and tree planting to contribute increased tree canopy cover. The Detailed Component includes the planting of c.1,200 new trees. The exact number for the Outline Component cannot be confirmed at this stage, but will likely be significantly higher than this. Please refer to the BNG Assessment and the Landscape Plans for further information.</p>
<p>Details of street trees and hedgerows, including long-term maintenance measures.</p>	<p>Complies- Detail is provided within the Site Wide (including Outline Component) DAS and Detailed Component DAS as well as the detailed scheme design landscape plans and the Arboricultural Impact Assessment.</p>
<p>Details of how existing trees and hedgerows will be incorporated into the development.</p>	<p>Complies- Detail is provided within the Site Wide (including Outline Component DAS) and Detailed Component DAS as well as the detailed scheme design and landscape plans.</p>
<p>How natural or free play areas have been incorporated.</p>	<p>Complies- The proposed development (site wide Detailed Component + Outline Component) includes 11.9 ha of play and recreation space. This includes 5.4ha of children’s play (LAP & LEAPs) and 6.5 ha of provision for older children (NEAPs).</p>

Policy requirement (summary)	Assessment
	<p>For the Outline Component this is secured via the Green & Blue Infrastructure Parameter Plan, Dev Spec and Design Codes.</p> <p>For the Detailed Component, this includes 0.59 ha of children’s play and 0.70 ha of provision for older children (total 1.29 Ha).</p>
<p>The provision of areas of wild bird cover for the benefit of farmland birds.</p>	<p>Complies- The Southern Fields and Eastern Fields masterplan areas includes a dedicated 9.5 ha provision and habitat for wintering birds. A separate strategy is proposed for skylarks. Further details are contained within the Environmental Statement.</p>
<p>The creation of priority habitat, hedgerow, and grassland along street verges</p>	<p>Complies- The existing network of hedgerows across the site are to be incorporated and embellished, establishing hedgerow corridors for wildlife, alongside the creation of safe walking/cycling corridors for future residents and visitors. The Detailed Component street design includes scope for planting and SuDs features which will create new habitats.</p>
<p>High quality and sustainable public furniture, including lighting.</p>	<p>Complies- To reinforce the Garden Community’s character and mitigate the impact on the surrounding natural landscape, a carefully considered Lighting Strategy Assessment has been developed, and prepared by Dekka (see ES Appendix A.9). This approach prioritises minimising light pollution, striking a balance between necessary illumination for safety and the protection of ecological assets, particularly nocturnal species such as bats and dormice.</p> <p>The Signage and Furniture strategy is to relate to the specific landscape character areas while also creating a cohesive narrative across the Garden Community. Locally sourced or found materials are to be used to help reinforce this relationship to the surrounding landscape and site, while also continuing the material narrative of the region.</p>
<p>Inclusive and accessible to all.</p>	<p>Complies- The proposed development will be inclusive and accessible to all. For further details please see the submitted Health Impact Assessment, the DAS (details are contained on healthy design principles), the ES- Human Health Chapter and Health Strategy.</p>

Suitable Alternative Natural Greenspace (SANG)

- 5.67 Part B of DPD GC Policy 2 states *“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. 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.”*
- 5.68 The Shadow Habitats Regulations Assessment (sHRA), prepared by Stantec, identifies that Natural England’s SANG requirements for the proposed TCBGC development is 149.15 ha (using Natural England’s assumption of 2.4 people per dwelling and 8ha/1,000 people parameters). This has been confirmed at a series of pre-application meetings with Natural England.
- 5.69 No additional residents have been included for the proposed residential care home, as these residents are considered highly unlikely to visit the European sites.
- 5.70 Further, no additional residents have been included for the PBSA, given that the Applicant has received confirmation from the University of Essex that students are not allowed pets within PBSA and car parking provision is very low/nominal (1.15% provision). Furthermore, the University of Essex is a campus-based university with the majority of course lectures happening in-person. The campus includes large areas of landscaping and public realm areas including the protected and award-winning Wivenhoe Park which provides over 89 ha (220 acres) of green spaces. Students will therefore have immediate access to these areas as part of their studies. On this basis, the SANG requirement for PBSA has been assumed as nil for the TCBGC project.
- 5.71 This is consistent with CCC and Natural England’s approach for the Hythe Quay (CCC planning ref. 211510) student accommodation planning application for 268 student studio apartments, where the Applicant confirmed that no dogs would be allowed within the student accommodation, and that it was largely a car free scheme. In this instance the Council agreed that SANG provision was not required, and that it was acceptable to rely on financial contributions towards the Essex Coast RAMS only to mitigate potential recreational impacts associated with the development. This was also the case in the University’s own application for 1,262 student accommodation bedrooms (CCC planning ref. 192090), which was reliant on the use and access to the University campus public realm areas.
- 5.72 The proposed development will deliver multiple areas of SANG within the Site and adjacent to the site, totalling 165.19 ha and therefore meeting Natural England’s 149.15 ha requirement. This can be viewed on the Illustrative SANG Plan (see Figure 4 of the Shadow

Habitats Regulations Assessment) and a summary of the proposed SANG provision is set out at Figure 5.1 below, which has been discussed and agreed in principle with Natural England (see Section 1.6).

Figure 5.1 Summary of Proposed SANG

SANG Area	Size	Location (On-site/ Off-site)	How secured?	Controlling Land Interest(s)
Salary Brook Country Park (including Local Nature Reserve)	Total size: 84.72ha Of which 29ha delivered within Detailed Component and 21.35ha delivered within existing LNR/CCC ownership.	Located within the west of the Site. Located on-site and adjacent-to site (Salary Brook Local Nature Reserve).	Through this hybrid planning permission and S106 agreement (including contributions to the LNR).	Latimer and CCC
Lakeside SANG (Eastern Fields)	32ha	Located within the east of the Site. Located on-site and adjacent-to site.	Through this hybrid planning permission and S106 agreement or other suitable legal agreement.	Latimer
Northern Woodland (Crockleford)	11.34ha	Partially on-site and adjacent-to site within the northwest.	Through this hybrid planning permission and S106 agreement or other suitable legal agreement.	Latimer
Doorstep SANGs	37.13ha	Largely locations along the northern, eastern and central areas of the Site. Located on-site and adjacent to the site.	Through this hybrid planning permission and S106 agreement or other suitable legal agreement.	Latimer and ECC
Total	165.19ha			

Source: Table 5.1 of Shadow Habitats Regulations Assessment

5-73 It will be noted that some areas of proposed SANG fall outside of (but adjacent to) the planning application red line. This is because it is understood that the extent of planning determination powers by the Joint Committee and their Officers extends only to the site allocation boundary. These proposed SANG land areas adjacent to the red line are either owned by a partner Council (CCC in the case of the existing LNR at Salary Brook), controlled by Latimer, or will be acquired by Essex County Council (in their delivery of Phase 2 of the A1331 infrastructure project). It is proposed that these areas be secured as SANG as part of the planning permission either through the S106 or a separate legal agreement.

5-74 For the **Detailed Component** only, the SANG requirement is c.16ha. This will be fully delivered and exceeded by the first SANG provision within the Detailed Component (part of Salary Brook Country Park) and the existing Salary Brook Local Nature Reserve.

5-75 Overall, the proposed development is in accordance with Part B of DPD GC Policy 2.

Integrating Green and Blue (water) Spaces into Built Form

- 5.76 Part C of DPD GC Policy 2 states that proposals are required to demonstrate how green and blue spaces have been integrated into the built form (e.g. tree lined streets, dark corridors, green walls and roofs, SuDS, dual purpose street furniture, etc.).
- 5.77 The proposed development is guided by a regenerative, landscape-led masterplan, where the existing green and blue infrastructure plays a vital role in enhancing and amplifying the site's ecological value.
- 5.78 For the Outline Component the proposed approach to Green and Blue Infrastructure is detailed on the Green Infrastructure Parameter Plan which specifies the existing/ retained green infrastructure as well as proposed infrastructure, including land for SUDs and play and sports provision. This needs to be read alongside the Dev Spec and Design Codes.
- 5.79 The proposed approach includes the restoration and expansion of existing hedgerows, woodlands, brooks, ponds and wetlands, as well as the proposed landscape spaces which support the Garden Community such as parks, urban ecosystems, growing spaces, SANG, BNG, and SuDS.
- 5.80 For the Detailed Component and as shown on the Detailed drawings, the development will include a series of primary and auxiliary green infrastructure. This includes a series of primary routes including Brook Walk, Ancient Woodland Edge, Hedgerow Pockets and East-West Playline.
- 5.81 Further commentary on blue Infrastructure, including assessment of drainage and flood risk is provided below under Part H: Sustainable Drainage Systems and Blue Infrastructure of Policy GC2.
- 5.82 Overall, the proposed development is in accordance with Part C of DPD GC Policy 2.

Protection of Biodiversity

- 5.83 Part D of DPD Policy GC2 states that proposals must be supported by appropriate ecological surveys and mitigation, and wintering bird surveys must be undertaken before granting planning permission. Sensitive habitats should be buffered with additional planting or other measures to discourage access.
- 5.84 The required ecological surveys are appended to the Ecology Chapter of the ES. The Ecology Chapter of the ES confirms that, for construction effects, with the implementation of primary, secondary, and tertiary mitigation, no significant residual adverse effects are anticipated for most important ecological features during construction. Some temporary, localised effects (e.g. minor habitat loss or disturbance) are likely to occur but will be offset by habitat creation and management.
- 5.85 During operation, no significant adverse effects are predicted for designated sites, protected species, or important habitats, provided that SANG provision and management plans are implemented as proposed. Some positive effects are anticipated, such as increased habitat connectivity and provision, leading to biodiversity net gain. Any potential risks from recreation, lighting, or cat predation are addressed through targeted management and design measures. As such, no significant residual adverse effects as a result of scheme operation are predicted.

5.86 Overall, the proposed development is in accordance with Part D of DPD GC Policy 2.

Biodiversity Net Gain

5.87 Part E of Policy GC2 requires that proposals must deliver a minimum of 10% BNG across the whole site. BNG calculations should be completed for the area covered by the Strategic Masterplan and updated in respect of each individual development proposal.

5.88 The application is supported by a ‘Biodiversity Net Gain Calculation and Biodiversity Gain Plan’ which is appended to the Biodiversity Chapter of the ES. It confirms that the proposed development will achieve an onsite increase in BNG that exceeds 10% for habitat units, hedgerow units and watercourse units, site wide. This is confirmed in the Figure 5.2 below.

Figure 5.2 Biodiversity Net Gain Calculation Summary (extract)

FINAL RESULTS		
Total net unit change <small>(Including all on-site & off-site habitat retention, creation & enhancement)</small>	Habitat units	267.91
	Hedgerow units	51.03
	Watercourse units	2.63
Total net % change <small>(Including all on-site & off-site habitat retention, creation & enhancement)</small>	Habitat units	22.48%
	Hedgerow units	10.09%
	Watercourse units	12.84%

Source: Stantec

5.89 Stantec have prepared the framework for the delivery of BNG to show it can be achieved on site (Detailed and Outline Component); however, further action is required post-application in relation to discharging the BNG planning condition. The requirement to submit an Overall Biodiversity Gain Plan and subsequent Phased Biodiversity Gain Plans will be set out in a BNG planning condition, as explained in the BNG Plan:

“The Councils are expected to automatically apply the BNG condition or add an informative to a future planning consent for the Proposed Development in accordance with legislative requirements. As the Proposed Development will be phased, it is expected that an Overall Biodiversity Gain Plan will be required to be submitted and approved together with follow up Phased Biodiversity Gain Plans prior to commencement of each phase. The Phased Biodiversity Gain Plans will need to be supported by detailed Habitat Management and Monitoring Plans.”

5.90 The BNG Plan, prepared by Stantec, provides further information in respect of the ‘habitat banking’ that is allowed for within the DPD, including how this could be administered by the Master Developer for approval by the Councils.

5.91 Overall, the proposed development is in accordance with Part E of DPD GC Policy 2.

Tree Planting

5.92 Part F of Policy GC2 requires that existing trees and hedgerows should be retained, and opportunities taken to connect existing woodland through tree planting/buffering along the southern edge of the Country Park.

- 5.93 The TCBGC project will include extensive tree and hedgerow planting across the masterplan area. For the Outline Component, the exact number of trees is yet unknown and to be determined through future RMAs, but the Design Codes and overarching scheme principles will require thousands of new trees and many hundreds of metres of hedgerow to be planted.
- 5.94 For the Detailed Component, a priority has been to maintain as many existing trees as possible while also adding and improving the ecological health of the site. Overall, there will be a net uplift of approximately 1,186 trees and 46 retained trees as well as an uplift of 3,360.4 sqm of hedgerow, including a significant uplift of 644 trees in the Salary Brook Country Park. An illustration of the Detailed Component's Tree Distribution is set out at Figure 6.7.16 of the Detailed DAS.
- 5.95 Inevitably, some trees and hedgerows will be required to be removed – for example, to provide access to a development parcel, or if the tree or hedgerow is diseased or dying. In this context, the application is supported by an Arboricultural Impact Assessment prepared by Middlemarch, which provides further details the existing arboricultural environment and the arboricultural features that need to be removed to facilitate the delivery of the scheme) This, alongside the Site Wide (including Outline Component) DAS and the Detailed Component DAS, confirms that the proposed development will retain as many trees and hedgerows as possible.
- 5.96 Accordingly, the proposed development is in accordance with Part F of Policy GC2.

Productive Landscapes

- 5.97 Part G of Policy GC2 requires that Allotments and other productive uses such as orchards will be provided throughout TCBGC.
- 5.98 Allotment provision is generally owned, managed and maintained by local authorities and generally governed by the Allotments Act. The application therefore proposes community growing spaces which are much the same as allotments but without the statutory requirements. In the case of TCBGC, it is envisaged that the Stewardship Body would administrate and manage the growing spaces provided.
- 5.99 Food growing and productive landscapes are a critically important tenet to the TCBGC project. The proposed development will establish a local productive growing landscape network, with agroforestry, community gardens, traditional orchards that bring people closer to healthy sustainable food source.
- 5.100 For the Outline Component, this includes Chapel Way which will include productive landscape lined with growing spaces, community orchards, community growing spaces, and wildflower meadows in addition to the Ancient Woodland edge buffer zone which includes informal play and growing spaces. This is shown on the Green Infrastructure Parameter Plan and Design Codes.
- 5.101 For the Detailed Component, this includes c.0.48 ha (rounded) of community growing spaces as shown on Figure 6.5.1 of the Detailed Component DAS and on the Detailed Drawings, comprising;
- Formal/Raised Bed Growing (inclusive of indicative allotment area): 0.10 ha

- Informal Growing: 0.37 ha
- Foraging Zone: 0.05 ha

5.102 Accordingly, the proposed development is in accordance with Part G of Policy GC2.

Sustainable Drainage Systems and Blue Infrastructure

5.103 Part H of Policy GC2 states that proposals must include SuDS for the management and disposal of surface water and demonstrate how SuDS feature(s) respond to site circumstances, landscape character and the green-blue infrastructure network, and have regard to ECC's SuDS Design Guide.

5.104 The Flood Risk Assessment prepared by Stantec confirms that surface water for the proposed development will be drained through a Sustainable Drainage Systems (SuDS) Management Train, where SuDS components are used in series to attenuate and treat runoff flows, increasing flow times and the opportunity to treat water pollution, as well as provide amenity and ecology benefits. Broad areas of the site permitted for SuDS are shown on the Green Infrastructure Parameter Plan for the Outline Component and Detailed Drawings, prepared by Stantec and Periscope (see Covering Letter, Annex 2 for a list of plans for approval).

5.105 As set out in the FRA, surface water runoff will be attenuated to the 1-year greenfield runoff rate in all return period events up to and including the 1 in 100 annual probability +45% allowance for climate change rainfall event. As recommended by the Lead Local Flood Authority (LLFA), the development should seek to incorporate rainwater harvesting, source control and infiltration drainage, where possible. Infiltration testing and groundwater monitoring has been undertaken which has confirmed the suitability of infiltration drainage at the site.

5.106 The existing network of hedgerow ditches, watercourses and ponds will be entirely maintained to form the basis of an enhanced surface water network that extends existing natural flow routes into or alongside areas of new development, allowing land to drain at surface and infiltrate along green corridor routes towards the existing water courses of Salary Brook, Six Penny Brook and Bromley Brook.

5.107 Rain runoff will be managed along a train of SuDS features, from source control measures such as permeable paving, green roofs and rain gardens. Flow will then pass through surface bioretention features or swale, for filtration and infiltration and then on to detention basins where infiltration will be maximised. Discharge rates from basins to existing watercourses will be attenuated to the greenfield, 1-year rate at all times and in all storm events, including extreme design events adjusted for climate change, resulting in a reduction in all peak flows in the local watercourse network.

5.108 Accordingly, the proposed development is in accordance with Part H of Policy GC2.

Part I: Integration of A120-A133 Link Road Mitigation

5.109 Part I of Policy GC2 states that 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.

5.110 The proposed development has been developed cognisant of and with regard to the technical assessments, conditions and approved design of the (now commenced) link road development and will not preclude the embedded mitigation for the link road.

5.111 The proposed development therefore complies with Part I of Policy GC2.

Part J: Air Quality

5.112 Part J of Policy GC2 of the DPD states that proposals should promote the use of sustainable low emission transport modes to minimise the impact of vehicle emissions on air quality.

5.113 The proposed development has sustainable transport modes embedded into its design, including the RTS, cycling and walking infrastructure, the Park and Ride and restricted Vehicle Access Zones, helping to minimise the impact of vehicle emissions on air quality.

5.114 The ES Chapter H- Air Quality confirms that the site is not located within an Air Quality Management Area, and air quality monitoring undertaken by CCC and TDC suggests pollutant concentrations are below the relevant NAQOs at the Site. It concludes that for construction works, and with Institute of Air Quality Management guidance mitigation in place, the residual impact from the construction phase are judged as not significant.

5.115 During the operational phase, for human receptors, the predicted concentrations of NO₂, PM₁₀ and PM_{2.5} are below the relevant requirements at all of the existing and proposed receptor locations with the proposed development in place. The impact of the proposed development on all existing receptors in the study area is judged to be 'negligible' for all pollutants. The residual effects of the proposed development on human receptors are judged to be Not Significant.

5.116 The proposed development therefore complies with Part J of Policy GC2.

4. Design

Comprehensive Development

5.117 Policy SP8 of the Section 1 Plan requires that the garden community is holistically and comprehensively planned with a distinct identity that responds directly to its context and is of sufficient scale to incorporate a range of homes, employment, education & community facilities, green space and other uses to enable residents to meet the majority of their day-to-day needs, reducing the need for outward commuting.

5.118 Part K of DPD GC Policy 1 states that *"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."*

5.119 It adds that *"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'."*

5.120 Latimer's planning application covers 412 ha of land, which includes the majority of the developable land areas identified within the DPD. The proposed development has therefore been comprehensively planned and is of sufficient scale to incorporate a range of homes,

employment, education & community facilities, green space and other uses to enable residents to meet the majority of their day-to-day needs, delivering on the overarching policy ambitions. The application includes Illustrative Masterplans, including Area Masterplans, as well as Site Wide and Area Design Codes.

- 5.121 The design evolution process over the last 3+ years has been a collaborative and constructive process with the Councils, local communities and other key stakeholders. The design process has included two design review sessions in September 2023 and October 2024 with the Essex Quality Review Panel (EQRP), with a further two EQRP sessions focussed on the Detailed Component in November 2024 and February 2025. These sessions provided an independent review of the proposals which included constructive feedback by professional panel members to guide and shape the development of the Masterplan and Detailed proposals, which were positively received. The EQRP were enthused by the scheme proposals and heralded the project as the best the EQRP have ever reviewed. Please refer to the submitted DAS' for further detail.
- 5.122 As set out above, for the Outline Component, the control documents are the Parameter Plans, the Development Specification and the Design Codes. The Design Codes are the key documents that will set the design quality for future development phases. The structure of the Design Codes have two tiers: Site Wide and Area, as follows:
- The Site Wide Design Code provides a set of 'rules' which will help to ensure the delivery of coherent, high quality and successful development. It provides a common set of architectural principles upon which all future RMAs will be based. The Site Wide Design Code also provides a framework which allows for architectural diversity and expression, including for choices of materials, and where landscape design and public realm is integrated with the buildings and the surrounding area.
 - The Area Design Codes have been prepared for each of the neighbourhoods (Southern, Central and Crockleford), the Salary Brook Country Park, Knowledge Gateway and the Southern Fields. These provide guidance on massing, form of the building(s), openings, appearance and materials, and other relevant development management information and requirements for each of the Areas.
- 5.123 The Design Codes set out design details, rules, specific inclusions and exclusions, and guidance which is to be generally followed by the architects and designers when preparing the detailed schemes subject to future RMAs. The future RMAs will be considered and decided by Officers, using the approved Design Codes as a key development management tool. The approach to the Design Codes has been discussed at length with Officers, having been informed by the collective experiences of the Masterplan Design Team, Latimer and Lichfields, based on successful approaches adopted on other similar projects.
- 5.124 In addition, an Illustrative Site Wide Masterplan has been submitted (for information only) which shows one way that the full extent of the DPD site allocation can come forward. It demonstrates that the proposed development supports the aspirations of the DPD, and that the proposed development will not preclude the full site allocation coming forward (e.g. areas such as the A120 business park).
- 5.125 For the Detailed Component, the proposed development is controlled via the Detailed Drawings submitted and then explained within the Detailed Component DAS. The Site

Wide (including Outline Component) DAS includes site wide principles relevant to both Components to demonstrate coherence.

- 5.126 The proposed development therefore fully accords with Policy SP8 of the Section 1 Plan and DPD GC Policy 3 (Place Making Principles) then goes on to set out a series of specific design criteria, which are assessed in turn below.

Part A: Creation of a Unique and Distinctive Place

- 5.127 The NPPF Chapter 12 seeks to ensure that developments are high quality, visually attractive, sympathetic to the surrounding area, optimise the potential of sites and create safe and inclusive places.
- 5.128 Within this Chapter, paragraph 135 states that decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.
- 5.129 Part A of DPD GC Policy 3 seeks that “*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*”. It seeks ‘distinctiveness’ between the neighbourhoods.
- 5.130 The proposed Garden Community will become Tendring and Colchester’s newest neighbourhood; the largest built expansion in the local area since Greenstead was built over fifty years ago on the western flanks of Salary Brook. As detailed within the Site Wide (including Outline Component) DAS it will be will first and foremost be a sustainable new community that treats the land it is sited on with respect; taking initial steps to protect and enhance the existing green and blue infrastructure, laying the foundation for a regenerative new settlement. A truly landscape-led and nature-led scheme is proposed.
- 5.131 The Site Wide (including Outline Component) DAS sets out compliance with regard to healthy new towns and active design (Section 7.2). It also addresses the proposed development’s approach to security, aligning to secured by design principles, at Section 9.7.
- 5.132 Whilst the ambition to ensure the Garden Community is a safe place to live, work and visit, is fully supported, based on experience of the Applicant and Design Teams, strict adherence to Secured by Design (SBD) requirements can be overly prescriptive and can often contradict commonly regarding best practices for good placemaking and neighbourhoods. On this basis, and for the purposes of clarity, the project will not be pursuing SBD certification. The rationale, reasoning and justification for this approach has been discussed with Officers at pre-application stage, with further information within the submitted DAS documents.
- 5.133 SBD is also referred to at Part D of GC Policy 3 and simply states that all development must, inter alia, achieve relevant SBD principles, it does not require full SBD accreditation.

5.134 As required by the DPD, the proposed Garden Community includes three new neighbourhoods (Southern, Central and Crockleford) each with their own distinctiveness and Design Codes (as above) to provide a rich variety of homes and structures. This will help create a new community that not only speaks to our times, but also builds on the distinct sense of place and local vernacular found in North Essex.

5.135 The proposals are therefore in broad accordance with Part A of DPD GC Policy 3. There is a minor departure with regard to the SBD certification, however this is fully justified within the DAS' and on this basis the approach is considered to be acceptable.

Part B: Design of Places

5.136 An Assessment against the requirement of Part B of Policy GC3 are set out below.

Table 5.3 Assessment against Part B of Policy GC3

Policy requirement (summary) - Design of Places Criteria	Assessment
Provide for high quality, beautiful and sustainable buildings and places.	<p>Complies: To ensure high-quality homes within the Outline Component, parcels within the masterplan have been tested to illustrate the vision and set realistic design ambitions. Key design principles include maximising dual and triple aspect layouts, ensuring good access to daylight for all homes, supporting sustainable principles with excellent building form factors, integrating high-quality shared and private amenity spaces, and providing a mixture of housing types and sizes. Control on design quality is provided within the Design Codes and is explained within the Site Wide (including Outline Component) DAS.</p> <p>The Detailed Component includes high quality, beautiful and sustainable buildings and places. The residential layout is structured through a series of clusters -a reinterpretation of traditional perimeter blocks and a set of residential typologies have been developed to support the functionality of each cluster. In addition to homes, key commercial and community elements are included to support daily life, including Gateway Place. This is controlled via the Detailed Drawings and explained in the Detailed Component DAS.</p>
Ensure that character areas within the Garden Community contribute to a distinct and legible sense of place for each of the Neighbourhoods.	<p>Complies: The proposed development is split into three distinct neighbourhoods, with the boundary between each defined through strategic Green Connectors. There are separate Area specific Design Codes for each of the Neighbourhoods (Outline Component), with the Detailed Component forming part of the Southern Neighbourhood.</p>
Provide for a network of integrated multifunctional green and blue infrastructure features.	<p>Complies: As shown in the Green Infrastructure Parameter Plan (Outline Component) and the two DAS' the proposed development will incorporate a network of multifunctional green and blue infrastructure, retaining existing features and providing new features. Easy access to public and private amenities will be</p>

Policy requirement (summary) - Design of Places Criteria	Assessment												
	<p>provided, linked to Green Connectors and promoting a healthy lifestyle.</p> <p>For the Detailed Component, and shown on the Detailed drawings, the development will include a series of primary and auxiliary green infrastructure. This includes a series of primary routes including Brook Walk, Ancient Woodland Edge, Hedgerow Pockets and the East-West Playline.</p>												
<p>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’.</p>	<p>Complies: As set out in the DAS’ and the Design Codes, and on the Access and Movement Parameter Plan, the design of the neighbourhoods will prioritise walking, cycling and other forms of active travel. In addition, the RTS will service all neighbourhoods via Main Lane, providing a quicker-than-car option for travel into Colchester City Centre and onto Colchester Train Station, Colchester Hospital and the Northern Gateway area of Colchester.</p> <p>The proposed development (Outline and Detailed Components) includes streets which are designed to support safe walking and cycling through low speed limits and segregated cycle lanes. Further, a network of green lanes which allows movement by foot and cycle through and between the neighbourhoods is proposed. High quality and safe cycle parking is proposed – this is shown in detail in the Detailed Component.</p>												
<p>Ensure that the built form within each Neighbourhood establishes a distinct, positive and coherent identity.</p>	<p>Complies: Each Neighbourhood has been designed to have its own distinct identity. Details are set out and controlled via the Area Design Codes.</p>												
<p>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.</p>	<p>Complies: The car parking strategy for the proposed development is set out in the Parking and Management Plan (appended to the Transport ES Chapter). In line with policy, the overarching aim is to achieve a modal shift from private car use to active travel measures, with car parking provision forming an integral part of meeting this policy ambition.</p> <p>The strategy is to reduce car dependency and promote sustainable travel choices. For the Outline Component, the car parking provision will vary based on housing sizes and types, and their proximity to the RTS infrastructure.</p> <p>For the Detailed Component (residential), the car parking allocation is proposed as follows:</p> <table border="1" data-bbox="683 1850 1442 1980"> <thead> <tr> <th>Parking Type</th> <th>Total Spaces</th> <th>% of Total</th> </tr> </thead> <tbody> <tr> <td>On-plot</td> <td>741</td> <td>62%</td> </tr> <tr> <td>Parking Courts</td> <td>459</td> <td>38%</td> </tr> <tr> <td>Total</td> <td>1200</td> <td>100%</td> </tr> </tbody> </table>	Parking Type	Total Spaces	% of Total	On-plot	741	62%	Parking Courts	459	38%	Total	1200	100%
Parking Type	Total Spaces	% of Total											
On-plot	741	62%											
Parking Courts	459	38%											
Total	1200	100%											

Policy requirement (summary) - Design of Places Criteria	Assessment
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.	Complies: The proposed development will be safe, inclusive and accessible and has been developed in discussion with and the Councils design officers. As above, details are set out in Section 9.7 (Secure by Design) of the Site Wide (including Outline Component) DAS and controlled by the Design Codes. Details are set out in Section 7.11 of the Detailed Component DAS. See below 'Part D: Designing Out Crime'.

Part C Design Quality

- 5.137 Part C of DPD GC Policy 3 states that all new development must achieve an exemplary standard of design, maximise health and wellbeing, achieve high standards of amenity, and positively contribute to the quality of the local environment.
- 5.138 To achieve this, detailed proposals must meet a number of key principles, which are assessed in the Table below:

Table 5.4 Assessment against Part C of DPD Policy GC3

Policy Requirement (Summary) -Design Quality Criteria	Assessment
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.	<p>Complies: For the Outline Component, the development will include three distinct neighbourhoods (Southern, Central and Crockleford) each with their own Neighbourhood Specific Design Codes to create distinct character areas, that draws from local vernacular.</p> <p>For the Detailed Component, the architecture draws from local vernacular references and adapts to varied conditions across the site. Variations in height and form help define neighbourhood character, supported by a coherent material palette. Gateway Place is its own distinctive non-residential part of the Detailed Component.</p>
Ensure areas of public open space are fronted by units to ensure good levels of activity and natural surveillance	<p>Complies: For the Outline Component, the Design Codes requires that all clusters are based around a model that avoids dead-end cul de sacs and are based around creating good active surveillance around the perimeter of each and every cluster. Security of private spaces is created on a cluster by cluster basis and will be tested in detail in each forthcoming RMA.</p> <p>For the Detailed Component, homes are arranged to maximise overlooking of streets, communal gardens, public footpaths, and green connectors.</p>

Policy Requirement (Summary) -Design Quality Criteria	Assessment
<p>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.</p>	<p>Complies: For the Outline Component, all homes are well designed and this is controlled via the Design Codes, for which compliance is required in each forthcoming RMA.</p> <p>For the Detailed Component, new buildings are well designed and the Detailed Component DAS includes a Strategic Masterplan Compliance Statement and Detailed Application Design Code Compliance Statement.</p>
<p>Ensure the development relates well to its site and surroundings, particularly in relation to its siting, height, scale, massing, form, design and materials.</p>	<p>Complies: For both the Outline and Detailed Components, care has been taken to ensure that the development responds well to its surroundings and makes efficient use of the land. As shown on the Building Heights Parameter Plan the urban grain of the neighbourhoods concentrates height toward the centre of the site, particularly around the Civic Common and RTS, while gradually reducing towards the edges. The heights have been informed by LVIA and heritage assessment - please refer to the ES. This creates a sensitive transition to the surrounding landscape. Neighbourhood distinctiveness is envisioned with areas such as Crockleford having lower densities. Compliance will be controlled via the Design Codes and then the Detailed drawings.</p>
<p>Ensure the development respects and/or enhances local landscape character, views, skylines, landmarks, existing street patterns, open spaces and other locally important features.</p>	<p>Complies: For the Outline Component, the development delivers distinct landscape character areas and green infrastructure influenced by the existing landscape, this scheme addresses. Each individual area is then connected across the site's green infrastructure and the periphery through movement and ecological routes. This is controlled by the Green Infrastructure Parameter Plan and Design Codes.</p> <p>For the Detailed Component, the development includes a series of green connectors creating a network of Home Streets and pedestrianised lanes, enriched with play features, foraging trees, cycle routes, and varied planting. Existing routes, including Slough Lane and Carpenters Lane, will be reimagined as pedestrian and cycle-only corridors. Please also refer to the submitted LVIA, prepared by the Landscape Partnership.</p>
<p>Ensure the design and layout of the development maintains and/ or enhances existing features of landscape, ecology, heritage, or amenity value.</p>	<p>Complies: For the Outline Component, the proposed development delivers a design and layout that enhances existing features of landscape, ecology, heritage and amenity value. Example of this include stitching together the existing network of Public Rights of Way and proposed to upgrade to accommodate both walking and cycling either as segregated or shared spaces as appropriate (i.e. the byway which connects Allen's Farm to Crockleford). This is controlled via the Green Infrastructure Parameter Plan and Design Codes.</p>

Policy Requirement (Summary) -Design Quality Criteria	Assessment
	<p>For the Detailed Component, the proposed site layout draws on the inherent qualities of the existing landscape, including the shape of the fields, hedgerow boundaries, and the nearby ancient woodland, to enrich and add character to the new neighbourhood. These features inform a series of distinct landscape character areas, which guide the design of streets, public spaces, and green infrastructure throughout the site. Routes are arranged to allow the landscape to extend into the clusters, creating continuity between natural and built elements.</p>
<p>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.</p>	<p>Complies: For the Outline Component, 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. Details are provided within the Green Infrastructure Parameter Plan and Design Codes.</p> <p>The Detailed Component includes a series of hard and soft landscaping measures and as demonstrated within the Detailed Component DAS and submitted drawings, this includes the use of locally distinctive materials and locally occurring species.</p>
<p>Ensure that new streets are tree-lined and that opportunities are taken to incorporate trees elsewhere within the development.</p>	<p>Complies: The Outline Component will include tree lined streets and the Design Codes provide further requirements on tree provision.</p> <p>The Detailed Component will include 1,234 trees (1,186 new trees to be planted and 46 retained), as detailed at Fig 6.7.16 of the Detailed Component DAS.</p>
<p>Ensure high levels of mitigation for the visual impact of parking on public amenity.</p>	<p>Complies: For both the Outline and Detailed Components, the residential car parking provision supports the policy and guidance framework ambitions to reduce car dependency/ this is reinforced in the masterplan principle of prioritising people over cars and reducing the impact of the car on the public realm. This has resulted in measures such as gated driveways, garages, car ports, and cluster car parking designs. Further details on how car parking provision has been designed to reduce its visual impact and presence on the neighbourhoods is set out in Site Wide Design Code 4.7 and within the Detailed Design proposals.</p>
<p>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.</p>	<p>Complies: The proposed design has been sensitively and carefully designed to deliver new homes whilst paying due regard to public and residential amenity.</p> <p>For the Detailed Component, this has included careful consideration of relationships between public areas and windows to homes, separation distances, overlooking and measures such as buffer planting areas, fencing, or other defensible spaces,</p>

Policy Requirement (Summary) -Design Quality Criteria	Assessment
	<p>orientation and size of windows, the proposed use of rooms and other design features. Further details are within the submitted Detailed Component DAS, with air quality and noise also considered in the submitted ES.</p> <p>For the Outline Component, the Design Codes include a framework to ensure residential amenity is protected, but will need to be considered in detail at RMA stage.</p>
<p>Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above use of the private car.</p>	<p>Complies: The Outline Component supports active travel and prioritises walking, cycling, and public transport. The Design Code provides a series of requirements around walking, cycling, and public transport (including the RTS). This is reinforced and demonstrated in the Site Wide (Outline Component) DAS. Detailed Component layout proposes extensive provision for active travel and includes RTS infrastructure and Mobility Hub provision as part of Gateway Place and within the neighbourhoods.</p> <p>All dwellings are within easy reach of safe, overlooked pedestrian and cycle routes, with direct links to Gateway Place, the RTS, the future Southern Neighbourhood Place. Everyday facilities, including a convenience store, small retail units, and a primary school will be located within walking distance, reducing reliance on private vehicles. Furthermore, the use of VAZs and location of car parking will ensure that for short journeys active travel will be more convenient and quicker than using a private vehicle.</p>
<p>Provide quality living environments that are responsive and adaptable to changing lifestyles and societal requirements.</p>	<p>Complies: The Design Codes for the Outline Component provides a series of design codes for the proposed development to be responsive and adaptable to changing lifestyles and societal requirements. The application also proposes a variety of housing types including private and affordable homes, care home provision, student accommodation, gypsy and traveller pitches, co-housing, self-build and custom build housing provision, allowing the masterplan to accommodate a wide variety of societal needs.</p> <p>The Detailed Component provide high quality living environments that are adaptable to changing lifestyles and societal requirements (e.g. home layouts support working from home arrangements) and the public realm areas have been designed to prioritise people ensuring an exceptionally high quality public realm.</p>
<p>Provide sufficient space and appropriate sustainable design solutions for waste</p>	<p>Complies: The Design Codes for the Outline Component provides a series of design codes for waste minimisation, collection, storage and recycling.</p>

Policy Requirement (Summary) -Design Quality Criteria	Assessment
minimisation, collection, storage and recycling.	The Detailed Component' refuse strategy is detailed at Section 7.5 of the Detailed Component DAS and has been developed to balance operational functionality with the regenerative and placemaking ambitions of the Garden Community and the prioritisation of placing importance of people over cars in the public realm. The refuse strategy was discussed at length and agreed during pre-application discussions, which proposes a combination of communal refuse/recycling areas and front of home refuse/recycling provision. Separation at source is proposed for recycling.

Part D: Designing Out Crime

- 5.139 Part D of DPD GC Policy 3 sets a series of Designing out Crime criteria which the entire development must be designed with and seeks that the development achieves relevant Secured by Design (SBD) principles.
- 5.140 For the Detailed Component, the approach to security and design is set out at Section 7.11 of the Detailed Component DAS. It confirms that the proposed development applies key principles of Secured by Design (SBD) while responding directly to the security, safety, and placemaking expectations set out in the adopted DPD.
- 5.141 Security is embedded through thoughtful layout and design rather than overly defensive features (such as extensive CCTV and hostile security fencing). Measures are proportionate to each building's and space's use and function, maintaining the welcoming, inclusive character of the Garden Community and avoiding hostile design elements. This includes:
- **Natural Surveillance-** Homes are arranged to maximise overlooking of streets, communal gardens, public footpaths, and green connectors.
 - **Defined Boundaries-** The development establishes a clear distinction between public and private space.
 - **Purposeful Permeability-** Streets and pedestrian routes follow direct desire lines and are designed to be legible and easy to navigate.
 - **Secure Access & Visibility-** Front doors face the public realm and are well-lit, ensuring visibility and supporting passive surveillance.
 - **Landscape & Lighting-** The proposed landscape and public realm discourages antisocial behaviour and supports safety after dark.
- 5.142 It adds that rather than pursuing full SBD accreditation, the strategy focuses on embedding proportional, integrated safety measures into the design of streets, homes and open spaces. This approach has been discussed and agreed with Officers as part of pre-application process.
- 5.143 For the Outline Component, the approach to security and design is set out at Section 9.6 of the Site Wide (including Outline Component) DAS. The approach followed a December 2023 meeting with an SBD Officer, with key feedback focusing on the long-term

stewardship and management of public spaces and hedgerow corridors, promoting sustainable travel, and ensuring residential streets are accessible to emergency services.

5.144 Overall, both the Detailed and Outline Component DAS’ demonstrate how the proposed development achieves relevant Secured by Design (SBD) principles, in accordance with Part D of DPD GC Policy 3. Part D does not require accreditation. As per the assessment against part A of the Policy (above), SBD accreditation is not to be pursued, as discussed and agreed with officers through pre-application engagement.

Part E: Residential Design

5.145 Part E of Policy GC3 states that “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” and sets out specific residential design criteria, which are assessed below:

Table 5.5 Assessment against Part E of Policy GC3

Policy requirement (summary) - Residential Design Criteria	Assessment
Provide a high standard of quality of accommodation for living conditions. Be arranged to safeguard the amenity and privacy of occupiers and neighbours.	Complies- The design of the proposed homes (fixed via the submitted plans for the Detailed Component, and the Design Codes for the Outline Component) prioritises active frontage, with street facing windows, clearly defined entrances and planted defensible spaces. For the Detailed Component , residential layouts are designed to maximise light, space, and connection to private and/or shared outdoor amenity. Ground floors typically accommodate kitchen, living, and dining areas, with generous glazing opening onto rear gardens and beyond to communal spaces such as ginnels and shared gardens. Most bedrooms are located on upper floors, with well-proportioned principal bedrooms and en-suites.
Avoid having more than eight dwellings accessed from a single core per floor.	Complies- For the Detailed Component the only apartment typology is the proposed ‘bookend’ apartments which are a bespoke three storey apartment typology. Each ‘block’ provides 3 homes, each with their own front doors from the public realm and with no communal areas. For the Outline Component , apartment typologies are addressed in the Design Code with the detailed design controlled via future Reserved Matters applications for individual development parcels.
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.	Part complies - For the Detailed Component , the house type elevations propose a 2.4m floor to ceiling height, demonstrating compliance above NDSS standards, (which require a minimum floor to ceiling height of 2.3m). There is therefore a slight departure from the DPD requirement of 2.5m in this respect. As set out in the Detailed Component DAS, the homes will be high design quality - the ceiling height is a result of the proposal to use standard sheet material sizes which support project

Policy requirement (summary) - Residential Design Criteria	Assessment
	<p>sustainability. Each of the homes in the Detailed Component has at least 2 aspects, with many providing triple or all aspect living, alongside good size windows for natural ventilation and daylight. This demonstrates the quality of the dwellings proposed.</p> <p>For the Outline Component, these requirements will be controlled via future Reserved Matters applications for individual development parcels. It is the intention that the floor to ceiling height for the outline phases will consider increasing ceiling height in living spaces, where feasible.</p>
<p>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.</p>	<p>Complies- For the Detailed Component, the proposed homes are predominantly dual or triple aspect, enhancing natural light and ventilation. In the case of T21, rear-facing windows are omitted to prevent overlooking, but rooflights provide daylight and cross ventilation to the internal spaces to ensure a high quality design.</p> <p>For the Outline Component, this requirement for cluster typologies is controlled by the Design Codes (section 4.4). This requirement will be controlled via future Reserved Matters applications for individual development parcels</p>

Part F: Internal Space Standards, Home-Working and Adaptability in New Homes

- 5.146 The DPD requires that all new homes should comply with the Nationally Described Minimum Space Standards (NDSS) and include innovative approaches to home working.
- 5.147 The typology drawings submitted for the Detailed Component demonstrates that all homes are equal to or larger than the Nationally Described Space Standards and floor plans indicate how working from home space could be accommodated. Future adaptability has also been accommodated in the homes designed to M4(2) and M4(3) standards.
- 5.148 For the Outline Component, this requirement will be secured at the RMA stage, via future applications for individual development parcels.
- 5.149 The proposals therefore comply with Part F of Policy GC3.

Part G Private Amenity Space Standards

- 5.150 The DPD requires that “*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.*”
- 5.151 The policy further states:

- *“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.”*

5.152 Within the Detailed Component all new homes will be provided with an area of private amenity space, typically to the rear of the property.

5.153 The Detailed Component DAS identifies that this includes a variety of garden arrangements that go beyond the conventional back-to-back model, reflecting the wider aim of supporting sociable and neighbourly living. This includes:

- Conventional back-to-back gardens, offering private outdoor space with clearly defined, fenced boundaries
- Ginnels, which run between parallel terraces and are intended for use by residents of the cluster, supporting both access and informal neighbourly interaction. They are not proposed for general public access.
- Shared communal gardens, typically enclosed within a cluster, where multiple homes back onto a larger communal green space designed for play, planting, and social use. They are not proposed for general public access.

5.154 The total private amenity across the Detailed Component is 4,1718sqm. Therefore, per dwelling, private amenity is an average of 49.8sqm.

5.155 For the Outline Component, the Site Wide Design Code (Section 4.7) confirms that each resident in the garden community must have access to private garden spaces or a balcony. Specifically:

- Every resident in the garden community must have direct access from their home to outdoor amenity space.
- Where apartments are used, each resident must have direct access from a living space to a balcony.
- In line with principles set out in the Site Wide Design Code (4.2 and 4.5), clusters should have elements of both private and shared amenity to encourage community.
- A range of garden types should be provided across the garden community, to encourage social interaction from home.
- Smaller private rear gardens in conjunction with access to shared rear gardens should be encouraged.

5.156 The proposals therefore comply with Park G of Policy GC3.

5. Meeting Housing Needs

Projected Housing Needs

Overall Quantum

- 5.157 Housing delivery (Chapter 5) of the NPPF states the critical importance of delivering homes to meet identified housing need. This includes the Government’s objective of significantly boosting the supply of homes, *which ‘can often be best achieved through planning for larger scale development, such as new settlements’* and ensuring an appropriate mix of housing types for the local community.
- 5.158 Policy SP8 of the Section 1 Plan identifies that the Garden Community will deliver an overall total of between 7,000 and 9,000 homes over the plan period, to 2033.
- 5.159 Part A of GC Policy 1 of the DPD identifies that the Garden Community location is specifically allocated for the delivery of ‘circa 7,500’ homes.
- 5.160 Part B of DPD GC Policy 1 adds that these ‘circa 7,500’ homes will be delivered across three distinct, but interconnected ‘Neighbourhoods’ (Southern, Northern and Crockleford) containing new homes of varying size, type, tenure and densities. Part B then indicates the below split of homes per neighbourhood:
- ‘North’ and South Neighbourhoods- 6,000 to 6,500 homes
 - Crockleford- 1,000 to 1,500 homes
- 5.161 The supporting justification text to DPD GC Policy 1 clarifies the reason for the c.7,500 figure in the DPD: *‘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.’*
- 5.162 The ‘circa 7,500’ figure was therefore based on the masterplan work that Prior & Partners undertook instructed by the Councils to inform the DPD. Latimer has since undertaken its own in depth and finer grain design work and testing, also informed by technical evidence base, which has demonstrated that a slightly increased figure of ‘up to 7,750 homes’ could be achieved at the site. Broadly in line with the split of homes per neighbourhood, it is considered that a total of up to 3,350 homes would be provided in the Southern Neighbourhood, 3,350 homes would be provided in the Central (‘North’) and Neighbourhood and up to 1,050 homes in the Crockleford Neighbourhood. This includes the 837 homes proposed in detail within the Southern Neighbourhood. However, the final quantum (subject to the maximum proposed under the application) and distribution of homes at the TCBGC will be confirmed through RMAs, pursuant to the Outline Component.
- 5.163 This slightly higher figure of 7,750 homes compared to the ‘circa’ 7,500 home DPD figure, sits within the ‘lower end’ and comfortably within the maximum of 9,000 homes set out in the Section 1 Plan for the TCBGC. This refined number reflects the more detailed design development and pre-application discussions occurred since the policy was developed and adopted.

5.164 The proposed development has evolved during pre-application discussions and is entirely consistent with the national focus of increasing housing delivery, noting that in the government’s latest update to the Standard Method, TDC’s housing need has increased from 550dpa to 1,034dpa (+88%) whilst CCC’s housing need has increased from 920 to 1,300dpa (+41%). Further information on housing matters, including need and supply, is included in the Housing Strategy prepared by Ceres, submitted with the application. The proposals accord with local and national planning policy in this respect.

Housing Mix

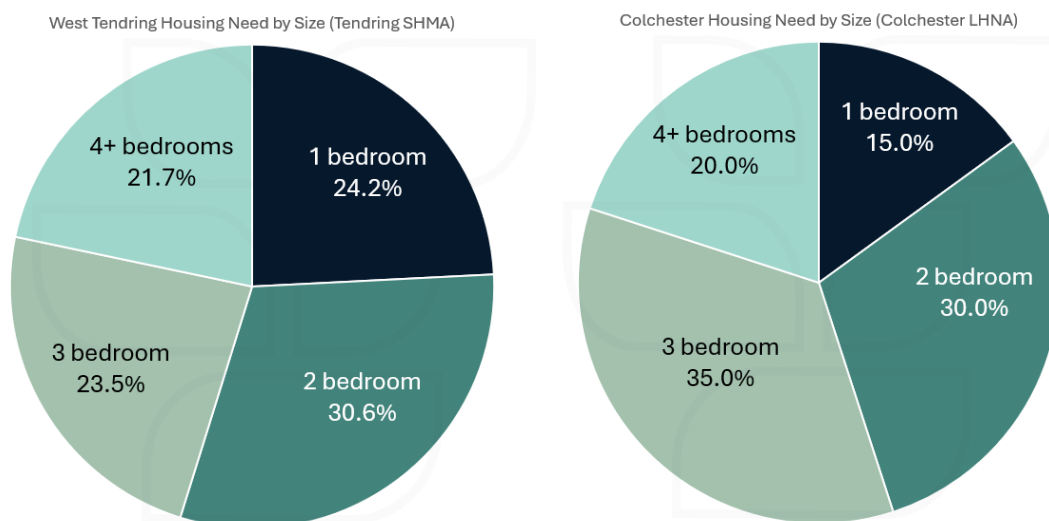
5.165 Para 61 of the NPPF notes that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

5.166 The overall aim should be to meet an area’s identified housing need, including an appropriate mix of housing types for the local community. Paragraph 63 establishes the importance of meeting housing need for different groups in the community, including those who require affordable housing (including social rent), and families with children.

5.167 Part A of DPD GC Policy 4 of the TCBGC further requires that the proposed mix of dwelling types, sizes and tenure should reflect the latest available evidence of housing demand and need, or an assessment otherwise produced by the developer.

5.168 The submitted Housing Strategy, prepared by Ceres, confirms that the Tendring District Council SHMA (March 2025) and Colchester Local Housing Needs Assessment (September 2024) identify the below Housing Need by Size.

Figure 5.3 West Tendring (left) and CCC (Right) housing need by size



Source: Ceres (Housing Strategy)

5.169 In response to this need, the Housing Strategy identifies the following Illustrative Housing Mix for the Outline Component for all tenures, totalling 6,913 homes. The exact details are to be to be agreed at the RMA stage. As set out in the Housing Strategy, it is necessary to

have a wider housing mix to allow the TCBGC project to better respond to housing needs and market demands, which change over time.

5.170 This Illustrative Housing Mix provides a baseline position for the assessment of the proposed development and provides a guide for future detailed RMAs for Serviced Land Parcels. This mix covers the variety of housing types proposed, including private, affordable, co-housing, age-restricted, self-build and custom housing and covers the entire masterplan area for the 30+ year delivery programme. On this basis, the Development Specification proposes a broad range for each type, rather than proposing a mechanistic requirement for future RMAs to fully comply with, with justification and commentary provided for the specific provision in future RMAs, as illustrated at Table 5.6

Table 5.6 Indicative Residential Dwelling Mix (Outline Component)

	1 bed	2 bed	3 bed	4 bed	5 bed
Percentage (%)	0-40%	20-60%	20-60%	10-50%	0-40%

Source: Development Specification

5.171 For the Detailed Component the following housing mix is proposed (overall – market and affordable mix – see Table 3.2 of this Planning Statement for breakdown by tenure):

Table 5.7 Housing Mix for Detailed Component

Type	No.	Mix
1 Bed houses	0	3.0%
1 Bed flats	25	
2 bed houses	216	37.0%
2 Bed flats	94	
3 Bed houses	330	39.4%
4 Bed houses	160	19.1%
5 Bed houses	12	1.4%
Total	837	100%

Source: Latimer

5.172 The proposed housing mixes for the Outline and Detailed Components include a range of dwelling sizes (1 to 5 beds) with a greater proportion of 2 and 3 bed homes, in accordance with the identified need in the evidence base and is therefore in accordance with Part A of GC Policy 4 of the DPD.

Affordable Housing

5.173 Para 64 of the NPPF states that “Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required (including the minimum proportion of Social Rent homes required), and expect it to be met on-site unless:

a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and

b) the agreed approach contributes to the objective of creating mixed and balanced communities.”

- 5.174 Part B of DPD GC Policy 4 requires that:
- 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’, of which 10% should provide for ‘affordable home ownership’ in line with the NPPF.
 - Affordable homes should be tenure blind in terms of appearance and quality, and “pepper potted” throughout the scheme in groups.
 - Proposals must be accompanied by an ‘Affordable Housing Phasing Strategy’.
- 5.175 The proposed Shared Ownership tenures fall within the ‘affordable home ownership’ definition.
- 5.176 The ‘Affordable Housing Phasing Strategy’ has been prepared by Ceres and is submitted within the Housing Strategy. The Strategy identifies that the proposed development will provide a minimum of 30% affordable homes secured through the S106 / planning permission. This will include 30% within both the Detailed and Outline Components.
- 5.177 There is no specific planning policy requirement for an affordable housing tenure split for TCBGC. The site wide proposed tenure mix split will be 60% affordable rent and 40% shared ownership. This tenure split has been informed by the Housing Strategy but also the scheme viability position. Any deviation from this split will need to be carefully considered in the context of wider scheme viability position.
- 5.178 Table 3.2 in Section 3 of this Planning Statement provides the proposed Detailed Component housing mix, including for affordable housing. In terms of affordable dwelling mix the Outline Component will follow the same principle, but the final mix is to be determined at the RMA stage. There will be a focus on one and two bedroom homes for all forms of affordable tenure, but with a proportion of three and four bedroom homes for affordable rent, responding to the evidence base findings of current, acute shortage of one and two bedroom affordable homes, as part of a large unmet affordable housing need.
- 5.179 The proposed development, alongside the appropriate justification, therefore complies with Part B of DPD GC Policy 4 and relevant national policy.

Adaptable and Accessible Housing Standards

- 5.180 Para 135(f) of the NPPF states that planning decisions should ensure that *“they create 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.”*
- 5.181 Part C of GC Policy 4 of the DPD states that all new homes must be built to meet M4(2) adaptable and accessible standards, and within each neighbourhood, at least 10% of market and 10% of affordable homes should also meet Part M4(3) ‘wheelchair-user’ standards.
- 5.182 The Housing Strategy, and supporting DAS and detailed drawings accordingly identify that:
- All new dwellings will meet Part M4(2) of the Building Regulations, unless not feasible or desirable to do so. Where it is not desirable for all homes to meet Part M4(2) in full, they will meet as many elements of Part M4(2) as is feasible and this should be considered on a case-by-case basis. For example, as agreed at pre-application with some of the proposed Apartment and Coach House typologies in the Detailed Component.

- 10% of all new market homes in all of the Neighbourhoods will meet Part M4(3) of the Building Regulations.
- 10% of all affordable homes in all of the Neighbourhoods will meet Part M4(3) of the Building Regulations

5.183 For the Outline Component this will be controlled via the Development Specification and can also be conditioned, with compliance demonstrated through Reserved Matters applications for individual Serviced Land Parcels.

5.184 For the Detailed Component, the residential typologies include detached, semi-detached, terraced, and coach house homes alongside bespoke and attractive apartment typologies. The apartment typologies (T12 and T21) have been designed as walk-up units with their own front doors and stairs leading to habitable floors. The design and affordability benefits of this typology has been examined in detail and agreed through pre-app that, on balance, this is an acceptable deviation from the policy requirement. A Coach House typology has also been introduced which similarly is not able to fully meet M4(2) requirements but, on balance, their high quality design and quality of living accommodation has been considered in detail and are acceptable. This therefore introduces a limited number of M4(1) homes within the Detailed Component mix (11% of homes), an approach agreed with the Local Planning Authority at pre-application stage. This is controlled via the Detailed Drawings, with further detail provided within the Detailed Component DAS.

5.185 Whilst there is a minor departure from Part C of Policy 4 of the DPD in respect of M4(2) standards for some of the typologies in the Detailed Component, this has been discussed and agreed with Officers at the pre-application stage and the vast majority of the scheme will comply with the requirements. These deviations are also providing innovative housing typologies with broader and greater benefits for future residents and the overall design approach, which is supported in Chapter 1 (pg.4) of the DPD. Therefore, overall, the proposed development should be considered acceptable and complies with national policy and the DPD principles.

Efficient Use of Land

5.186 Para 129 of the NPPF states *“planning policies and decisions should support development that makes efficient use of land”* taking into account five factors including the availability and capacity of infrastructure and services (i.e. its sustainability). Para 130 goes on to add that *“local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework.”*

5.187 Part D of GC Policy 4 of the DPD states that the density of new housing development across TCBGC and within each neighbourhood will vary, having regard to several factors, including: accessibility to neighbourhood centres and employment; the Council’s Strategic Masterplan; accessibility to the RTS; housing mix; character areas; and proximity to sensitive heritage or environmental assets.

5.188 The DPD does not set target density ranges for the Garden Community and the application does not propose density targets or requirements, allowing future RMAs to best respond to their context and overall the masterplan approach. It is envisaged that when Master Developer RMAs are brought forward, serviced land parcel capacities will be provided – this will be derived from the site-specific circumstances of those serviced land parcels (i.e.

their context in the masterplan, the Building Height Parameter Plan, and proximity to existing or proposed active travel infrastructure). This capacity will be required to inform strategic scheme matters such as education, health, BNG, SANG etc. and any associated triggers.

- 5.189 The Sustainability Strategy, prepared by Arup, provides guidance in the context of a regenerative design target which suggests a general optimum density as being 75-100 inhabitants per hectare, which equates to a range of 30-50 dwellings per hectare.
- 5.190 The residential density for the Detailed Component, calculated using the Essex Design Guide's standards ('net density is advocated for¹), results in an average residential density of 43.15dph. This density is within regenerative design target for the site and aligns with the Applicant's site wide masterplan principles and the DPD principles.
- 5.191 For the Outline Component, Section 4.2 of the Site Wide Design Code provides further information on density by providing ranges and an understanding of the resulting character, as follows:
- Low density areas (<30 dph) should be characterised by lower-rise residential buildings of predominantly two storeys, with occasional three-storey buildings in strategic locations. Low density areas should be located in areas of special character and along sensitive natural boundaries, with higher proportions of detached and semi-detached properties.
 - Low-mid density areas (30-39 dph) should be characterised by residential buildings of two and three storeys, employed further away from the RTS and along perimeter boundaries. These areas will be characterised predominantly by a mix of detached, semi-detached and terraced buildings set in natural landscapes.
 - Mid-high density parcels (40-49 dph) should be characterised by residential buildings of two to four storeys, employed within the Central and Southern neighbourhoods only. These areas will be characterised by a mix of detached, semi-detached, terraced and apartment buildings set along the RTS and primary and secondary streets, with more compact, structured clusters with legible street patterns connecting key amenities.
 - High density parcels (>50 dph) should only be found at the centres of TCBGC, on the RTS route and in close proximity to key public amenities and neighbourhood centres. The urban character of these spaces should be framed through mid-rise 3-5 storey buildings and terraces with integrated non-residential uses.
- 5.192 Overall, the proposed approach achieves an appropriate balance between making efficient use of land and providing an appropriate housing mix and masterplan character, and therefore complies with the NPPF and Part D of DPD GC Policy 4 and relevant national policy.

Student Accommodation

- 5.193 Part B of DPD GC Policy 1 and Policy GC4 states that "*The provision of student accommodation will be encouraged in accessible locations within the 'South*

¹ excludes 'public open space, the streets along the boundary of the site that serve a wider area and any non-residential uses that are not located above or below residential accommodation'.

Neighbourhood’ where it would have good sustainable links to the University of Essex and where it will contribute to a mixed and diverse community.”

5.194 Part H of DPD GC Policy 4 adds that “...the size and specification of any provision will be determined through the Housing Strategy and the Councils evidence.”

5.195 The assumption around student accommodation provision has shifted during the pre-application period. This is mainly due to government visa requirements changing for overseas students, which has led to UoE reviewing their expansion plans.

5.196 However, given the 30+ year delivery programme for TCBGC, scope for up to 2,000 PBSA beds has been retained within the Outline Component of the hybrid planning application, with greater flexibility on the proposed location of PBSA (whilst ensuring it would be easily accessible to the existing campus via active travel measures) within the masterplan area to allow scope for provision later in the scheme delivery.

5.197 The submitted Land Use Parameter Plan therefore allows scope for PBSA provision across the neighbourhoods. However, as set out in the Development Specification document, and in the Housing Strategy, it is suggested the most suitable location for PBSA is likely to be within the Central Neighbourhood and specifically within the Civic Common area. This is considered to be acceptable and aligned to the principles of the DPD, because:

- Given the extensive network of active travel (walking, cycling, public transport) proposed as part of the whole masterplan area, the Central Neighbourhood (alongside the Southern Neighbourhoods) will be highly ‘accessible’, including to the UoE campus to the southwest of the masterplan area.
- Generally speaking, PBSA is provided within larger buildings and numbers for ease of management and maintenance. Based on the submitted Maximum Building Heights Parameter Plan, building heights of up to 5 storeys are proposed within the central area of the masterplan, around the proposed Civic Common area, adjacent to the RTS/Main Lane and within the Central Neighbourhood, which would lend itself to student accommodation proposals.

5.198 The final quantum of and location for student accommodation will be determined through future RMAs in agreement with Officers and in consultation with UoE.

5.199 Overall, the proposed student accommodation, as justified within the Housing Strategy, responds to DPD GC Policy 1 and Part H of Policy 4 - proposing student accommodation that will come forward in response to need, in the most accessible parts of the Masterplan.

Meeting Needs of Other Housing Groups

5.200 The DPD GC Policy 4 makes further policy requirements for the needs of different groups, for which commentary is provided in the Table below.

Table 5.8 TCBGC Requirements and Proposals for Meeting Needs of Different Groups

Group	Policy Requirements (summary)	Proposal
Specialist Housing (for Older People and People	Part F of GC Policy 4: An element of residential provision in the form of high-quality care homes, assisted living and other specialist housing (including independent	Complies- as per the Development Specification, up to 3,000sqm (GEA) floorspace of C2 (care home) use is proposed in the Outline Component.

Group	Policy Requirements (summary)	Proposal
with Disabilities) - i.e. Use Class C2	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.	This use is allowed for within the neighbourhoods as per the Land Use Parameter Plan. The exact location and final quantum will be determined through RMAs, noting the policy requirements.
Key Worker Housing	Part B of GC Policy 4: To ensure the Garden Community makes suitable provision to meet the needs of key workers, need to provide at least 30% of all new homes must be affordable housing.	Complies- 30% affordable housing is proposed, which will be suitable for key workers, but with nominations dealt with through the relevant Council nominations arrangements.
Gypsies and Travellers	Part G of GC Policy 4: a new site (18 pitches) 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. A broad location is identified on the Policies Map within the DPD.	Complies- A gypsy and traveller site of up to 18 pitches is allowed for within the residential neighbourhoods (orange shading) as identified on the Land Use Parameter Plan (sui generis use). The Illustrative Masterplan indicates an indicative location to the south of the A120 for the gypsy and traveller site.
Self and Custom Build Homes	Part E of GC Policy 4: 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, to be determined through the Housing Strategy. Crockleford Neighbourhood Area is considered to be the most appropriate location.	Complies- A self/custom build form has been submitted with the Planning Application. The Land Use parameter plan allows for Residential (C3) use within the neighbourhoods, and this will include co-housing, self build, and custom build homes. Further details are outlined within the submitted Housing Strategy with the extent and quantum to be determined through future RMAs.

Source: Lichfields, with regard to Ceres Property Housing Strategy

6. Economic Activity and Employment

Achieving a Balance of Homes and Jobs

- 5.201 Policy SP8 of the Section 1 Local Plan states the new garden community will deliver 7 ha of employment land during the plan period (as part of an expected 25 ha of employment land to be delivered beyond 2033).
- 5.202 Policy SP9 of the Section 1 Local Plan adds that *“The DPD will allocate about 25 hectares of B use employment land within the garden community. This may include provision for*

office, research & development, light industrial and/or other employment generating uses towards the south of the site in proximity to the existing University of Essex and Knowledge Gateway and provision for office, research & development, industrial, storage and distribution uses towards the north of the site close to the A120.”

5.203 Part A of DPD GC Policy 5 requires that “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”.

5.204 The application (red line) quantum of employment floorspace proposed in this application, will generate an estimated 4,337 FTE jobs (3,359 FTE jobs across dedicated employment land at the Knowledge Gateway and 978 neighbourhood jobs at Neighbourhood Place/ Civic Common). This would equate to a ratio of 0.6 jobs per household. Section 4.20 of the Economic & Employment Strategy prepared by AND consulting is clear that the quantum of currently accessible and future employment sites in a ‘commutable distance’ (20 minute journey by cycle or public transport) would far exceed the one job per household target – approximately 38,000 jobs, as of 2023, are reachable within a 20-minute cycle or public transport journey from the Garden Community.

5.205 Across the masterplan area a total of 6,044 FTE jobs can be delivered (a ratio of 0.78 jobs per household). This includes the A120 Business Park, which sits outside of but is part of the site allocation and masterplan area. This would be in excess of the target of one job per household which, whilst not policy, is an ambition set out within the DPD. Further detail on this is included within the submitted Economic & Employment Strategy prepared by AND Consulting.

5.206 Part A of DPD GC Policy 5 outlines a series of criteria with the stated requirements summarised and assessed in the Table below.

Table 5.9 TCBGC Compliance against DPD GC Policy 5

Part A of GC Policy 5 Criteria (Summary)	Proposed Development
<p>Delivery of the first phase of business accommodation s tied to’ i.e. accompanied by occupation of housing .</p>	<p>Complies- Gateway Place (within the Knowledge Gateway) will provide the first phase of non-residential/ business accommodation – it forms part of the Detailed Component.</p> <p>A quantum of 2,161sqm (GEA) / 1,892 (GIA) flexible use class E is proposed in the Detailed Component. As set out in the Economic and Employment Strategy, this is expected to provide c.70 FTE jobs. The units are proposed as business units aimed at start-up or grow on businesses. For further detail on the proposals for Gateway Place, please refer to the submitted detailed plans and the Detailed Component DAS.</p> <p>Delivery timescales are set out within the submitted Phasing and Implementation Strategy. It is envisaged that an appropriate condition will secure the delivery of this floorspace.</p>

Part A of GC Policy 5 Criteria (Summary)	Proposed Development
<p><i>'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'.</i></p>	<p>Complies- The proposed development (Outline Component) includes the remainder of the proposed Knowledge Gateway, located to the north of the A133. As set out in the Economic and Employment Strategy, this is the primary area for the Tradeable Economy within the Garden Community. As shown on the Land Use Parameter Plan (blue shading), the land is proposed as predominantly E class floorspace with additional F1 and C1 use class. As explained in the Development Specification document, it is envisaged that this employment area will prioritise office, research and development and industry floorspace (Class E(g) (I, ii, iii)); however, flexibility has been sought and agreed with Officers at pre-application stage to enable the Applicant to respond to the market demand at the appropriate stage whilst still creating jobs.</p> <p>At the time of writing, the University of Essex is not planning to invest in further redevelopment or expansion. As set out in Economic and Employment Strategy, flexibility for PBSA provision is accommodated for in the parameter plans (neighbourhoods), should it be needed at a later stage. Further the Economic and Employment Strategy identifies that an area of land to the South of the A133 at 'Southern Fields' is proposed for sports/leisure provision – this can be made available for use by the UoE/existing and future residents, should a need be identified.</p> <p>Please refer to the Site Wide (including Outline Component DAS) for the proposed vision for the A133, including connections to the UoE. This forms part of the Outline Component proposals.</p>
<p>Creation of 'centres' serving each of the Garden Community's new neighbourhoods</p>	<p>Complies- As set out in the Economic and Employment Strategy, and elsewhere in all the Design Codes and Outline Component DAS, there will be three neighbourhood centres, which will provide essentials for day-to-day life, providing the majority of 'Everyday Economy' based employment:</p> <ul style="list-style-type: none"> - Southern Neighbourhood Place - Central Neighbourhood Place - Crockleford Neighbourhood Place <p>An additional shared hub will serve the whole community at the Civic Common, with</p>

Part A of GC Policy 5 Criteria (Summary)	Proposed Development
	<p>many of the key features of a neighbourhood centre, with additional cultural space and health facilities. This is located within the Central Neighbourhood. Please refer to the Site Wide (including Outline Component) DAS and the Area Design Codes for further information on the proposed neighbourhoods.</p> <p>In addition to C3 (residential), the Land Use Parameter Plan allows for flexible non-residential uses including Sui Generis, C1, C2, E, F1 and F2 floorspace within the neighbourhoods (Outline Component). As above, 'Gateway Place' will serve the everyday needs of the earliest phases of the development (the Detailed Component), through the provision of flexible E use class employment floorspace.</p>
<p>The provision of a mixture of employment units including smaller workshop space, grow-on space (150-500sqm)</p> <p>Developer contributions will be sought for the provision of affordable employment space</p>	<p>Complies- As confirmed within the Economic and Employment Strategy, a range of employment unit sizes are proposed within the Knowledge Gateway and Neighbourhood Places including smaller workshop space/ grow on space (150-500sqm).</p> <p>The Gateway Place (Detailed Component) will be an incubator for local enterprise - jobs and businesses on site from Year 1, with flexible units at a range of sizes.</p> <p>S106 contributions will be discussed and agreed during the course of the planning application.</p>
<p>Employment areas offering a high-quality, pedestrian and cycle friendly environment, including access to green spaces and amenities for employees.</p>	<p>Complies- The Neighbourhood Centres and Civic Common will provide high quality high streets including wide pavements, prominent corner units and high quality public spaces and squares.</p> <p>The Knowledge Gateway will include a dynamic mix of buildings that provide a high quality of public realm and greenery. Please refer to the Design Codes and the two DAS' for further information.</p>
<p>Construction of new homes with innovative approaches to home working and the highest standard of broadband access.</p>	<p>Complies- All homes will be designed to accommodate home working - please see Detailed Component layout Plans. The details for Outline Component to be confirmed at RMA stage. The proposed development will include the highest standard of broadband access – as set out in the Digital Connectivity Report, prepared by Wallace Whittle.</p>

Part A of GC Policy 5 Criteria (Summary)	Proposed Development
Creation of the Rapid Transit System	Complies- The proposed development includes a Rapid Transit System as the 'Main Lane', providing excellent connectivity to and from all Neighbourhood Areas, and Colchester City Centre. See Access and Movement Parameter Plan and Detailed Component Plans. This is explained in further detail above and in the Transport Assessment.
Effective networks, technology and resources that facilitate upskilling, re-skilling, employability and innovation throughout the life of the development	Complies- The commercial buildings will be future proofed to enable future innovations to be retrofitted. For the Outline Component Latimer are supportive of the principle of providing a Sustainable Construction Skills Centre at the proposed development and will continue to work with partners to provide such a facility.
To secure public sector intervention where market failure can be evidenced	N/A- Public sector intervention is not currently considered necessary. However, should the delivery of the Knowledge Gateway or other employment areas be challenging, the Applicant will work the Councils and other stakeholders to secure funding or other initiatives to promote economic development at the site.

Source: Lichfields Analysis

Employment Allocations

- 5.207 Policies SP8 and SP9 of the Section 1 Local Plan states that the TCBGC will deliver 7 hectares of employment land within the Plan period (as part of an expected overall total of 25 ha of employment land to be delivered beyond 2033).
- 5.208 Part B of the DPD GC Policy 5 states that “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’”. It goes on to provide further details on the specific ‘Knowledge Gateway’, ‘A120 Business Park’ and ‘North and South Neighbourhood Centres’ allocations.
- 5.209 Accordingly, as set out in Table 5.8 above and the accompanying Economic and Employment Strategy, prepared by AND Consulting, the proposed application proposals will have an employment focussed zone located directly north of the A133, known as the Knowledge Gateway. This will provide up to 8.8 ha of land for office, R&D and small business space (E use class), with additional allowance for F1 and C1 uses. This accords with the DPD which envisages Eg(i) and Eg(ii) uses in this location; however, the proposals will allow for flexibility and diversification in this location – as was discussed and agreed with Officers at the pre-application stage. The importance of and justification for this diversification of use in this location is set out in the accompanying Economic and Employment Strategy.

- 5.210 The Detailed Component includes Gateway Place (also known as Clingoe Yard), which will deliver the first phase of the Knowledge Gateway masterplan area and represent the Applicant's commitment to early job creation and placemaking.
- 5.211 In addition, the proposed development provides three neighbourhood centres, which will provide essentials for day-to-day life, providing the majority of the proposed development's 'Everyday Economy' based employment – via the Southern, Central and Crockleford Neighbourhood Places and Civic Common. The flexible use classes allowed for within these areas is shown on the Land Use Parameter Plan and aligns with the DPD, which supports flexible E and F Class Uses in these locations.
- 5.212 The A120 Business Park, as identified on the DPD's 'Strategic Illustrative Framework Masterplan', is located outside of the red line boundary for this application. Notwithstanding, Latimer's submitted Illustrative Masterplan provides an illustration of how this use could be delivered, and the 'Economic and Employment Strategy' provides detail on how the provision in this area will complement the wider employment provision in the masterplan area, including a possible 'safeguarded route' between the RTS/ Main Lane and the A120 business park area. Therefore, the proposed development will not preclude this part of the wider site allocation coming forward in the future.
- 5.213 The proposed development therefore complies with Part B of GC Policy 5 the DPD, in respect of the balance between residential and non-residential use and the range and extent of employment uses and locations proposed across the DPD.

Protection of Employment Use

- 5.214 Part C of Policy 5 states that "*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.*"
- 5.215 The proposed employment floorspace will be controlled and secured via the approved drawings (Detailed Component) as well as Parameter Plans, Development Specification and Design Codes (Outline Component), alongside the submitted documentation, planning conditions and, if necessary, within the S106 agreement and therefore protected in accordance with Part C of Policy 5. Any amendments to this would require submission to, and approval from the Councils.
- 5.216 Overall, the proposed development complies with Part C of DPD GC Policy 5.

7. Community and Social Infrastructure

Neighbourhood Centres

- 5.217 Part A of DPD GC Policy 6 states that each neighbourhood must include at least one 'Neighbourhood Centre'. All centres must be accessible by a comprehensive sustainable travel network and designed around the 20-minute concept, with good access to one or more RTS halts (stops). All centres must include a diverse range of uses, including

education, retail, community and flexible space. Upper floors of buildings in centres may be used for residential uses where appropriate.

5.218 Accordingly, the proposed development includes three Neighbourhoods: Southern, Central and Crockleford, each with their own Neighbourhood Centre (known as 'Neighbourhood Places'). The Land Use Parameter Plan proposes flexible non-residential use classes for the 'neighbourhoods' (orange shading), aligned to the DPD requirements – i.e. C1, C2, E, F1 and F2 floorspace. The Parameter Plan also identifies the indicative location of each of the proposed 'local centres' via dark red/maroon stars.

5.219 The proposals comprise:

- **Southern Neighbourhood Place:** Street-based, mixed-used neighbourhood centre for the Southern area of the site. The first Neighbourhood Place delivered in parallel with the Detailed Component. Employment and cultural uses including primary school, convenience store, cafe, co-working, nursery, community space and small retail units.
- **Central Neighbourhood Place:** Square-based neighbourhood centre for the Central area of the site, to supply everyday needs for the Neighbourhood. Employment and cultural uses including primary school, convenience store, cafe, co-working, nursery, community space and small retail units.
- **Crockleford Neighbourhood Place:** Shared surface neighbourhood centre for the Crockleford lower-density area, to supply everyday needs for the Neighbourhood. Employment and cultural uses including primary school, convenience store, cafe, co-working, nursery, community space and small units.

5.220 In addition, the following additional Neighbourhood non-residential centres will be created.

- **Gateway Place (Detailed Component):** The initial key threshold into the site and into the new Garden Community, accessed via the A133 and the RTS. This is the first non-residential place to be delivered (as part of the Detailed Component). This comprises proposed employment and supporting uses (flexible E use class), including the potential for: nursery, workshops, small workplace units, showcase space, Mobility Hub provision and a pavilion with café/restaurant.
- **Civic Square:** The 'Civic Common' with cultural and health hubs shared across the Garden Community. Employment and cultural uses are envisaged, including the a co-located primary and secondary school, library, health and wellbeing hub, performance venues, small shops, cafe, nursery and Civic Common.

5.221 In accordance with Part A of DPD GC Policy 6, as set out in the DAS' and the Transport Statement, and Design Codes, all centres are designed around the 20-minute neighbourhood principles, and have good access to the RTS stops. The public realm has been carefully designed to be inclusive and create a sense of place, safety, and interaction with nature.

5.222 Accordingly, the proposed development is fully in accordance with Part A of DPD GC Policy 6.

Community Buildings and Spaces

- 5.223 Part B of DPD GC Policy 6 states that multifunctional community buildings and spaces must be provided throughout TCBGC. These must be convertible and flexible to accommodate a variety of users and inclusive and accessible to all. Schools may be an appropriate location for such uses and relevant planning applications should be accompanied by a 'Community Use Statement/Plan'. Given that no education uses are proposed in detail at this stage, it has been confirmed via pre-application discussions that a 'Community Use Statement/Plan' is not required with this hybrid application, but may be required for future RMAs relating to education uses with proposed shared uses.
- 5.224 In accordance with Part B of DPD GC Policy 6 each Neighbourhood Place and the Civic Common (Outline Component), and the Gateway Place (Detailed Component) includes flexible, multifunctional community buildings and spaces. Please refer to the DAS' for further information. Accordingly, the proposed development is fully in accordance with Part B of DPD GC Policy 6.

Education, Early Years and Childcare

- 5.225 Part C of GC Policy 6 sets a series of land take expectations and requirements for Education, Early Years and Childcare, which are assessed in the table below. Please also refer to the submitted Education Strategy, prepared by EFM. As set out in the EFM document, numerous pre-application meetings have been held with the Councils in respect of the proposed education strategy. Table 5.10 below provides an assessment of the strategy against the policy requirements:

Table 5.10 Assessment against Part C of DPD GC Policy 6

Requirement (Land is required for)	Assessment
One secondary school on at least 12.4 ha of land, or two secondary schools each on 7.9 ha of land.	Part-complies- Through evidence base work, the provision of 1x 8FE Secondary School is to be accommodated within the masterplan area. This is to be co-located with a 2FE primary school comprising a total land area of 10.1 ha. This approach has been agreed with Essex County Council, as set out in the accompanying Education Strategy. This approach is supported by the DPD which indicates that <i>'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).'</i>
Up to five new primary schools, each with a co-located early years and childcare facility and each on at least 2.1 ha of land.	Complies- the application proposes 4 x 2FE Primary Schools (2.1 ha each) each located within the 3x Neighbourhood Places, with one co-located with the proposed secondary school. This has been agreed with Essex County Council.

Requirement (Land is required for)	Assessment
	The 2.1 ha sites are large enough, under BB103, to accommodate expansions up to 3FE, on an either permanent or temporary basis, and thus have built in flexibility to be able to react to a demand for pupil places over the 30+ year delivery programme.
At least five new 56-place stand-alone early years and childcare facilities, each on 0.13 ha of land	Complies- the application proposes early years provision alongside the 4 no. primary school provision throughout the neighbourhood areas.
One new 30 place stand-alone early years and childcare facility on 0.065 ha of land.	Complies- Early years space is proposed within the nursery provision within Gateway Place within the Detailed Component, which is sized to facilitate at least 30 no. children with dedicated outside space, scooter/pram parking and safe drop off and pick up areas.
One new 26 place stand-alone early years and childcare facility on 0.058 ha of land.	Complies- This has been allowed for within the parameters (Outline Component) and is therefore being provided consummate with this requirement.

Source: Lichfields with reference to Education Strategy, prepared by EFM

- 5.226 The indicative locations for the Primary and Secondary schools proposed across the Outline Component are provided on the Land Use Parameter Plan via the blue stars. The neighbourhoods (orange shading) include flexible E use class which is to accommodate nursery/early years provision, alongside other uses. Please also refer to the DAS which further explains the site wide location and interaction of the primary and secondary schools.
- 5.227 All schools are distributed along Main Lane, and central to the neighbourhoods they serve. Additionally, schools have been located so that they benefit from access from a Green Connector. These steps ensure as many students as possible can arrive to school by foot, bike, or bus.
- 5.228 Each primary school will provide Special Educational Needs (SEN) provision ensuring tailored support for students with additional needs. Additionally, nursery provision will be offered per school, alongside scope for provision within community centres and neighbourhood centres, subject to demand. This approach fosters an inclusive environment, supporting all children to reach their full potential.
- 5.229 The proposed development is therefore in broad accordance with Part C of DPD GC Policy 6, and reflects the in depth pre-application discussions held with the Councils, including Essex County Council, at the pre-application stage – as is encouraged by the DPD.

Sports and Recreation

- 5.230 Policy SP9 of the Section 1 Plan states that “*Indoor leisure and sports facilities will be provided within the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development.*”
- 5.231 Part D of DPD GC Policy 6 states that “*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 typology, quantity, quality, and location of facilities provided*”. It adds, that proposals will have regard to the potential role of the University’s existing or future sports facilities, and the strategic shared use facilities that are or could be provided.
- 5.232 The proposals are supported by a Sports Strategy, prepared by Strategic Leisure Limited. The Strategy has reviewed the DPD evidence base in respect of sports and recreation and informs the proposals for the Outline and Detailed Components. The Sports Strategy has been prepared in direct response to pre-application engagement with Officers from TDC, CCC, the University of Essex, Active Essex and Sport England (SE). The DAS’ provide further detail on sports/ leisure.
- 5.233 The Sports Strategy calculates the need generated for indoor and outdoor sports facilities for the application. The Strategy then assesses this need in more detail and concludes on a provision. This is summarised in Table 5.11 below.

Table 5.11 proposed indoor and outdoor sports provision for the application

Indoor Sports Facilities	Outdoor Sports Facilities
<ul style="list-style-type: none"> • Swimming Pool 3.58 lanes (<i>financial contribution</i>) • Indoor Sports Hall 4.52 courts (<i>financial contribution</i>) • Short mat indoor bowls • Mini outdoor bowls • Pétanque court 	<ul style="list-style-type: none"> • 1 x full size sports lit 3G AGP • 2 x youth size sports lit AGPs • 3 x mini football pitches (natural turf) • 1 x cricket square (with artificial strip) and changing/storage facilities provided on the secondary school site • 1 x cricket nets and changing/storage facilities (unless part of a hub) • 1 x rugby union pitch (natural turf) • 1 x full size 3G AGP (with sports lighting provided on or adjacent to the secondary school site) • 0.11 x sand-based AGP Hockey (<i>financial contribution</i>) • 2 x outdoor tennis/netball courts (hard/all-weather surface within the masterplan area) • 7 x MUGAs (hard/all-weather surface within masterplan area)

Source: Sports Strategy, prepared by Strategic Leisure Limited

- 5.234 The provision as set out above, comprises a total provision of c.5.43 ha of outdoor sports provision across the planning application (Outline and Detailed Components). This is to be delivered within the Southern Fields masterplan area, with some provision captured within the general masterplan landscape areas and some on or co-located with the secondary school site.
- 5.235 This is fixed by the Development Specification and the Parameter Plans for the Outline Component. The Detailed Component contains provision for 1 no. MUGA and other racket sport pitch provision and youth space (pickle/basketball) within the Detailed Component. The proposals offer accessible spaces that encourage physical activity, social interaction and overall well-being for people of all ages. A wide range of sports provision is therefore to be provided across the site, and this is illustrated with the Site Wide (including Outline Component) DAS at Figure 6.11.2 (page 117).
- 5.236 As set out above in this Planning Statement, in response to ‘Part D of DPD GC Policy 6’ of the DPD, the Southern Fields masterplan area within the Outline Component includes F2 sports facilities uses.
- 5.237 Staged financial contributions are proposed for indoor sports halls and swimming provision, as well as hockey. These contributions are set out within the Sports Strategy document and total £7.6m payable in stages as new homes are delivered.
- 5.238 Accordingly, the proposed development is fully in accordance with Part D of DPD GC Policy 6.

Health

- 5.239 Part E of DPD GC Policy 6 adds that appropriate health and wellbeing services must be provided to new residents and occupiers of the Garden Community from occupation, and are expected to include: enhancements to existing local facilities, a new Health and Wellbeing Hub, and flexible space for health provision within the Neighbourhood Centres.
- 5.240 Part E of DPD GC Policy 6 also requires that the phasing of health facilities and services must be set out. Proposals must also be accompanied by a ‘Health Strategy’ that sets out what health and wellbeing services will be provided, including 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.
- 5.241 The planning application is supported by a Health Impact Assessment (‘HIA’) and Health Strategy, prepared by Stantec. These documents, alongside two DAS’, explain the health strategy for the proposed development. The submitted Phasing and Implementation Strategy, prepared by Latimer provides further detail on the phasing of health infrastructure. It is expected that the specific provision and mechanism for delivery will be agreed with the key stakeholders during application determination.
- 5.242 The Health Strategy and Health Impact Assessment have been prepared following engagement with key health stakeholders, including the SNEE ICB, NEE Health and Wellbeing Alliance, ECC public health officers, and officers from CCC and TDC. This has taken place at multiple stages prior to the submission of this application.

- 5.243 The Health Strategy confirms that the proposed development will prioritise early delivery of health facilities, with a c.450sqm Health Centre in the Southern Neighbourhood and a 2,000 sqm Health and Wellbeing Hub in the Civic Area, both designed for co-location with other civic and community uses. These facilities are controlled by the Land Use Parameter Plans (i.e. where certain use classes are allowable, and via the indicative locations ‘stars’ for local centres) and Design Codes.
- 5.244 The Phasing and Implementation Strategy (Appendix D) indicates that the Health Centre is proposed within the Southern Neighbourhood Centre, which sits adjacent to the Detailed Component. The exact timing of delivery of these facilities will be subject to agreement with the key stakeholders during determination of the application. A financial contribution towards acute care is proposed to be captured within the s.106, in agreement with the key stakeholders.
- 5.245 Further, Part E of DPD GC Policy 6 firstly requires that proposals must take account of the healthy new towns principles as well as Sport England’s Active Design principles. As set out within the Health Strategy, the proposed development will adopt a life-course approach, ensuring that infrastructure and services are inclusive and accessible for all ages. Further, Active Design principles have been incorporated into the Garden Community recognising intersectionality with other key documents including Building for a Healthy Life, NHS Healthy New Towns and Essex Healthy Places – this is as set out in the DAS’.
- 5.246 The Health Impact Assessment confirms that across the eight determinants of health, the majority of criteria have been assessed as positive due to the consideration of social, environmental and economic sustainability throughout the Site design, as well as compliance with national and local policy and best practice guidance.
- 5.247 Accordingly, the proposed development is fully in accordance with Part E of DPD GC Policy 6.

Stewardship

- 5.248 Part F of DPD GC Policy 6 states that *“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.”*
- 5.249 This application is supported by a Stewardship and Placemaking Strategy, prepared by Community Stewardship Solutions (CSS), compliance with which is expected to be secured via condition. This Strategy articulates the vision for the long-term stewardship of the TCBGC site, setting out the principles and approach that will underpin its successful delivery. The strategy has been the subject of detailed pre-application discussions with key stakeholders.
- 5.250 The Strategy proposes the establishment of an independent Stewardship Body to oversee the long-term governance, management, and activation of community assets. This Stewardship Body would be responsible for delivering key stewardship objectives, engaging and working alongside residents, managing finances and resources, and maintaining infrastructure and public open spaces.

5.251 The strategy sets out a clear governance framework and roadmap for activating and sustaining a vibrant, well-connected, and inclusive community. The key stewardship principles underpinning this strategy, are:

- 1 Achieving a high quality of place
- 2 Stewarding a diverse range of community assets
- 3 Promoting community identity and cohesion
- 4 Operating with professionalism and entrepreneurship
- 5 Ensuring financial sustainability
- 6 Being accountable and well governed
- 7 Remaining adaptable and responsive over time

5.252 The specific details of the Stewardship Body and matters such as a Business Plan and other details are proposed to be determined post-planning in agreement with the Councils and other key stakeholders. Accordingly, the proposed development is fully in accordance with Part F of DPD GC Policy 6.

8. Movement and Connections

5.253 Chapter 9 of the NPPF sets an overriding objective of focusing development in locations which are, or can be made, sustainable, through limiting the need to travel and offering a choice of sustainable transport modes (e.g. walking, cycling and public transport use).

5.254 Within this Chapter, paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

5.255 Policy SP8 (vii) of the Section 1 Local Plan states that all development within the garden community must comply with the principle to *“Plan the new community around a step change in integrated and sustainable transport systems for the North Essex area that put walking, cycling and rapid public transit networks and connections at the heart of growth in the area, encouraging and incentivising more sustainable active travel patterns.”*

5.256 GC Policy 7 (Movement and Connections) of the DPD then states that *“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 liveable.”*

5.257 Each requirement is considered in turn below.

Vision and Design Approach

5.258 Part A of DPD GC Policy 7 sets a series of criteria that proposals must comply with, assessed in Table 5.12 below, with reference to the Transport Assessment and Transport ES Chapter, as prepared by Stantec:

Table 5.12 Assessment against DPD GC Policy 7 Part A

Policy Requirement (Summary)	Assessment																				
<p>Prioritise movement within the site for sustainable travel modes, providing dedicated routes where segregation from general traffic is the default.</p>	<p>Complies- The Transport Assessment (at paras 2.6.1 to 2.6.2) confirms that the development proposals have been designed to create a walkable, low-traffic, and sustainable place to live, work, and play.</p> <p>Movement and connectivity are central to the TCBGC vision. The community will be structured around a dense network of traffic-free walking and cycling routes, with rapid public transit prioritised. Cars will not be excluded but will be treated as guests in the streetscape, with low speed design and flexible parking arrangements. Strategic principles include ensuring most homes are within 400m of a traffic-free route, integrating mobility hubs, and supporting active travel through inclusive, safe, and direct infrastructure. The above is secured by the Access and Movement Parameter Plan and Design Codes. Detailed plans for the detailed component.</p>																				
<p>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.</p>	<p>Complies- The Transport Assessment (para 5.9.1) confirms that there will be five vehicle access zones 'VAZ' across the Masterplan and that the Main Lane route will prioritise movement for public transport and achieve filtered permeability between neighbourhoods by providing a direct and continuous public transport route, crossing each VAZ and serving all three Neighbourhoods. The five 'VAZ' are shown on the Access and Movement Parameter Plan.</p>																				
<p>Demonstrate how modal share targets (the number of trips by walking, cycling, public transport and private vehicle) will be achieved and monitored in a phased approach.</p>	<p>Complies- The Transport Assessment (para 10.2.6) identifies that the DPD sets the below Modal Share Targets:</p> <table border="1" data-bbox="710 1384 1394 1525"> <thead> <tr> <th>Modal Share (type and %)/Year</th> <th>2033</th> <th>2041</th> <th>2051</th> </tr> </thead> <tbody> <tr> <td>Active Travel</td> <td>36</td> <td>42</td> <td>45</td> </tr> <tr> <td>Public Transport (Including RTS)</td> <td>11</td> <td>15</td> <td>17</td> </tr> <tr> <td>Private Vehicles</td> <td>53</td> <td>43</td> <td>38</td> </tr> <tr> <td></td> <td>100</td> <td>100</td> <td>100</td> </tr> </tbody> </table> <p>The TA confirms that these targets will be monitored through a Travel Plan and a Monitor & Manage Framework, which include both fixed and safeguard interventions (para 2.6.1).</p>	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
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																		
<p>Ensure all walking and cycling routes are well-lit, safe and accessible to all.</p>	<p>Complies- The development proposals have been designed as a place where people have priority. Streets and footpath links designed for all different users' needs including people with mobility impairments and parents with pushchairs.</p> <p>The Outline Component DAS (section 9.7) and Design Codes confirms that the masterplan integrates 2m wide footpaths and bike routes, meeting Building Regulation standards, with</p>																				

Policy Requirement (Summary)	Assessment
	clear well-lit paths that are accessible to all. The Detailed Component drawings include cycling and walking routes.
All proposals must have regard to Active Design principles and the Building for a Healthy Life process, and undergo a Building for a Healthy Life/Streets for a Healthy Life review.	Complies- Both the Outline Component DAS and Detailed Component DAS includes details of the Active Design principles/Healthy Life. This is controlled by the Design Codes- Section 5.1 Active Travel Network and the Detailed Plans.
The street design and layout proposals must accord with the approved Masterplans and detailed Design Codes, and informed by the most recent Manual for Streets and Essex Design Guide.	<p>Complies- The Transport Assessment (para 14.3.3) confirms that <i>“The proposed walking and cycling infrastructure is expected to comfortably accommodate demand generated by the development. Most dwellings will be within 400m of a traffic-free route, and key destinations (schools, shops, parks) will be accessible within a 20-minute walk or safe bike ride. The infrastructure is designed to meet standards set out in LTN 1/20, Manual for Streets, and the Essex Design Guide.”</i></p> <p>This street design and layout is controlled by way of the Detailed Drawings for the Detailed Component and the Parameter Plans and Design Codes for the Outline Component.</p>

Active and Healthy Travel

- 5.259 Part B of DPD GC Policy 7 states that 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.
- 5.260 As demonstrated within the DAS’ and Transport Assessment, the proposed development has been designed in accordance with the ‘Strategic masterplan’ (i.e. the DPD ‘Strategic Illustrative Framework Masterplan’, with attractive and safe spaces, that deliver a modal shift by prioritising pedestrians at the top of hierarchy through safe segregated streets and use of the Main Line through the heart of the development, which public transport, cyclist and pedestrians only can use. For a full comparison of the scheme against the Strategic Masterplan, please see Section 9.8 (Strategic Masterplan Compliance Statement) of the Outline Component DAS, and the Transport Assessment for transport specific assessment.
- 5.261 Part B of DPD GC Policy 7 adds that proposals must demonstrate how the development contributes to the ease and prioritisation of active travel through all parts of the site, including in relation to: cycling infrastructure; connections to existing PROWs; vehicle speeds and street parking; and green corridors. Details of prioritisation of active travel are explained within the Active Travel Strategy and Active Design Statement of the respective DAS’, as well as in the Transport Assessment.

- 5.262 For the **Outline Component**, the requirement of the Active Travel Network is controlled via the Design Codes – principally Site Wide Section 5.1 Active Travel Network. For the proposed development, the Active Travel Network is a group of connectors which are largely segregated from vehicles entirely, for instance the re-purposed network of existing country lanes, or low-traffic connectors, like Main Lane, which link into public transport nodes.
- 5.263 For the **Detailed Component**, the active travel network is controlled and presented via the detailed drawings.
- 5.264 Overall, the proposals comply with Part B of DPD GC Policy 7.

Public Transport

- 5.265 Part C of DPD GC Policy 7 sets a series of criteria that proposals must comply with, assessed in the table below:

Table 5.13 Assessment against DPD GC Policy 7 Part C

Policy Requirement (Summary)	Assessment
Ensuring public transport is convenient.	<p>Complies- The RTS will operate along a dedicated corridor known as the Main Lane connecting all neighbourhoods to the wider bus network. Within the proposed development, it will be fully segregated from ‘general traffic’ and prioritised for public transport vehicles. Pedestrians and cyclists will also share Main Lane and the Design Codes require that speed of all vehicles using the Main Lane must be limited to 20mph.</p> <p>The Design Codes require that <i>“The RTS route (Main Lane) and the stopping points must be located so as to place the maximum number of homes within the Garden Community within 400m of an RTS stop.”</i> It is expected that there will be a high frequency service (starting at 20 minute headways and reducing to 10 minutes as development progresses). It is estimated that the RTS is expected to deliver significant journey time savings (up to 35% to the city centre), making it a compelling alternative to private car use. The RTS will link into the Permanent P&C facility and it runs through the Detailed Component and is convenient to both Parcels and the Gateway Place.</p>
Safeguarding any segregated public transport routes and the development of the RTS route.	<p>Complies- For the Outline Component, the RTS route is safeguarded by the Access & Movement Parameter Plan and the Design Codes. This includes the potential future route to the A120 Business Park to the east of the Link Road (not the subject of this planning application). The initial part of the RTS is secured in the Detailed Drawings for the Detailed Component.</p>

Policy Requirement (Summary)	Assessment
<p>The provision of high-quality mobility hubs and transit stops ensuring all residential dwellings and employment sites will be within 400 metres of a bus stop or RTS halt.</p>	<p>Part Complies - for the Outline Component, the Design Codes require that <i>“The RTS route (Main Lane) and the stopping points must be located so as to place the maximum number of homes within the Garden Community within 400m of an RTS stop.”</i> In addition to RTS stops, the Design Codes state that <i>“every home within the Garden Community should be within 200m walk of a Mini-Hub.”</i> Given the scale of the masterplan it is will be challenging to ensure every single home is within 400m of an RTS halt, but all efforts will be made to maximise the number of homes within this proximity.</p> <p>For the Detailed Component, an RTS stop + Mobility Hub is provided in Gateway Place and secured via the Detailed Drawings.</p>
<p>Quality pedestrian and cycle routes linking to the RTS halts from each of the centre.</p>	<p>Complies - For the Outline Component residences will be connected to the RTS via extensive walking and cycling routes, including formal and informal routes connecting key destinations and lower-level routes which will allow more local movements. This is secured in the Access and Movement Parameter Plan and Design Codes.</p> <p>For the Detailed Component all dwellings are within easy reach of safe, overlooked pedestrian and cycle routes, with direct links to the Salary Brook Country Park, Gateway Place, the RTS, and Southern Neighbourhood Place, and the new segregated cycle route. This is secured within the Detailed Drawings and explored further in the DAS.</p>
<p>Ensuring there is a convenient and high frequency bus public transport service, aligned with the first phase of the Garden Community.</p>	<p>Complies-Whilst the Applicant will not be responsible for running the RTS service, the planning application is facilitating and prioritising an RTS service that can run as a high frequency service (starting at 20 minute headways and reducing to 10 minutes as development progresses). The Detailed Component, comprising the first phases of development, includes extensive RTS infrastructure provision, proposed in detail. The number of stops and their broad locations are controlled via the Access and Movement Parameter Plan and the Design Code(s). Final locations will be secured via RMAs.</p>
<p>Provision and specification of bus stops/RTS halts along the key bus routes/RTS corridor must have regard to the Strategic and Neighbourhood Masterplans.</p>	<p>Complies - For the Outline Component, the Design Codes require that <i>“The RTS route (Main Lane) and the stopping points must be located so as to place the maximum number of homes within the Garden Community within 400m of an RTS stop.”</i></p>

Policy Requirement (Summary)	Assessment
	<p>The broad location of the bus stops/RTS haults are identified on the Access and Movement Parameter Plan and are broadly consistent with the DPD Strategic Masterplan, as identified in the Site Wide (including Outline Component) DAS (Section 9.8). The 'Main Lane' route is also defined within the Access and Movement Parameter Plan and is threaded through the centre of each residential neighbourhood. Further detail is shown within the DAS.</p> <p>Please refer to the detailed plans in respect of the Detailed Component.</p>

Rapid Transit System

5.266 Part D of DPD GC Policy 1 sets a series of criteria that proposals must comply with, assessed in the Table below. Please note that there is some overlap in the DPD between Part C above and Part D below.

Table 5.14 Assessment against DPD GC Policy 7 Part D

Policy Requirement (Summary)	Assessment
<p>The RTS will be constructed on a safeguarded alignment through the core of the Garden Community, with no general vehicular access. All proposals will need to demonstrate how the RTS can serve each Neighbourhood Centre.</p>	<p>Complies- The RTS will be constructed on a safeguarded corridor through the core of the Garden Community and serving all Neighbourhoods. It will be fully segregated from general traffic and prioritised for public transport vehicles.</p> <p>The RTS will also have an adjacent segregated cycle lane and separate footway for pedestrians as secured within the Design Codes. The RTS route (with limits of deviation) is safeguarded by Parameter Plan 01- Access & Movement) and the Design Codes.</p> <p>RMA's will demonstrate how the RTS can serve each Neighbourhood Centre. The Gateway Place (Detailed Component) is served by the RTS.</p>
<p>The RTS should be served by high quality stops/halts (including parking provisions for cycles/scooters). The halts should be an important component of centres and land must be safeguarded for these stops and associated interchange and mobility hubs within proposals.</p>	<p>Complies- As above, the RTS will have 'stops' within 400m of as many homes and employment areas as possible. Each RTS stop will include parking provision for cycles/scooters.</p> <p>For the Outline Component the approximate locations for RTS stops (i.e. halts) are safeguarded by Parameter Plan 01- Access & Movement and the Design Codes.</p>

Policy Requirement (Summary)	Assessment
	For the Detailed Component there will be one RTS Halt and associated RTS and Mobility Hub infrastructure located within Gateway Place and secured by the detailed drawings.
Proposals need to demonstrate that the delivery of the RTS aligns with the build out of the Garden Community. It should be ready for operation during the first residential parcels.	<p>Complies- The Detailed Component will be the first phase of the Garden Community to commence construction and includes the initial part of the RTS route and includes the first RTS stop at Gateway Place.</p> <p>‘The sequencing of the rest of the RTS (route and halts) is set out in the Phasing and Implementation Strategy (Appendix D- Infrastructure Phasing Schedule) and will come forward as required with each new Phase.</p>
Before any planning approval for development forming part of TCBGC, a relevant permission must have been secured to provide for the connection from the A133 Section C of the RTS (delivered by ECC) to both the Park and Choose Facility and the route of the RTS through the Garden Community.	<p>Complies- The hybrid planning application includes a scheme for agreement with the Highways Authority. This scheme demonstrates how a connection from the proposed site access/egress to the newly built Section C can be provided and includes dedicated bus infrastructure whilst ensuring a suitable connection can be provided to the proposed Permanent P&C. This has been informally referred to as ‘Section C+’ and the plans are submitted in support of the application. It is proposed this scheme be agreed during determination and secured through the s106.</p>

Taxis - Electric Vehicle (EV) Charging Ranks

- 5.267 Park E of DPD GC Policy 7 requires that “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.”
- 5.268 The Transport Assessment (para 10.7.2) confirms that taxi pick up/drop off bays will be located within each of the Mobility Hubs in Neighbourhood Centres, with dedicated pick up/drop off areas also provided within the Detailed Component at Gateway Place. For the Outline Component the provision is controlled by Section 5.3 of the Site Wide Design Code which states that RTS stops should be co-located with real-time data, bicycle parking / hire, taxi / blue badge pick up / drop off and other facilities which support use of public transport and active travel.
- 5.269 If formal taxi ranks are proposed in later RMAs, they will include electric vehicle charging points or similar technology, as necessary. More broadly, EV charging points are proposed across the Garden Community and will be integrated into scheme proposals.

Park and Choose

- 5.270 Please also refer to 'A133 Park and Choose Facility' (P&C) (DPD GC Policy 1), above.
- 5.271 Part J of DPD Policy 1 of the TCBGC requires that 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' to 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.
- 5.272 Further guidance is then provided at Part F of DPD GC Policy 7. It states that the Park and Choose facility will need to be provided on the site to support the RTS, by providing: storage for the 'choose' modes of travel; car parking provision; appropriate facilities for staff/public drivers; appropriate electric power charging; space for RTS vehicle maintenance parking; space to act as a transportation interchange hub for other bus services; and space to provide a delivery hub drop off area for an e-cargo bike last mile delivery service.
- 5.273 **Temporary Park and Choose** The Detailed Component will include the delivery of a 261-space Temporary Park & Choose facility (including 12 Blue Badge Bays, 18 Charging Bays and 5x EV Charging Blue Badge Bays). This will be provided alongside the RTS infrastructure (bus turning, bus driver conveniences, dedicated bus waiting bay for 2 no. buses) and wider active travel provision (car club provision, cycle hire, pedestrian and cycle routes all well signposted with easy access to the wider masterplan area and surrounding areas – including into Colchester City)
- 5.274 This facility will allow visitors to park at the edge of the Garden Community and transfer to the RTS for onward travel into Colchester, reducing the need to drive into the town centre, and into the wider masterplan area as the scheme progresses.
- 5.275 The Temporary P&C use is proposed for a 10 year period and this would be controlled via planning condition. It will be accessed via the proposed new junction on the A133, ensuring convenient access for vehicles approaching from the East and West. In the longer term, this temporary facility will be decommissioned following the delivery of the permanent Park and Choose site proposed to be located in Southern Fields masterplan area. It is anticipated that the triggers for this will be secured via S106/condition.

Permanent Park and Choose

- 5.276 The Outline Component will include the delivery of a Permanent Park and Choose facility of c.650 spaces, with the exact quantum and scope to be agreed with ECC during determination and/or through the Monitor & Manage framework to be secured in the S106 for a Transport Working Group. The Permanent P&C is proposed within the Southern Fields masterplan area opposite Gateway Place, and will be accessible from the junction as defined on the Access & Movement Parameter Plan and shown on the Illustrative Masterplan.
- 5.277 The Park & Choose is intended to reduce car use into Colchester City and promote the use of active travel from the edge and into the centre of Colchester. The Park & Choose will service and support the RTS and other modes of active travel.

5.278 The Permanent Park & Choose facility will incorporate the following functions, as controlled by the Design Codes, and subject to agreement with ECC as Highways Authority and likely operator of the facility: Private Vehicle Parking; Visitor Parking; Pick-Up / Drop-Off Bay; Cycle Parking (Inc. Cargo Bikes); E-Bike / E-Scooter Hire / Share; Cargo Bike Hire / Share; Bike Maintenance Station; Rest Area / Seating; Car Club / Rental operator space, Bike Maintenance station; Parcel Logistics Centre; Public Toilets; Bus Driver Facilities including Changing Rooms / Showers; Public Wifi Access and, Real Time Travel Information.

5.279 It is proposed that the delivery of the Permanent P&C facility will be secured via a S106 financial contribution and provision of land from the Applicant to allow the Highways Authority to deliver the P&C and allow them to operate and manage it. It is expected that the trigger for the delivery of the Park and Choose would be controlled within the S106 obligations.

Parking

Cycle Parking

5.280 Part G of Policy 7 (Movement and Connections) of the TCBGC DPD states that “*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.*”

5.281 Across the masterplan area, a wide range and types of cycle parking will be delivered, located in accessible and well surveyed locations close to the key areas of activity (such as schools, shops, part of Mobility Hubs, within the neighbourhood areas and within area of public open space).

5.282 For the residential provision, all dwellings will be provided with long-term cycle parking at a rate of one space per bedroom, consistent with the Essex Parking Guidance (2024). These will be convenient / safe so assist with the mode share shift/encourage use of cycle. The submitted proposed residential layouts for the Detailed Component include details of where these informal and formal cycle parking spaces are proposed. The storage solutions generally vary by typology and include:

- Rear garden cycle stores – weatherproof and secure, with direct access from the property;
- Secure car ports – integrated with the building design and equipped with lockable enclosures; and,
- Garages – where present, designed to accommodate cycles as part of their internal layout.

5.283 Visitor cycle parking will be provided as Sheffield Stands and other tamper-resistant solutions, located:

- At Gateway Place and neighbourhood centres;
- Adjacent to key green spaces, play areas, and community amenities;

- Along strategic cycle corridors and near mobility hubs.

5.284 For the Outline Component this is controlled via the Parking Strategy, which would need to be complied with at Reserved Matters, and the Design Codes. For the Detailed Component it would be controlled via the Detailed Drawings, and condition.

5.285 The proposals therefore comply with Part G of Policy 7, in respect of cycle parking.

Car Parking

5.286 Part G of Policy 7 requires that proposals must be accompanied by a parking strategy that demonstrates how the development contributes to a number of vehicular parking principles for the Garden Community, including in relation to: scale, location, amount and type of parking; zonal approaches to parking; avoiding inappropriate on-street parking; re-purposing; and accessible parking.

5.287 Accordingly, appended to the Transport Chapter of the ES is the Parking and Management Strategy for the proposed development. Further details for the Outline Component are then set out and controlled by the Design Codes to inform future RMAs and for the Detailed Component via the Detailed Drawings and condition.

5.288 Section 3.0 of this statement sets out the proposed parking – residential, non-residential and visitor for both the Detailed and Outline Components. The proposals are shaped by the DPD’s ambition to reduce car dependency and promote sustainable travel choices and also the Essex Parking Guidance (2024). It has been further shaped by extensive pre-application discussions with Officers.

5.289 In addition, in line with the Essex Parking Standards (2024) and national climate commitments:

- All residential parking spaces will be delivered with active electric vehicle (EV) charging infrastructure from the outset.
- 10% of visitor parking bays will be equipped with active EV charging facilities.
- An additional 10% of visitor bays will include passive provision (ducting and power connections) to enable future installation in response to demand

The proposals therefore accord with Part G of Policy 7, in respect of car parking.

Travel Demand Management

5.290 Part H of DPD GC Policy 7 sets a series of criteria that proposals must comply with, assessed in the Table below.

Table 5.15 Assessment against Part H of DPD GC Policy 7

Policy Requirement (Summary)	Assessment
Proposals must include a Freight Management Strategy for approval to manage urban logistics, such as for neighbourhood delivery and servicing hubs, and e-cargo bike delivery.	Complies- As agreed during pre-application discussions, a Freight, Delivery and Servicing Strategy is appended to the Transport Chapter of the ES. It provides a coherent and future-ready framework for managing freight, delivery and servicing activity across the Garden Community.

Policy Requirement (Summary)	Assessment
All Travel Plans must identify the sustainable transport interventions, behaviour changes and travel planning mechanisms required to ensure the development reduces carbon emissions associated with transport and achieves modal split targets.	Complies- A Framework Travel Plan (FTP) has been prepared. The submitted FTP sets out a long-term management strategy for promoting and sustaining sustainable transport behaviours of future users of the Site (site wide) and the associated initiatives to achieve this alongside a monitoring framework. A further detailed Travel Plan will be conditioned and also prepared for all future Reserved Matters applications, which is proposed to be agreed through condition.
Proposals must include the appointment of a Travel Plan Co-ordinator.	Complies- The appointed Framework Travel Plan co-ordinator is Stantec with support from the Applicant. To ensure the FTP is regularly reviewed and updated, the Travel Plan Coordinator (TPC) will be responsible for the implementation, management, administration and monitoring of the Travel Plan.
All proposals will need to ensure that mobility hubs are located at centres, public transport interchange locations and Park and Choose sites. ECC will produce a guide for the location and development of mobility hubs.	Complies- Mobility Hubs will be located at neighbourhood centres, public transport interchange locations and the temporary and permanent park and choose facility as controlled by the Site Wide Design Code, Section 5.2.

Source: Lichfields with reference to Transport Assessment, prepared by Stantec.

A120-A133 Link Road Connectivity

5.291

Part G of DPD GC Policy 7 sets a series of criteria that proposals must comply with, assessed in the Table below.

Table 5.16 Assessment against Part G of DPD GC Policy 7

Planning Requirement (Summary)	Assessment
TCBGC will be designed to integrate with the A120-A133 Link Road, particularly measures outlined in the approved planning application to promote walking, cycling and horse-riding connectivity.	Complies- The A1331 Link Road (the subject of a separate planning permission, and 'Phase 1' of which has commenced construction) provides an opportunity for access into each of the three TCBGC distinct neighbourhoods. Three vehicular accesses are proposed on the A1331 Link Road, which will also support active travel movements – see the Access and Movement Parameter Plan for proposed locations.
TCBGC must restrict vehicular connectivity, except for public transport and emergency vehicles,	Complies- The masterplan has been designed to ensure active travel is prioritised over private vehicle use. The Access and Movement Parameter Plan identifies five

Planning Requirement (Summary)	Assessment
<p>between the 'Link Road' and Bromley Road. Subject to detailed modelling, vehicular connectivity should also be restricted between individual junctions of the Link Road, except for public transport and emergency vehicles.</p>	<p>Vehicle Access Zones which will not be connected via general vehicle links, meaning shorter journeys will be quicker with active travel versus private car use. Upon completion of the proposed development (full build out), it will also not be possible for private vehicles to drive from the A1331 to Bromley Road, as specified and required in DPD policy.</p>
<p>Before any planning approval is granted for development forming part of TCBGC, the full delivery of the A120-A133 link road must have secured planning consent alongside a commitment to full funding.</p>	<p>Complies - planning permission for the A120-A133 Link Road has been secured under full planning permission (ref.CC/TEN/31/21).</p> <p>Phase 1 of the A1331 has full funding from Homes England secured by ECC, and consists of the construction of a circa 1.8km of new dual carriageway and cycle/pedestrian route, including three proposed roundabouts at the A133, Tye Road, and Allens Farm. This is due for completion in 2026. Phase 2 extends from the Allens Farm roundabout to join the A120.</p> <p>Latimer remains committed to working with ECC and other partners to find a balanced and deliverable solution to funding and completion of the full Link Road.</p>

9. Sustainable Infrastructure

- 5.292 Policy SP8 (xi) of the Section 1 Plan requires that development of the Garden Community *“Secure a smart and sustainable approach that fosters climate resilience and a 21st century environment in the design and construction of the garden community to secure net gains in local biodiversity, highest standards of energy efficiency and innovation in technology to reduce the impact of climate change, the incorporation of innovative water efficiency/re-use measures (with the aim of being water neutral in areas of serious water stress), and sustainable waste and mineral management.”*
- 5.293 DPD GC Policy 8 then states *“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.”*
- 5.294 Each policy heading is considered in more detail below.

Net Zero Carbon

- 5.295 Part A (Net Zero Carbon) of DPD GC Policy 8 requires that All buildings shall be net zero in operation at occupation (or in exceptional circumstances have a strategy to achieve net zero within five years of occupation) and achieve net zero operational energy balance across TCBGC.
- 5.296 Part A (Net Zero Carbon) goes on to require that proposals must demonstrate how new homes will achieve: space heating demand less than 30kWh/m²/per annum; total energy consumption of less than 40kWh/m²/annum; and on-site renewable generation to match or exceed the total energy consumption.
- 5.297 There will be no gas provision across the masterplan area, with the general approach to the energy strategy being one of flexibility - given the 30+ year build programme for the site. There are a number of emerging technologies which could be utilised within later phases of the development.
- 5.298 For the Outline Component the Energy and Carbon Reduction Strategy prepared by Arup, confirms that compliance with Part A of DPD GC Policy 8 will be sought, unless future viability dictates otherwise. Policy compliance will therefore be assessed at Reserved Matters stage allowing future detailed designs to best outline how their energy approach complies with the DPD policy framework. This allows future technologies to be considered, and the optimum approach adopted, allowing the project to remain up to date as technological advances and new technologies evolve.
- 5.299 For the Detailed Component the The Detailed Component Energy Statement prepared by Wallace Whittle, confirms that *“the energy assessment results indicate that the targets required to achieve compliance with statutory requirements and local planning policy for energy performance have been achieved. This includes GC Policy 8: Sustainable Infrastructure Part A (Net Zero Carbon).”*
- 5.300 The submitted Detailed Component Energy Statement confirms that:
- The average Estimated Annual Housing Space Heating Demand is 25.49 kWh/m²/per annum and therefore the Detailed Component complies with the less than 30kWh/m²/per annum requirements. Within this average, all unit types meet the DPD Part A requirement, save for Unit Type T21- Mews Walk Up (32.25 kWh/m²/per annum).
 - The average EUI for the Proposed Domestic Buildings is 35.33 kWh/m²/per annum and therefore the Detailed Component complies with the less than 40kWh/m²/per annum requirements. Within this average, all unit types meet the DPD Part A requirement, save for Unit Types T21- Mews Walk Up (60.10 kWh/m²/annum) and T12 Bookend Flats (41.32- 45.71 kWh/m²/annum).
- 5.301 The proposals therefore accord with the overall intentions of Part A of DPD GC Policy 8, and compliance will be confirmed at RMA stage for the outline component.

Design and Construction

- 5.302 Part B of DPD GC Policy 8 requires that all buildings must be designed to reduce energy demand and maximise fabric energy efficiency including via building orientation; high

levels of insulation; maximising airtightness; and using solar gain whilst avoiding overheating. The Councils expect all applicable buildings to meet BREEAM 'Excellent' or 'Outstanding'.

- 5.303 For the Outline Component, the Energy & Carbon Reduction Strategy prepared by Arup, confirms that compliance with Part B of DPD GC Policy 8 will be sought unless future viability dictates otherwise. Policy compliance will be assessed for each Reserved Matters Application. The strategy confirms that a fabric-first approach should be adopted and confirms the approach that should be adopted in designing future buildings.
- 5.304 For the Detailed Component, this fabric-first approach has been adopted. For the residential uses within the Detailed Component, wall thicknesses and triple glazed windows are proposed which achieve a good air tightness and reduce the need for energy use in the first instance. All homes, with the exception of T21 which include secondary aspect rooflights for cross-ventilation, have at least 2 aspects. All homes have suitably sized window openings to allow ventilation to avoid overheating, with some limited typologies adopted Mechanical Ventilation Heat Recovery (MVHR) where necessary.
- 5.305 For the non-residential uses within the Detailed Component, given their size and scale (floorspace of <1,000m²), they fall below the requirements for BREEAM and therefore are not required to achieve a BREEAM standard, as agreed at pre-application stage. Notwithstanding, the design evolution has followed the same principles, adopting a fabric first approach with external fixed shading canopies to help avoid overheating, and air tightness to ensure minimal energy losses, as well as adopting low-carbon materials and rain water harvesting measures designed into the buildings to further reduce their impact. Further details are contained within the Detailed Component Energy Statement prepared by Wallace Whittle and DAS relating to the Detailed Component.
- 5.306 The proposals therefore accord with the overall intentions of Part B of DPD GC Policy 8.

Renewable Energy

- 5.307 Part C of DPD GC Policy 8 requires that proposals must demonstrate how the development maximises energy from renewable sources. Solar photovoltaic (PV) and air or ground source heat pumps should be installed on every building where feasible.
- 5.308 For the Detailed Component the 'Energy Statement', prepared by Wallace Whittle, confirms (Table 5.1.1) that rooftop solar PV provision will be maximised to match or exceed the EU1. It is anticipated that this would equate to an additional 223 PV panels across the domestic site (para 4.5 of Energy Statement).
- 5.309 For the Outline Component, policy compliance will be assessed for each Reserved Matters application.
- 5.310 The proposals therefore accord with the overall intentions of Part C of DPD GC Policy 8., and compliance will be confirmed at RMA stage for the outline component.

Water Conservation and Wastewater

- 5.311 Part D (Water Conservation and Wastewater) of DPD GC Policy 8 of the DPD requires that all homes must as a minimum, meet the Building Regulations water efficiency standard of

110L per person per day, and proposals should submit a water efficiency calculator report to demonstrate compliance.

5.312 Part D goes on to require that all non-residential proposals must demonstrate that water efficiency measures and water reuse have been incorporated. Where significant non-domestic water use is required, a Water Resources Assessment should be submitted.

5.313 For the Detailed Component, the application is supported by a Water Efficiency Calculator Report prepared by Wallace Whittle, which confirms that domestic and non-domestic water consumption complies and exceeds the policy standards.

Figure 5.4 Estimated Water Consumption for Proposed Development & Non- Domestic Buildings

Building	Scenario 1: Estimated Mains Water Use (excl. Rainwater Harvesting)	Scenario 2 (Optional): Estimated Mains Water Use (incl. Rainwater Harvesting for Non- Domestic Buildings)	Rainwater Harvesting Saving	DPD Compliance Achieved?
Domestic Buildings				
Average Typology	95.47 L/person/day	95.47 L/person/day	N/A	✓
Non-Domestic Buildings				
Building A (East), Nursery	2,916 L/day	1,620 L/day	44%	✓
Building A (East), Units	3,051 L/day	2,079 L/day	31%	✓
Building B (South)	6,341 L/day	5,045 L/day	20%	✓
Building C (Pavilion)	3,944 L/day	2,324 L/day	41%	✓
Non-Domestic Total	16,252 L/day	11,068 L/day	31%	✓

Source: Wallace Whittle

5.314 For the Outline Component, it has been agreed through pre-app discussions that a Water Efficiency Statement will be provided at Reserved Matters stage. This will be secured via an appropriately worded planning condition.

5.315 The proposals therefore comply with Part D of DPD GC Policy 8.

Green-Blue Infrastructure (Sustainability)

5.316 Green / Blue infrastructure proposals are assessed comprehensively above under DPD GC Policy 2: Nature.

5.317 In addition, Part E of DPD GC Policy 8 requires that 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. It further states that proposals must demonstrate how the planting palette features a diverse range of plant species that are adaptable/ resilient to climate change. Details should also be submitted of appropriate biosecurity standards.

5.318 For the Detailed Component, details of the Planting Palette are provided Section 6.7 of the Detailed Component DAS and include the planting of local and climate resilient species including High Grass Meadow, Wet Mead and other species rich planting, depending on the locality. A further example of this is with the provision of a large public square (at Gateway Place) which will be able to facilitate market stalls, outdoor performances and other events.

This has included the planting of a number of trees to avoid the heat island effect, providing shading and protection whilst still being able to facilitate events and general use.

5.319 For the Outline Component, details of the suggested Planning Palette are provided at Section 6.12 of the Outline Component DAS and includes the planting of local and climate resilient species including Wet Meadows, Wet Woodlands, Species-rich Woodlands, Species rich Grasslands, Wildflower Meadows, Hedgerow and Urban trees.

5.320 Furthermore, the proposed SUDS strategy design for the masterplan, and within the Detailed Component, has been proposed to ensure a greenfield run off rate is maintained even in the event of a 1 in 100 year rainfall event plus an additional allowance for climate change. This ensures sufficient storage is designed on site to collect and manage the flow rate of surface water across the masterplan area.

5.321 The proposals therefore comply with Part E of DPD GC Policy 8 – the proposals have been developed to be adaptable/ resilient to climate change.

Digital and Fast Technology

5.322 Part F (Digital and Fast Technology) of DPD GC Policy 8 requires that proposals must provide the new community with relevant, fast broadband and fibre infrastructure; mobile phone network capacity and improvements; and smart multifunctionality for all public realm street furniture, such as lampposts and signage.

5.323 For the Detailed Component, the application is supported by a Digital Connectivity Report prepared by Wallace Whittle. It confirms that the proposed digital connectivity strategy will deliver:

- Ultra-fast broadband connectivity for Gigabit capable broadband
- FTTP infrastructure provision for high quality communications infrastructure
- Mobile network capacity assessment and improvements for 4G/5G level technology
- Smart street furniture
- Future-proofed infrastructure supporting emerging technologies in accordance with the requirements of the UK Digital Strategy and Essex Design Guide (2018) for sustainable development.

5.324 For the Outline Component, it has been agreed through pre-application discussions that details of Digital and Fast Technology will be provided at the appropriate Reserved Matters stage. This will be secured via an appropriately worded planning condition

5.325 The proposals therefore comply with Part F of DPD GC Policy 8.

Materials (Embodied Carbon)

5.326 Part G (Materials) of DPD GC Policy 8 requires that all proposals must consider the RICS Whole Life Carbon approach and incorporate measures into the development design, materials, construction and transportation methods etc. to reduce those emissions.

5.327 For the Detailed Component, the application is supported by an Embodied Carbon Assessment prepared by Wallace Whittle, which is appended to ES Technical Chapter 14- Climate Change. The report summarises the outcome of the Embodied Carbon Assessment undertaken for the domestic and non-domestic buildings within the Detailed Component

and confirms it has been completed in accordance with the RICS Professional Standard, 2nd Edition. and therefore complies with DPD GC Policy 8: Sustainable Infrastructure Part G (Materials) of the TCBGC DPD.

5.328 For the Outline Component, it has been agreed through pre-app discussions that details of Embodied Carbon will be provided at the appropriate Reserved Matters stage. This will be secured via an appropriately worded planning condition.

5.329 The proposals therefore comply with Part G of DPD GC Policy 8.

Minerals

5.330 Part H (Minerals- Prior Extraction) of DPD GC Policy 8 states that proposals must be informed by a Minerals Resource Assessment (MRA). The MRA can be undertaken in phases but must be done ahead of any detailed masterplanning for that phase.

5.331 The application is supported by a MRA, prepared by Stantec. Following detailed pre-application discussions and extensive borehole testing across the application site area, the Assessment establishes the baseline conditions in relation to the geological and mineral settings, and whether prior extraction of the identified mineral resource is considered to be viable. The report makes a series of concluding comments on: (1) Practicality of Mineral Extraction; (2) Practicality of Prior Extraction; and, (3) Future Mineral Extraction. It was agreed at the pre-application, stage through discussion with the Mineral Authority ECC, that there is no requirement to assess mineral opportunities for the Detailed Component.

5.332 The mineral investigations undertaken by the Applicant have identified that there are sand and gravel mineral reserves on-site. Once the relevant constraints are considered (proximity to existing residential, ecological and biodiversity constraints etc.), these reserves are mainly concentrated in the proposed Central Neighbourhood.

5.333 The MRA assesses the viability of prior extraction but concludes, for a number of reasons, that prior extraction would not be viable.

5.334 The MRA has however identified two possible areas where future mineral extraction may be feasible, namely in Southern Fields and Eastern Fields masterplan areas. For the Southern Fields area, the requirement for wintering bird habitat mitigation and the timing of this are likely to indicate this area will not be available for prior extraction. The Eastern Fields area sits partly outside of (but adjacent to) the application red line. Any extraction here would therefore be a separate consideration to this application.

5.335 Notwithstanding, and in line with the DPD policy on a phased review of mineral extraction, it is proposed that the viability of prior extraction be reviewed on a phased basis within those areas that may have ability for prior extraction. The viability of extraction is therefore proposed to be reviewed on a phased basis at future Master Developer RMA stage.

5.336 Outside of these areas, where potentially economic mineral reserves have not been identified or timescales for development do not realistically permit prior extraction, MRAs would not be required when bringing forward a Strategic Engineering and Landscape Element.

5.337 Whilst a planning condition was agreed as part of the pre-application discussions (shown in italics below), the requirement for a review of extraction could be incorporated into a wider planning condition relating to the scope of the Master Developer RMAs:

“Each Reserved Matters application of a Strategic Engineering and Strategic Landscape Element within the area of the Central Neighbourhood and Eastern Fields, (as defined by plan reference ‘Proposed Zones for Preparation of Mineral Resource Assessments’ 332410916-STN-ZZ-XX-DR-C-3500-S2-P01), shall be accompanied by a Mineral Resource Assessment (MRA). Each MRA will consider the viability of prior extraction. Once approved, the Strategic Engineering and Strategic Landscape Element shall be undertaken in accordance with these approved details.”

5.338 Subject to the agreement of the wording of a planning condition, it is considered that the work and strategy prepared satisfies the requirements of Policy SP8 (xiii) of the Section 1 Plan, GC Policy 8 Part H of the DPD and Policy S8 of the ECC MLP and should be considered acceptable and appropriate on that basis.

10. Infrastructure Delivery and Impact Mitigation

5.339 GC Policy 9 of the TCBGC DPD identifies that *“Proposals must demonstrate that the required infrastructure to support the development will be delivered in a timely and, where appropriate, phased manner.”*

5.340 Part A of GC Policy 9 adds that *“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.”*

5.341 It is understood that the DPD evidence base work was derived from the Section 1 Local Plan evidence base and is therefore based on estimations from before January 2021. The Applicant has a number of concerns with the published IDP, particularly relating to the timing assumptions, amounts applied to items and justification. A Phasing & Implementation Strategy has been prepared by Latimer and submitted, alongside a Viability & Deliverability Statement, prepared by Turner Morum, which proposes the approach for the hybrid planning application. These matters are to be discussed during the determination period and negotiation of the S106.

5.342 The planning application submission accords with DPD GC Policy 9 via the following documents: (1) Draft S106 Heads of Terms, (see Section 6.0 of this Planning Statement); (2) Affordable Housing Statement (prepared by Ceres); (3) Viability and Deliverability Statement (prepared by Turner Morum LLP); and, (4) Phasing and Implementation Strategy (prepared by Latimer by Clarion Housing Group). These documents demonstrate that the required infrastructure to support the development will be delivered in a timely and, where appropriate, phased manner.

11. Non-Specific TCBGC DPD Planning Considerations

Flooding and Drainage

- 5.343 National policy in relation to flood risk is contained within Section 14 of the NPPF (December 2024) and Planning Practice Guidance (continuously updated).
- 5.344 Policy SP9 (Tendring/Colchester Borders Garden Community) of the Section 1 Local Plan states that a planning application will be expected to address the requirement to “*deliver smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply, water and waste water treatment and flood risk management. Taking a strategic approach to flood risk through the use of Strategic Flood Risk Assessments and the updated Climate Projections 2019 and identifying opportunities for Natural Flood Risk Management.*”
- 5.345 Further high-level policy guidance is then set out at Policies GC2 Part H (Sustainable Drainage Systems and Blue Infrastructure) and GC 8 (Sustainable Infrastructure) of the DPD.
- 5.346 The application is supported by a Flood Risk Assessment & Drainage Strategy, prepared by Stantec. This confirms that the majority of the site is located within Flood Zone 1 (Low Probability). Areas of Flood Zone 2 ‘Medium’ Probability’ and Flood Zone 3 ‘High Probability’ within the site are contained to a narrow corridor adjacent to the Salary Brook in the western part of the site, and isolated areas to the south and south-east of the Site where no ‘development’ is proposed.
- 5.347 The FRA confirms:
- The Environment Agency (EA) 2015 Salary Brook and 2018 Colne and Blackwater Coastal modelling confirms that the majority of the Site is located a significant freeboard (greater than 20m) above the fluvial/tidal floodplain.
 - The majority of the site has a ‘Very Low’ surface water flood risk with areas of ‘Low’ to ‘High’ risk corresponding to routes along watercourse corridors and topographic depressions within the site.
 - The Strategic Flood Risk Assessments (SFRAs) for the area indicate that the Site has a predominantly low risk of groundwater flooding. Areas of the site are indicated within the SFRAs to have a medium susceptibility of groundwater flooding where geology is more permeable.
 - The Site has a very low risk of flooding from water retaining structures (reservoirs, canals etc.) and sewers.
 - The SFRAs and the EA Historic Flood Map for the Site indicate that the site has not been impacted historically by flooding from any source.
- 5.348 Separately, it is relevant that the DPD evidence base confirms that the Sequential Test is passed and therefore in accordance with NPPF paragraph 180 there is no requirement to re-apply the Sequential Test at the planning application stage.
- 5.349 A sequential approach has been applied in the development of the masterplan, locating development (including access) in areas at lowest risk of flooding (i.e. within Flood Zone 1

and outside of medium/high surface water flood risk areas) in accordance with NPPF guidance and to reduce the requirement for compensatory mitigation for any encroachment into the floodplain. Elements in Flood Zones 2 and 3 are limited to ‘water compatible’ amenity/landscape elements.

5.350 The Flood Risk Assessment & Drainage Strategy accordingly concludes that the future occupants and users of the proposed development will be at a low risk of flooding and the development will not increase flood risk elsewhere. It is demonstrated that the proposal complies with the NPPF, the PPG and the local planning policy with respect to flood risk and is an appropriate development at this location.

Waste

5.351 The Essex and Southend-on-Sea Waste Local Plan (2017) identifies Waste Consultation Areas (WCAs) to protect waste sites from incompatible developments.

5.352 The proposed application is supported by a Waste Infrastructure Impact Assessment (WIIA), prepared by Stantec. It confirms that the Ardleigh Waste Transfer Station (WTS) is a key facility for transferring and bulking municipal waste and is located near the proposed development site and falls within a designated WCA. The WIIA also estimates that the Proposed Development will generate approximately 3,700 tonnes of residential waste per year.

5.353 The Ardleigh WTS has a permitted capacity of 115,000 tonnes per annum, and a spare capacity of 75,160 tonnes per annum. The site therefore has sufficient capacity to handle this additional waste generated from the proposed development. As such, no mitigation measures are required in relation to residual waste management and the Proposed Development will therefore not significantly impact the capacity or operation of the Ardleigh WTS.

5.354 This Waste Infrastructure Impact Assessment demonstrates that TCBGC can proceed without causing notable disruptions to the capacity or operation of the safeguarded Ardleigh WTS, in accordance with policy.

5.355 Further, the DPD advocates for the minimisation of waste, (GC Policy 1) and to provide sufficient space and appropriate sustainable design solutions for waste minimisation, collection, storage and recycling (GC Policy 3). Supporting text to GC Policy 3 states that: *“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.”*

5.356 Meetings were held with TDC, CCC and ECC officers at the pre-application stage in respect of the waste strategy. The proposals respond to these discussions and meet the aspirations of the DPD:

- For the Detailed Component, please refer to section 7.5 of the relevant DAS – the strategy has been developed to balance operational functionality with the regenerative and placemaking ambitions of the Garden Community. Beyond the conventional provision of on-plot refuse stores to each dwelling, the proposed development introduces a network of communal refuse stores sized and located to serve small clusters of homes.

- For the Outline Component, please refer to section 9.4 of the relevant DAS. The document confirms that the site will follow the principles of the Waste Hierarchy – ‘eliminate, reduce, reuse, recycle, other recovery and disposal’ - to allow the environmental, social and economic risks from waste to be minimised and national and local policy aspirations to be supported. Engagement with CBC and TDC will continue as the design progresses, detailing waste servicing and storage statements.

Summary and Conclusions on Planning Policy Assessment

- 5.357 This Section 5.0 of the Planning Statement has assessed the proposed development against the TCBGC DPD, including the Policies Map and the Strategic Illustrative Framework Masterplan. An assessment has also been made against other parts of the Development Plan, as required – principally the Section 1 Plan, Waste Local Plan and any relevant policies within the Neighbourhood Plans, and other material considerations such as a the NPPF.
- 5.358 Reference should also be made to the Strategic Masterplan Compliance Statement at Section 9.8 of the Site Wide (including Outline Component) DAS, for a design-led assessment against the DPD’s Strategic Illustrative Framework Masterplan.
- 5.359 It has been demonstrated that the proposals on balance comply with the policies and principles within the DPD and Section 1 Plan. This alignment demonstrates how closely the DPD has informed Latimer’s proposals and is the outcome of a thorough and collaborative pre-application process between the Applicant, the three Councils – TDC, CCC and ECC, key stakeholders and statutory consultees.
- 5.360 There are seven discrete areas where the development proposals do not fully accord with the policy and, in such cases, these have been fully justified above, with reference to accompanying planning application documents, as needed. These can be summarised as:
- 1 **DPD GC Policy 1 Part F ‘Sports and Leisure Park and University of Essex Expansion’ and the Policies Map for land south of the A133** – Further to the Section 1 Plan (SP9, 25), the DPD allocates ‘approximately’ 25 ha for sports and leisure use to the south of the A133. The permanent Park and Choose is permissible in this part of the allocation, as shown on the DPD Policies Map. The ‘Southern Fields’ (south of the A133) comprises c.10.1 ha of land. This includes approximately 4.35ha land for Sports and Leisure use (F2), in accordance with the DPD. The Southern Fields area also includes the permanent Park & Choose facility (in accordance with the DPD), and an area for wintering bird mitigation. Overall, whilst there is some variance and diversification of the proposed use of land in this part of the site (through the introduction of the wintering bird mitigation land, which is not considered or captured within the DPD), on balance, the proposed development is considered to be in general compliance with Part F of Policy 1 of the DPD. This is because the quantum and provision of sports pitches has been confirmed with Sports England and accommodated, the policy permits the park and choose within this area, and sports pitches and wintering bird habitat are suitable land uses that are considered appropriate and in line with the policy ambitions. As a consequence, although there is a technical deviation from the site area and land use in the policy, no harm would arise from this.

- 2 **DPD Policy 3 Part A ‘Creation of a Unique and Distinctive Place’** – The DPD states that the Garden Community will be secured by design certification. Whilst the ambition of the DPD to ensure the Garden Community is a safe place to live, work and visit, is fully supported, based on experience of the Applicant and Design Teams, strict adherence to SBD requirements can be overly prescriptive and can often contradict commonly regarded best practices for good placemaking and neighbourhoods. On this basis, the project will not be pursuing SBD certification. The rationale, reasoning and justification for this approach has been discussed with Officers at pre-application stage, with further information within the submitted DAS’. The submitted Design Codes will help create a new community with a rich variety of homes and structures that builds on the distinct sense of place and local vernacular found in North Essex, and that adheres to the SBD principles. The proposals are therefore in broad accordance with Part A of DPD GC Policy 3. There is a very minor departure with regard to the SBD certification; however, this is fully justified within the DAS’ and on this basis the approach is considered to be acceptable and therefore no harm would arise from this.
- 3 **DPD Policy 3 Part E ‘Residential Design’** – For the Detailed Component, the house type elevations propose a 2.4m floor to ceiling height, demonstrating compliance above NDSS standards, (which require a minimum floor to ceiling height of 2.3m). There is therefore a slight departure from the DPD requirement of 2.5m in this respect. As set out in the Detailed Component DAS, the homes will be high design quality - the ceiling height is a result of the proposal to use standard sheet material sizes which support project sustainability. Each of the homes in the Detailed Component has at least 2 aspects, with many providing triple or all aspect living, alongside good size windows for natural ventilation and daylight. This demonstrates the quality of the dwellings proposed. Such a minor deviation from policy is not considered to be harmful.
- 4 **DPD GC Policy 4 Part C ‘Adaptable and Accessible Housing Standards** – The DPD States that all new homes must be built to meet M4(2) adaptable and accessible standards and within each neighbourhood, at least 10% of market and 10% of affordable homes should also meet Part M4(3) ‘wheelchair-user’ standards. The Applicant fully supports the importance of accessibility and adaptability – and the DAS’ set out how the proposals have been master planned with this as a key principle. However, the Detailed Component housing typologies include terraced homes and walk-up apartment typologies. In order to deliver medium-density housing, while minimising service charges, typologies T12 and T21 have been designed as walk-up units with stairs leading to habitable floors. This introduces a limited number of M4(1) units into the mix (11% of homes) - an approach agreed with the Local Planning Authority at pre-application stage. All of the homes proposed will be of a high quality and planned within a truly accessible masterplan. Such a minor deviation from policy is not considered to be harmful.
- 5 **DPD Policy 6 Part C ‘Education, Early Years and Childcare’** – Bullet point 1 of Part C requires ‘*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*’. This position was based off the Council’s assumptions in preparation of the DPD and has since been updated by the Applicant to support the planning application – this aligns to

the DPD which states that *‘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).’* As set out in the submitted Education Strategy, prepared by EFM, it has been agreed with ECC Education that a land allocation of 8 ha for 1 no. 8FE secondary school will be sufficient, alongside a co-located 2FE primary school on an additional land allocation of 2.1ha. It is agreed that this alternative approach will be sufficient to meet the identified need for secondary school education whilst allowing possibility for future expansion and contraction of the school as the population changes. Given that the provision of secondary school accommodation meets the requirement, albeit in an alternative form, this deviation would cause no harm. Further, the DPD is flexible and allows for appropriate assessment at the time of a planning application submission, and this has been undertaken.

- 6 **DPD GC Policy 7 ‘Part C ‘Public Transport’** – The policy seeks that *‘all residential dwellings and employment sites will be within 400m of a bus stop or a RTS halt’*. Latimer fully supports this aim; however, so as to afford adequate flexibility for future RMAs and not unduly restrict development in otherwise sustainable locations across the site allocation, for the Outline Component, the Site Wide Design Code requires that *“The RTS route (Main Lane) and the stopping points must be located so as to place the maximum number of homes within the Garden Community within 400m of an RTS stop.”* In addition to RTS stops, the Design Code states that *“every home within the Garden Community should be within 200m walk of a Mini-Hub.”* Overall, the proposals continue to align with the overall aims and objectives of the DPD, and should be considered acceptable.
- 7 **DPD GC Policy 8 Part A ‘net zero carbon’** – The policy in respect of space heating demand requires proposals must demonstrate how new homes will achieve: space heating demand less than 30kWh/m²/per annum; total energy consumption of less than 40kWh/m²/annum; and on-site renewable generation to match or exceed the total energy consumption. The Energy Statement (Detailed Component), prepared by Wallace Whittle explains that within the averages, all unit types meet this requirement, save for unit Types T21- Mews Walk Up and T12 Bookend Flats. The Report also demonstrates that this is offset by overprovision in other dwelling types within the Detailed Component. For the Outline Component, compliance with the policies will be demonstrated at the RMA stage, unless future viability dictates otherwise. The proposals therefore accord with the overall intentions of Part A of DPD GC Policy 8, with a minor departure for two of the Detailed Component housing typologies, with further details to be provided at the RMA stage for the Outline Component. As the overall level of non-compliance is very minimal, this is considered to be acceptable and in general compliance with the policy.

5.361

Overall, therefore, it is considered that the application proposals accord with the Section 1 Plan and the TCBGC DPD, as a whole, and it is concluded that the proposed development accords with relevant local and national planning policy, guidance and material considerations.

6.0 **Draft Planning Obligation (S106) Heads of Terms and Draft Planning Conditions**

- 6.1 Government guidance on planning conditions and planning obligations is set out in the NPPF (2024) and the PPG. The NPPF (Paragraph 56) states that LPAs “*should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition*”.
- 6.2 The NPPF (Paragraph 57) also notes that “*planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects*”. PPG notes that they should be tailored to tackle specific problems, rather than standardised or used to impose broad unnecessary controls.
- 6.3 In relation to obligations, the PPG (Reference ID: 23b-002-20190901) is clear that these should only be sought where they are:
- 1 Necessary to make the development acceptable in planning terms;
 - 2 Directly relevant to the development; and
 - 3 Fairly and reasonably related in scale and kind to the development.
- 6.4 The scale of this planning application will give rise to certain infrastructure requirements, many of which will be met through the detailed design and delivery within the proposed development. However, to mitigate some harms, it is anticipated that requirements will need to be secured through planning obligations and conditions, the scope of which is outlined below, to be further discussed during the determination of the planning application in light of the accompanying material and the outcome of the statutory consultation on the planning application.
- 6.5 The below lists have had regard to the Environmental Statement, prepared by Stantec – specifically Chapter 7 – Mitigation and Monitoring.

Draft Planning Conditions

- 6.6 It is anticipated that the planning permission will be subject to a number of conditions and the Applicant welcomes the opportunity to discuss these with the Council as consultee responses are received and the application progresses. The wording and structuring of the conditions should enable the development to proceed in several phases over an extended period of time.
- 6.7 As the application is hybrid, the decision notice is likely to require separate conditions, or be structured in a manner to allow separation of conditions, relating to the Detailed Component and the Outline Component. Furthermore, it may be beneficial or necessary to include a limited number of definitions/informatives to provide further understanding and context to come of the conditions.

- 6.8 Furthermore, as discussed at pre-application stage and outlined above in this Planning Statement, planning conditions which set out the Master Developer RMA framework (the Strategic Engineering and Landscape Element – SELE) will also be required.
- 6.9 More generally, and at a very high-level (this is by no means an exhaustive list), it is expected that planning conditions around the following will be necessary:
- 1 Setting out approved drawings and documents for both the Detailed and Outline Components.
 - 2 Related to reserved matters compliance with the approved outline parameters (i.e. Parameter Plans, Design Codes and Development Specification).
 - 3 Setting out timescales for the submission of reserved matters (first and final) and implementation of the Detailed Component of the permission.
 - 4 Limiting the amount and use of the development. This is to ensure the nature of development permitted reflects that sought and tested (e.g. via the Environmental Impact Assessment) and will for example include residential amounts (maximum units) and other amounts and uses (maximum floorspaces), for the Outline Component.
 - 5 Requiring the submission and approval of a Phasing Plan, relating to the Phases and Development Parcels and timescales for the delivery of key infrastructure and development within the site.
 - 6 A condition relating to the structure of the application ‘Master Developer RMA’ as set out in this Planning Statement.
 - 7 The phased and permanent delivery of the Park and Choose facility (or, this may be secured via S106 and part of the Transport Working Group).
 - 8 Requiring detailed landscape designs for RMAs and a Landscape and Ecological Management Plan, to ensure that new planting establishes successfully and that both existing and proposed landscape features are maintained to a high standard.
 - 9 A Habitat Management and Monitoring Plan.
 - 10 The delivery of Biodiversity Net Gain (BNG) and standard BNG conditions.
 - 11 The delivery of SANG (also see S106), management and monitoring, including resident information packs.
 - 12 A detailed lighting strategy and lux contour plan,
 - 13 Securing various strategies submitted with the planning application to inform future RMAs – for example (inter alia) the Housing Strategy, Health Strategy and Parking and Management Strategy, and the Stewardship Strategy.
 - 14 Requiring a phased review of the Mineral Resource Assessment on land indicated on the Minerals Plan (reference 332410916-STN-ZZ-XX-DR-C-3500-S2-P01.
 - 15 A detailed Construction Traffic Management Plan (further to the outline plan that accompanies the application), to be prepared and submitted with each RMA.
 - 16 A Detailed Construction Environmental Management Plan to be prepared by the Principal Contractor for each phase of the development.

- 17 Relating to Archaeology – for example securing a suitable programme of archaeological evaluation and mitigation.

Draft S106 Heads of Terms

6.10 At this stage, and at a high-level, it is envisaged that the proposed development would make provision for, or a contribution towards, the following as part of a S106 Agreement. The list is draft and will be subject to further discussion with Officers at the determination stage:

- 1 Affordable housing – 30% provision (by unit), including mix and tenure, nominations arrangements.
- 2 Employment & Training – employment & skills plan, construction skills & training college, access to jobs & training and employment working group.
- 3 Ecology and Biodiversity
 - a Areas to be secured as SANG (including those outside of the planning application red line – either in this agreement or standalone).
 - b The long-term establishment, management, maintenance and monitoring of biodiversity mitigation, compensation, and net gain measures.
 - c Wintering bird ‘lapwing mitigation’ securing provision in perpetuity.
 - d RAMMS contribution.
 - e Skylark Mitigation Strategy.
- 4 Stewardship & Governance - arrangements for the sustainable long-term governance and stewardship of local assets and community development activities – including a community governance review and Stewardship Body Framework.
- 5 Sports Provision – securing delivery of on-site provision, a financial contribution for Indoor Sports & Swimming provision and hockey provision. Subject to agreement.
- 6 Health and Social infrastructure
 - a The phasing of healthcare infrastructure and ongoing monitoring and co-ordination with local health authorities. Secure primary healthcare provision on site.
 - b Financial contribution relating to acute care, subject to agreement.
 - c Delivery of community and civic uses, a library of things, community growing spaces.
 - d Health Working Group Framework.
- 7 Education
 - a Phasing / delivery mechanisms for the proposed schools (including SEND provision) and early years provision.
 - b An obligation relating to monitoring and need as the proposed development is built out i.e. an ‘Education Working Group’
- 8 Transport & Highways

- a Adoption of Roads/ Pavements etc. subject to agreement.
 - b Side Roads Order (SRO) strategy / S247 TCPA, subject to agreement.
 - c Monitor and Manage Strategy.
 - d Transport Working Group (Monitor & Manage Framework).
 - e Transport Mitigation Package (Core and Potential), subject to agreement.
 - f Contributions towards the delivery of key local transport infrastructure, subject to agreement.
 - g Provision of the Travel Plan, and subsequent monitoring and management.
- 9 A 'slot out', 'slot in' strategy, to accommodate for and assist with potential future amendments to the planning permission.
 - 10 HIF recovery framework.
 - 11 S106 Monitoring.
 - 12 Gypsy and Traveler site.

Community Infrastructure Levy

- 6.11 It should be noted that the Councils (TDC and CCC) do not currently charge CIL on new developments; the proposed development will not therefore be liable to pay CIL.

7.0 Public Benefits

Wider Benefits – Delivering the Vision for the Garden Community

7.1 The proposed development will deliver a significant number of wide-ranging public benefits for the local area and Tendring District Council and Colchester City Council more widely, making a substantial contribution to delivering the vision and objectives of the Development Plan, as summarised below:

- 1 Land Use and Spatial Approach:** Delivering a key element of the spatial growth strategy for North Essex and the vision for a new sustainable Garden Community (8.1 and SP8 Section 1 Plan). In line with DPD GC Policy 1, providing up to 7,750 new homes, alongside a range of non-residential uses, including: shops and services; community facilities; education and health and wellbeing provision; a new ‘Salary Brook Country Park’; Sports and Leisure Facilities; a Knowledge Based Employment site; a Rapid Transit System; a Gypsy and Traveller Site; and, a Park and Choose Facility.
- 2 Nature:** In line with DPD GC Policy 2, placing nature at the heart of the development (with over 50% open space proposed, in line with the DPD principle) to contribute towards nature’s recovery and realise the wellbeing and health benefits to individuals. The development will have an interconnected multifunctional green-blue infrastructure network building up existing nature features and enhancing them. The proposals will provide a minimum of 10% Biodiversity Net Gain, with a key site wide principle being the retention of hedgerows and existing trees, as far as possible and delivery of required SANG.
- 3 Place Making Principles:** In line with DPD GC Policy 3, delivering three new distinct neighbourhoods, with high quality architecture that is widely recognisable of its place in North Essex. As governed by the submitted plans (Detailed Component) and the Design Codes (Outline Component), the proposed development will be both unique and distinctive in its character and appearance. All homes and non-residential buildings will meet high standards.
- 4 Meeting Housing Needs:** In line with DPD GC Policy 4, delivering a range of high-quality homes to meet the needs of different groups including affordable housing (30%), specialist housing for older people and student accommodation, families with children, gypsies and travellers, and co-housing, self-build and custom build homes.
- 5 Economic Activity and Employment:** In line with DPD GC Policy 5, delivering circa 8.8 ha of dedicated land area via the Knowledge Gateway to facilitate a vibrant, thriving local economy with the latest digital infrastructure. In addition, a range of employment opportunities in each Neighbourhood Place and the Civic Common is proposed. In total 4,337 Full Time Equivalent (FTE) jobs are capable of being delivered within Latimer’s application proposals. As above, the Applicant’s planning application does not include, but will not preclude, the A120 Business Park coming forward to deliver further FTE jobs.
- 6 Community and Social Infrastructure:** In line with DPD GC Policy 7, delivery of a variety of diverse community spaces, play space, local schools and a network of sport and leisure facilities, including proposals in the Southern Fields masterplan area. A

Stewardship Strategy has been developed in consultation with the Councils and key stakeholders and submitted to demonstrate how the long-term stewardship of these facilities and the wider masterplan area will be secured.

- 7 **Movement and Connections:** The masterplan is, in principle, prioritising people over cars. In line with DPD GC Policy 7, the masterplan design focusses on delivering active travel routes across the masterplan area, making walking, cycling and bus travel quicker and more convenient than private car use. This will encourage more sustainable transport choices to meet the needs of the new community and to maximise the opportunities for sustainable travel, thus reducing car travel and encouraging healthier lifestyles and neighbourhoods. This will include the delivery of a network of traffic-free active travel routes, the rapid public transit route through the site, VAZ zones, and a development that is supported by a range of innovative mobility measures.
- 8 **Sustainable Infrastructure:** In line with DPD GC Policy 8, delivery of green infrastructure and building solutions from the outset that follow best practice standards. The proposed development will be 'exemplar' and will address the climate emergency with 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.

Site Specific Benefits

7.2 The site specific benefits of the proposed development can be described as follows:

- 1 Delivery of three new distinct neighbourhoods, with schools, health facilities, shops and places to work and play a short walk from every doorstep.
- 2 Delivering up to 7,750 new, high-quality homes, in a mix of sizes, including family homes to meet local housing needs and a key element of spatial growth for North East Essex.
- 3 Delivering a policy compliant 30% affordable homes, equating to up to 2,325 new high quality homes, in a range of sizes and tenures to meet local affordable needs.
- 4 Delivery of c.210.9 ha of open space. This equates to 51% of the 412 ha site area. These areas are proposed for recreation, wildlife, and community well-being, while enhancing the natural environment. Including delivery of a new Country Park and further areas of SANG across the masterplan area. Positive landscape and visual effects on vegetation as a landscape element and public access have been identified.
- 5 Delivery of c.30km of retained and enhanced hedgerows, preserving local biodiversity with delivery of a minimum of 10% BNG.
- 6 Delivery of a Rapid Transit System, placing a reliable public transport system at the heart of the masterplan to encourage active travel, with an expected journey time of 22 minutes or better to Colchester.
- 7 Provision of 5 new schools, with at least one in each new neighbourhood.
- 8 Provision of c.8.80 ha of dedicated land for employment space in the Knowledge Gateway creating local job opportunities and fostering economic growth, with additional jobs in the neighbourhood places and civic common.

- 9 Delivery of sports provision and play and recreation space ensuring the promotion of physical activity and allowing children to have ample amount of safe, engaging spaces that support their physical, social and cognitive development.
- 10 Economic benefits through the creation of thousands of construction and operational jobs, value generated in the local economy and revenue to the public sector, as well as increased household expenditure etc.
- 11 Positive effects to human health as a result of access to active travel and public transport provision, employment, housing, open space/leisure and play, and education provision have been identified.

8.0 The Overall Planning Balance

- 8.1 The proposed development would deliver substantial benefits through the delivery of new additional homes, new employment uses, new community infrastructure and new accessible green infrastructure, in what will comprise an exemplar new sustainable community (see Section 7.0 above).
- 8.2 As part of the proposed development, it has been concluded in the accompanying Environmental Statement, prepared by Stantec, that there will be the following significant adverse effects (following mitigation):

Construction Phase

- a Transport - on severance, fear and intimidation, non-motorised user amenity and driver delay. This is limited to certain areas only – the A133, School Road, Bromley Road for construction. This impact is expected given the scale and nature of the proposed development. The mitigation proposed will limit impacts; however, development of this allocated site at the scale proposed will create a degree of impact.
- b Landscape and Visual – specifically relating to landscape character including Bromley Heath, Wivenhoe Farmland Plateau, Elmstead Farmland Plateau, and Crockleford Heath, views from settlements, PRowS, road and rail, ancient woodlands, protected lanes and the Colchester Orbital Promoted Walk. However, a level of impact is to be expected given the existing baseline position of open fields and agricultural land. Therefore, development of this allocated site at the scale proposed will represent a change to the existing landscape and environment.
- c Human Health - as a result of transport. Linking to a above, there will be an impact owing to construction related transport, but given the scale of the development this is not unexpected or unusual.
- d Agricultural land and soils – this is relating to the level of construction envisaged to facilitate the scale of development and mitigation is proposed to limit impact.

Operational Phase

- e Transport – on severance, fear and intimidation, non-motorised user amenity and driver delay. This is limited to certain areas only – the A133, School Road, Bromley Road, Park Road and Elmstead Road for operation. As above, this impact is expected owing to the scale of the development. However, this is an allocated site and an appropriate Monitor & Manage Framework will be in place.
- f Landscape and Visual – including landscape elements such landscape character including Bromley Heaths, Wivenhoe Farmland Plateau, Elmstead Farmland Plateau, Crockleford Heath, views from settlements, PRowS, road and rail, ancient woodlands and the Colchester Orbital Promoted Walk. The LVIA assessment has informed the scheme proposals including the extent of developable area and maximum height parameters. However, as above, a level of impact is to be

expected given the baseline position and the nature and scale of the proposed development on this allocated site. A shift change is to be expected.

- g Human Health – including acute and secondary care provision. Whilst the application includes on site health provision and a financial contribution to address the demand generated from the development, the National Health Service remains under ongoing pressures particularly around hospital infrastructure. It is however acknowledged that planned interventions will help manage increased demand of the 30+ year delivery timeframe of the project.

- 8.3 As outlined above, these impacts must be considered in the context that this is an allocated site for the development proposed, where these impacts were considered and found to be acceptable as part of the heavily scrutinised planning policy examination and adoption process at both the Section 1 Local Plan and DPD stages.
- 8.4 It is important to note that all other environmental topics have been assessed in the Environmental Statement as not significant. Further, the Environmental Statement also identifies a number of significant beneficial effects, including on socio-economics, landscape and visual effects and human health. There are also wider local and regional benefits such as meeting housing need for the long term in both Tendring and Colchester.
- 8.5 In this context, it is necessary to arrive at an overall judgement on effects (as set out within the Environmental Statement), having regard to conformity with the statutory development plan and other material considerations when making a planning judgement on the degree of harm as against the significant benefits proposed.
- 8.6 In respect of this harm, it is considered that the relevant tests set out are met and that within the overall planning balance, the benefits of the scheme outweigh such harm and do so comprehensively.
- 8.7 Overall, this is a highly sustainable site which is allocated for the development of a sustainable, new and exemplar Garden Community. It has been demonstrated through this Planning Statement that the proposed development complies with the overall provision of the statutory development plan, with no significant material factors weighing against the proposal.

9.0 Conclusion

- 9.1 This Planning Statement, including Draft S106 Heads of Terms and Planning Application Summary, provides an assessment of the proposed development at the proposed Tendring Colchester Borders Garden Community (“TCBGC”) in relation to national, strategic and local planning policy and guidance.
- 9.2 This application specifically seeks: Outline planning permission for up to 6,913 new homes, older persons housing, student accommodation (up to 2,000 PBSA bedrooms), employment uses, a further education college, a secondary school, primary schools, special and early years facilities, a range of commercial, civic, cultural and community uses, battery storage facilities, leisure uses and sports pitches, a new country park and public open space, a park and ride facility, access roads and associated highways improvements, and associated infrastructure; and Full planning permission for the Detailed Component, comprising 837 new homes, alongside the first phase of the Salary Brook Country Park, the Gateway Place, comprising 2,161sqm (GEA) of non-residential E use class and a temporary ‘Park and Choose’ and landscaping.
- 9.3 Policies SP8 and SP9 of the joint Section 1 Plan identify the site for a new sustainable Garden Community for an overall total of between 7,000 and 9,000 homes and 25 hectares of employment land. The site is a key element of the spatial growth strategy for North Essex. The Councils (TDC and CCC) have subsequently adopted the TCBGC DPD (in May / June 2025) which contains more detailed policies and guidance for the development of the Garden Community, defines the site allocation boundary and includes a Policies Map. The DPD includes a ‘Strategic Illustrative Framework Masterplan’ and refines the anticipated number of new homes of circa 7,500. The principle of development at the site – as part of an allocated new Garden Community – is therefore well established and accepted.
- 9.4 This Planning Statement (Section 5.0) has concluded that while there are a very few minor deviations from the policies of the Development Plan, these have been fully justified. It can therefore be concluded that the proposed development should be considered to comply with the DPD, and the Development Plan, as a whole.
- 9.5 Paragraph 38 of the NPPF sets out that Local Planning Authorities should “*approach decisions on proposed development in a positive and creative way... and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.*”
- 9.6 This planning application – on an allocated site, submitted following proactive and extensive pre-application consultation, and which will significantly contribute towards improving the economic, social and environmental conditions of the local and regional area – is a clear example of where this principle applies.
- 9.7 The Planning Application comprises a number of supporting assessments, including the Environmental Statement, prepared by Stantec. As set out at Section 7.0 of this Planning Statement, the proposed development would deliver substantial benefits. As per Section 8.0 of this Planning Statement, the benefits arising taken together from this development clearly and demonstrably, significantly outweigh any adverse effects (as concluded within

the accompanying Environmental Statement), in the context of development of a self-sustaining and sustainable new Garden Community.

- 9.8 Overall, the proposed development embodies the principles of sustainable development promoted throughout the NPPF and it complies with relevant objectives and requirements of the Development Plan, as a whole. As set out in this Statement, this exemplar development will also deliver a wide number of substantial planning, housing, economic, social and environmental benefits and there are no material considerations which would support a reason for refusal. On this basis, planning permission for this Hybrid Planning Application should be granted.

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