



Colchester Borough Local Plan 2017 – 2033

Section 2 Examination

Hearing Sessions April 2021

Hearing Statement

by

Andrew Martin DipTP(Distinction) MAUD FRICS FRTPI
Andrew Martin – Planning Limited (6282)

on behalf of

Crest Nicholson Operations Ltd and R.F. West Limited

Main Matter 9 – Sustainable Settlements
(Policies SS1 to SS16)



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APPENDICES

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2. Highways England : A12 Chelmsford to A120 widening – preferred route announcement map Junctions 23 to 25. 2020
3. Highways England drawings showing General Arrangement of A12 Improvements Sheets 17 & 18 and key.
4. Representations on behalf of the Promoters to the Marks Tey Neighbourhood Plan Regulation 16 Consultation, including Options 1 & 2 Indicative Concept Masterplans.



MAIN MATTER 9 – SUSTAINABLE SETTLEMENTS (POLICIES SS1 TO SS16)

1. Are the Sustainable Settlements policies and site allocations justified by appropriate available evidence, having regard to national guidance, and local context, including meeting the requirements of CLP1?

Context and Background

- 1.1 The comments in this Hearing Statement support and are complementary to those set out in my Statement relating to Matter 2. This Statement focuses on more detailed local issues relating to Marks Tey and the interests of my clients, Crest Nicholson and R.F. West Ltd. It relates to the explanatory text and Policy SS11: Marks Tey. It also looks into the implications on the future of Marks Tey following the abandonment of the Colchester Braintree Borders Garden Community (CBBGC), and updates the current situation regarding the future improvements to the A12 and preferred route and timing of the A120, and the emerging Marks Tey Neighbourhood Plan.
- 1.2 The evidence base for Section 2 CLP is now relatively dated and so is the current explanatory text and wording to Policy SS11: Marks Tey, as a result of the deletion of CBBGC and recent announcements relating to the A12 and A120. The current situation requires a complete re-writing of paragraphs 14.189 to 14.192 and Policy SS11: Marks Tey. In my opinion, a failure to do this and to consult on the necessary consequential Main Modifications will result in the Plan being found unsound.

The current position relating to the A12 and A120 Improvements

A120

- 1.3 Essex Highways published a 'Highways Major Projects newsletter' on 18th March 2021, which covers all the planned major road improvements in the County under ECC responsibility (Appendix 1). With regard to the A120, the newsletter states that a preferred route could be known early next year. Highways England (HE) is progressing the scheme following the handover of the work from ECC. ECC had selected a favoured route from Galleys Corner on the edge of Braintree to the A12, just south of Kelvedon. The newsletter explains that HE had indicated that the early part of 2022 was a possible date for announcing its preferred route. There was a need to stay aligned with the development of the associated A12 improvement



scheme and the priority was to have in place the best possible supporting evidence for the A120 when it was considered for ministerial approval next year. The newsletter states:

“The A120 upgrade is seen as vital for the county with the current road considered woefully inadequate for such an important strategic route and the improvement scheme set to bring about a £2.2 billion boost to the local economy through new jobs, business and housing while also dramatically improve road safety.”

- 1.4 In addition to the above county-wide benefits, there can be no doubt that the ECC preferred route for the A120, which was the subject of extensive public consultation on several route options, will result in significant benefit to Marks Tey, because it will provide a new fast dual carriageway route from Braintree to the A12 south of Kelvedon, compared with existing congested route along Coggeshall Road towards A12 Junction 25.

A12

- 1.5 Following the Inspector’s report in May 2020 into the Section 1 Plan recommending the removal of the CBBGC from the Joint Plan, HE ruled out all of the 2019 consultation routes that were put forward if the GC remained in the Plan. HE has reverted back to its preferred route following an earlier 2017 consultation (Appendix 2). A further consultation is now planned imminently on the proposed detailed designs. Because the project is a Nationally Significant Infrastructure Project, HE will seek a Development Consent Order later this year or early 2022 with proposed construction starting in 2023/24. A number of surveys are currently being undertaken and my clients have been provided with a more detailed plan of the proposals in relation to Marks Tey that shows the likely spatial impact on the land they are promoting (Appendix 3). These have resulted in consequential revisions to the Promoters’ indicative masterplan as previously submitted with the Sections 1 & 2 representations, as described in Appendix 4.

The Marks Tey Neighbourhood Plan, Regulation 16 Consultation

- 1.6 Marks Tey Parish Council submitted its Neighbourhood Plan (NP) to CBC under Part 5 Regulation 15 of the Neighbourhood Planning Regulations 2012, which is currently published for consultation until 5th April 2021. The NP covers the 15 year period to 2033. Representations were submitted to the PC on behalf of the Promoters to the Regulation 14 consultation in April 2020. These have been updated in relation to the current NP, which has not been fundamentally changed in the current version, but responds to some of the



comments received and is also updated in relation to the deletion of the CBBGC. The representations on behalf of the Promoters are attached at Appendix 4.

- 1.7 It should be noted that the Foreword of the NP explains that preparation of the Plan has been more complex than many others because of the background of major road proposals and the planned GC. It accepts that significant progress has been made with regard to the A12 and the decision to drop the GC. However, notwithstanding these recent developments, the Steering Group agreed that *“it would be wiser to avoid going through the process of allocating housing building sites until the situation becomes much clearer. Then it will incorporate site allocations at a future review of the Neighbourhood Plan.”*
- 1.8 Paragraph 1.4 of the NP states that the Local Plan process has created an uncertain strategic policy context for the NP, not least because of the extended examination period. The NP has had an important role to play during this uncertain context in articulating clearly what the priorities for future development are. Apart from the fact that Part 1 no longer includes proposals for the GC, it also does not include a local housing figure to be delivered through the NP.
- 1.9 The Promoters – whilst understanding the difficulties faced by the Parish Council in preparing the NP with all the uncertainties and threats likely to result from the planning and delivery of the GC and the uncertainties resulting from the various A12 and A120 options published for consideration – consider the non-allocation of sites to be a missed opportunity to bring forward proposals that could address at any early stage many of the problems and issues identified in the NP. In essence, these are identified in paragraphs 1.3 and 1.19 of my Hearing Statement relating to Main Matter 2 and as set out below.
- 1.10 Table 3.2 of the NP sets out a SWOT analysis of the Marks Tey plan area that was informed by the consultation results. The opportunities are identified as:
- Reconnect a fragmented community;
 - A12 and A120 road improvements;
 - Potential to “green” the road corridors;
 - NP could raise profile of NP area including heritage;
 - Connect habitats.
- 1.11 The Promoters’ land is located partly in the NP defined Character Area 3b – The Village plus additional land to the south and east within the neighbouring Copford with Easthorpe Parish,



also subject to an emerging NP, but this is at a very early stage. The Village relates to the area south of the railway line, the Potts Green Character area to the west and the Copford and Easthorpe Parish to the south and east.

- 1.12 Although paragraph 5.3 states that the NP does not allocate development sites, the supporting Out Design Masterplanning report (a NP evidence base document) provides guidance to the community in terms of potential options for the future growth of the parish. It confirms that this work has informed the understanding of priorities for the parish in spatial terms and it will be used when working with stakeholders, in particular, CBC. It explains that the Steering Group *“do not consider it prudent to identify development sites until the implications of the planned strategic transport infrastructure measures are understood in more detail. For instance, it is unknown how Highways England’s proposals for a revised Junction 25 on the A12 will impact land around the London Road centre and the Parish Hall recreation ground.”*
- 1.13 Paragraph 6.1.10 provides details of the frequency and average travel times of trains into London, Colchester and Sudbury. These are every 30 minutes with an average travel time of 61 minutes to London and 9 minutes to Colchester, and every 50 minutes with a 19 minute journey time to Sudbury weekdays. The station handles some 428,816 passenger movements per year (1,200 per day – 2013 figures) through the station with approximately 90% of them coming from outside Marks Tey (2017 Train Users Survey). A majority of these, approximately 70% travel to the station by car and approximately 55% car users park at the station, which in itself causes a number of problems. The NP considers that it would be advantageous to rail users (greater retail choice) and to the London Road shops (greater footfall) to see if more integration could be effected between the two. It suggests that one way of doing this might be to integrate station related parking with the desire to increase off road parking at the shops (para 6.1.13).
- 1.14 Table 6.1 sets out a list of priorities for improving pedestrian and cyclist connectivity in the plan area. These include:
- “
- **“Provide a Green Bridge across the A12.** *Currently the A12/A120 interchange imposes a significant barrier to pedestrian and cycle connectivity to residents and visitors wishing to visit the Marks Tey retail parade. Enhanced access could be in the form of an attractive land bridge over the A12 which would connect Marks Tey station with Marks Tey shops. Key benefits:-*
 - *Allow pedestrians and cyclists to avoid the A120 and A12 interchange*



- *Provide a direct link between station and Marks Tey retail parade*
- *A direct link to Marks Tey retail parade will give the village back its heart*
- *Provide better access for disabled residents who currently have few options for getting around.*

This measure is considered necessary in the event of substantial development coming forward in this part of the plan area including south of the Marks Tey row of shops.”

1.15 Other priorities include:

A new station square around Marks Tey train station to:

- Provide a sense of arrival;
- Reduce dependence on the car and provide footways with direct pedestrian access;
- Greening the environment close for traffic corridors to help mitigate the impact of air and noise pollution;

London Road Parade: Environmental improvements

- continuous footpaths, street lighting, tree and shrub planting, cycle facilities (including cycle parking), public seating and furniture;
- providing direct, safe and comfortable walking and cycling links between the parade and Marks Tey station for example through replacing the A12 footbridge with a land bridge.

1.16 As described in Appendix 4 and paragraph 1.25 below, the Promoters’ vision and indicative proposals for the land south of London Road could address many of these community benefits.

1.17 Table 6.2 lists priorities for improving accessibility for those with restricted mobility, which includes:

- improved platform access to the station;
- environmental improvements to the London Road parade including continuous footpaths, street lighting, public seating;



- London Road Parade: Making the road safer to cross as some traffic tends to speed up as it approaches the A12 slip road.

1.18 NP Policy MT04 – Village Settlement Boundaries does provide some flexibility and support for potential development outside the settlement boundaries, including in exceptional circumstances such as:

“Larger development schemes on the edge or well-related to the defined settlement boundary and Marks Tey village only (does not include the Little Tey settlement boundary) where proposals will deliver significant community benefits to the existing Marks Tey parish and which adopt innovative approaches to the construction of low carbon homes which demonstrate sustainable use of resources and high energy efficiency levels (for example construction of Passivhaus or similar standards).” (my emphasis).

The policy defines the meaning of ‘significant community benefits’ as:-

- *“delivering the priorities for pedestrian and cycle connectivity and for improving accessibility for those with restricted mobility (see Tables 6.1 and 6.2) where these will facilitate a significant improvement for Marks Tey residents and where these are planned in consultation with the applicable highways agency (Highways England and/or Essex County Council);*
- *delivering Coggeshall Road environmental enhancement measures, etc; and*
- *relieving vehicular pressure on residential area in the plan area and aiding vehicular and pedestrian connectivity.”*

1.19 Pages 61-63 describe the characteristics of the Village Character Area, which includes the station, hotel and over 50% of the businesses in the Parish. London Road is regarded as a hub of activity. Important landmarks in this area include Marks Tey Hall and the adjoining 16th Century Barn (both listed Grade II) and the 14th Century barn (Grade II*) with moat and medieval fishpond. Formerly this was the hub of the community and home to Marks Tey Lord of the Manor. It is important to note these are within the ownership of Trustees of RF West and subject to an Option to Crest. Past proposals to secure the renovation and enhancement of these buildings through a scheme of enabling development have been blighted by both the proposed GC and uncertainty over the final preferred A12 option.

1.20 Policy MT05 – Local Character and Design requires that proposals should contribute in a positive way to the quality of the built environment and setting of the parish, including being



sympathetic to existing character and history of Marks Tey. For proposals in the Village these include:-

- The importance of conserving or enhancing the Grade II listed Marks Tey Hall and its setting;
- The importance of improving the street scene environment around the London Parade shops
- The importance of improving the connectivity between the areas currently segregated by the road infrastructure through measures which improve the attractiveness of pedestrian routes and create more direct routes;
- Retaining existing and creating new green infrastructure;
- Prioritising design and layout that increases coherence and strengthens sense of place

1.21 Pages 92-94 describe in the context of Business and Employment the context and rationale for Policy MT14 – London Road Centre. The Parish Council would like to see imaginative proposals that seek to:

- Increase cross A12 pedestrian and cycling communications;
- Increased contact between the shops, the station and the village;
- Increased parking provision for the shops preferably in direct form;
- Increase in the viability of the area possibly with housing associated with more retail; and
- Improvement to the streetscape with landscape and trees.

1.22 It goes on in paragraph 6.19.6 to say that in that context there has been some discussion of the idea of a 'green bridge', a widened, landscape platform crossing the A12 from the shops. The Parish Council will seek to secure this green bridge when the detail of the A12 strategic road improvements come forward.

1.23 The NP has analysed all the different land uses in the London Road Centre – as shown on NP Appendix 1 and whilst it confirms that the parade is already protected by the adopted Local Plan, Policy MT14 – London Road Centre seeks enhancement as set out below:



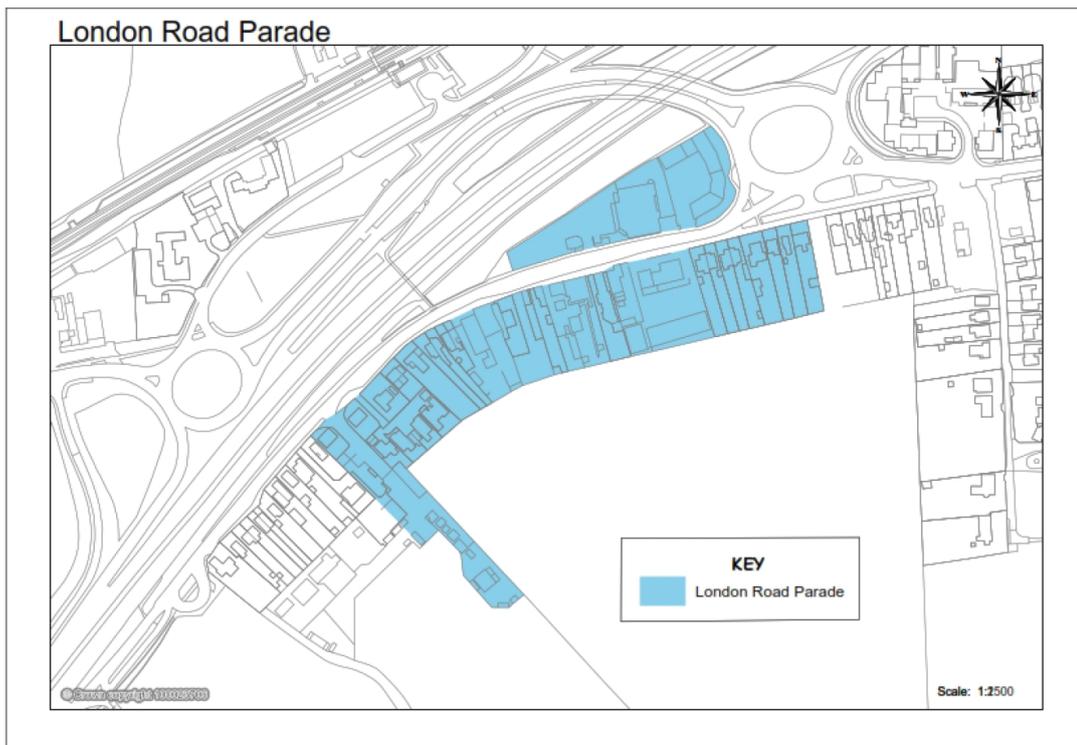
POLICY MT₁₄ – LONDON ROAD PARADE

To be supported, development proposals coming forward in the London Road Parade (as shown on Map 6.9) must:

- maintain or enhance the range of local shops, services and community facilities;
- utilise opportunities to enhance the street scene environment; and
- provide for customer car parking where this is needed by the proposed scheme

Proposals which enhance the street scene environment for pedestrians for example through continuous footpaths, tree & shrub planting, new cycle facilities and street lighting area will be particularly welcomed.

Map 6.9 London Road Parade





Inconsistency between Policy SS11 and NP Policies

1.24 Neighbourhood Plans must be in general conformity with the strategic policies contained in any development plan that covers their area (NPPF footnote 16). NPs should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies. Therefore NPs do have scope to allocate sites over and above any strategic policy requirement for the area. CBC, in its Section 1 LP originally proposed in Policy SG2 1,350 homes to be provided in the CBBGC in the plan period. Topic Papers 1 & 2 argue that allocations already in the plan provide a sufficient buffer to address the shortfall arising from the loss of 1,350 units in the GC and that consequently Table SG2 will require modifications (para. 3.5). Topic Paper 1 acknowledges the GC *“would have had a significant effect on the community of Marks Tey”* and that Policy SS11 will require modification to delete reference to the joint Development Plan Document for the GC (para 3.6). The Council considers that *“Marks Tey’s status as a Sustainable Settlement does not necessarily mean that housing allocations need to be made there.”* It then gives reasons that seek to justify this position, ie:

1. Further housing allocations are not required to add to overall delivery totals;
2. While the identified Sustainable Settlements are the preferred locations for development outside the top tier of urban Colchester, land allocation is not prerequisite; and
3. The NP route could in future allow for proposed allocations.

1.25 This justification fails to recognise the significant benefits that could be created through allocating a site of sufficient scale in Marks Tey that focuses on and would deliver the priorities, benefits and very clear objectives identified by the community through the NP consultation. Failure to allocate such a site, or provide a housing requirement to guide the NP (in accordance with NPPF para. 66), is a lost opportunity and is not sound planning. Previous reasons for not doing so, ie the uncertainties and complications of planning the GC and uncertain final preferred routes for the A12 and A130 improvements, no longer apply. There is now no reason why the scale of growth and location of a sustainable urban extension, as proposed by the Promoters for approximately 900-1,000 homes and associated mixed uses - as shown on the two indicative concept masterplan options in Appendix 4 - should not be included in the CLP and NP.



2. Do the housing land allocations within the Sustainable Settlements show how they will contribute to the achievement of the housing requirement of the CLP Section 1 (14720 new homes) and its timescale for delivery?

2.1 In arithmetic terms the figures add up, but there are issues relating to the relative merits and locations of some of the allocations, which are less sustainable than growth in Marks Tey that is proposed for no new allocations, for reasons set out above and in relation to my submissions on Matter 2.

[2953 words]

Subject: Highways: Major projects

Date: Thursday, 18 March 2021 at 16:33:38 Greenwich Mean Time

From: Essex County Council <Essexcountycouncil@public.govdelivery.com>

To: Andrew Martin | AM - Planning <andrew@am-plan.com>



Highways major projects newsletter



Within our annual budget proposals we have set an ambitious programme of capital spending, with £86million earmarked for investment in improvements to our highways network.

Work on the Fairglen Interchange and the M11 J8 upgrades will begin in the coming year, both of which will make a significant difference to road users in those areas.

This Spring we will also see two of our largest schemes, the Chelmsford North East Bypass and the Colchester A120-A133 Link Road, reach the planning stage. Funded through the [Housing Investment Fund](#), the schemes are being delivered in acknowledgement that housing and business growth needs to be supported by infrastructure. They will also go further, supporting the wider transport network by providing better access to strategic roads designed for heavier traffic, therefore, reducing the impact of development on more local, urban roads.

Reducing traffic within our towns is an important ambition, not just in terms of limiting congestion, but also the knock-on health implications of poor air quality. You may well have seen our safer, greener, healthier campaign and over the coming years we are going to see an increased focus on supporting people to walk, cycle or use public transport as an alternative to making short journeys by car.

I hope you enjoy reading this newsletter and if you have any questions about any of the schemes, please do contact the respective project teams.

Cllr Kevin Bentley, Deputy Leader and Cabinet Member for Infrastructure, Essex County Council



Chelmsford North East Bypass

A planning application for the Chelmsford North East bypass - part of a £250 million investment which also includes a new Beaulieu railway station - is due to be submitted this Spring.

Supporting long-term sustainable growth across Chelmsford and mid-Essex, the new 8km road scheme, will run between the A131 and the A12 at Boreham.

Following public engagement last year, the planning application offers a further opportunity for public comment ahead of a decision on the project later this year.

Construction of the bypass is scheduled to begin in 2023, with the scheme expected to open the following year.

To find out more about the scheme and to receive the latest project updates, [visit the scheme website](#).

2006-08	<ul style="list-style-type: none"> Public consultation and preferred route safeguarded in local plan Scheme postponement because of insufficient funding and national recession
2015-18	<ul style="list-style-type: none"> Scheme 'refresh' to confirm details of safeguarding for new Chelmsford Local Plan
2018	<ul style="list-style-type: none"> Local plan public consultation – including update to bypass route safeguarding
2019	<ul style="list-style-type: none"> Homes England funding to deliver 1st phase of bypass (single carriageway) Survey and funding announcement letters sent to residents (250/600m radius)
2020	<ul style="list-style-type: none"> Face to face events cancelled due to Covid-19 Adoption of Chelmsford Local Plan – safeguarded corridor for bypass incorporated Bypass public information events – including virtual event and fly-through film Virtual teams Parish meeting including Broomfield, Great Leighs, Springfield and Little Waltham
2021	<ul style="list-style-type: none"> Feb 21 Pre-planning application and return of consultee responses <ul style="list-style-type: none"> Presentation to Little Waltham Parish Live Broadcast with residents along A131 Parish briefing to Broomfield, Great/ Little Leighs, Boreham and Springfield scheduled (March 21) Spring 21 Submission of planning application for bypass – including public consultation Autumn 21 Potential determination of planning application
2023	<ul style="list-style-type: none"> Potential start of bypass construction works
2024	<ul style="list-style-type: none"> Road potentially open to the public (Bypass Phase 1)

Colchester A120-A133 Link Road

In 2019, Essex County Council successfully bid for funding to help support planned housing growth across the county, with the A120/A133 Link Road and Colchester Rapid Transit System receiving £99 million.

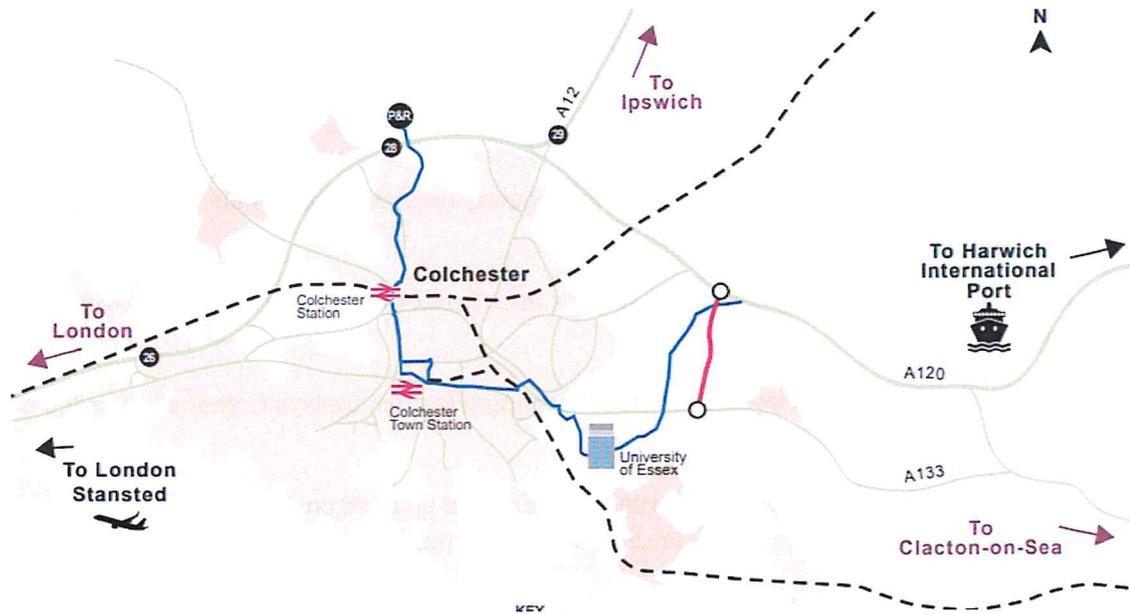
Supporting the creation of the Tendring Colchester Garden Community, the new link road will help manage the impact of the development as it grows, while also supporting the wider network by making it easier to access the A120 and A12.

The planned route will leave the A133 via a roundabout east of the University of Essex, joining the A120 via a junction east of Bromley Road.

The next steps will see the scheme submitted for planning in the coming weeks. To support this, a virtual exhibition of the proposals will be on display via the scheme website.

Construction is due to begin in 2022, with completion in 2024, ahead of the first homes.

For more information and to sign up for the link road newsletter, [visit the scheme website](#).



M11 Junction 7A

The new M11 Junction 7A is one of the largest infrastructure projects in the country for a number of years, and will see the creation of a much needed new access to and from Harlow.

Work is currently underway on the widening of Gilden Way and has reached the Churchgate Roundabout. The widening of this part of the existing network is an important element of the scheme, creating an extra lane for traffic approaching Harlow, as well as improved walking and cycling access.

Alongside this, work is underway on the junction element itself. Piling works have been completed for the west and east abutments of a new bridge and piling for the various motorway gantries along the hard shoulder continues both northbound and southbound.

Earthworks for the new link road and M11 slip roads on to and off the M11 at the new junction 7A will begin later this month.

For more information and to sign up for contractor updates, [visit the M11 Junction 7A website](#).



A120

A preferred route for a long-awaited dual carriageway upgrade of part of the A120 could be known early next year.

Highways England is progressing the scheme after Essex County Council handed over its work to date on the project.

This included selecting a favoured route for the upgrade, from Galleys Corner on the edge of Braintree to the A12, just south of Kelvedon.

At a briefing with county councillors, Highways England updated on its work, saying the early part of 2022 was a possible date for announcing its preferred route.

However, it said there was a need to stay aligned with the development of the associated A12 improvement scheme and the priority was to have in place the best possible supporting evidence for the A120 when it was considered for ministerial approval next year.

The A120 upgrade is seen as vital for the county with the current road considered woefully inadequate for such an important strategic route and the improvement scheme set to bring about a £2.2 billion boost to the local economy through new jobs, business and housing while also dramatically improve road safety.

Army and Navy

Work is continuing to progress as quickly as possible on a new long-term solution at the Army and Navy gateway in Chelmsford.

Having completed our latest option assessment and [announced a final shortlist of junction improvement options](#) expected to go to public consultation this summer, we are now completing further air quality and noise assessment of the options and more work on the planned expansion of Sandon Park and Ride and a proposed new Park and Ride site at Widford.

Following feedback received during briefing sessions with businesses, transport groups, community groups and councillors in January, we are also exploring the possibility of further improvements to the proposed pedestrian and cycling facilities at the Army and Navy gateway.

Together with the Park and Ride proposals, walking and cycling improvements form a critical part of the [Army and Navy Sustainable Transport Package](#) and our plans to provide people with greater choice about how they travel around the city.

To receive all of the latest news on the project, [sign up for our Army and Navy e-newsletter](#).



Major Projects Facebook Page



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Essex County Council, County Hall, Market Road,
Chelmsford

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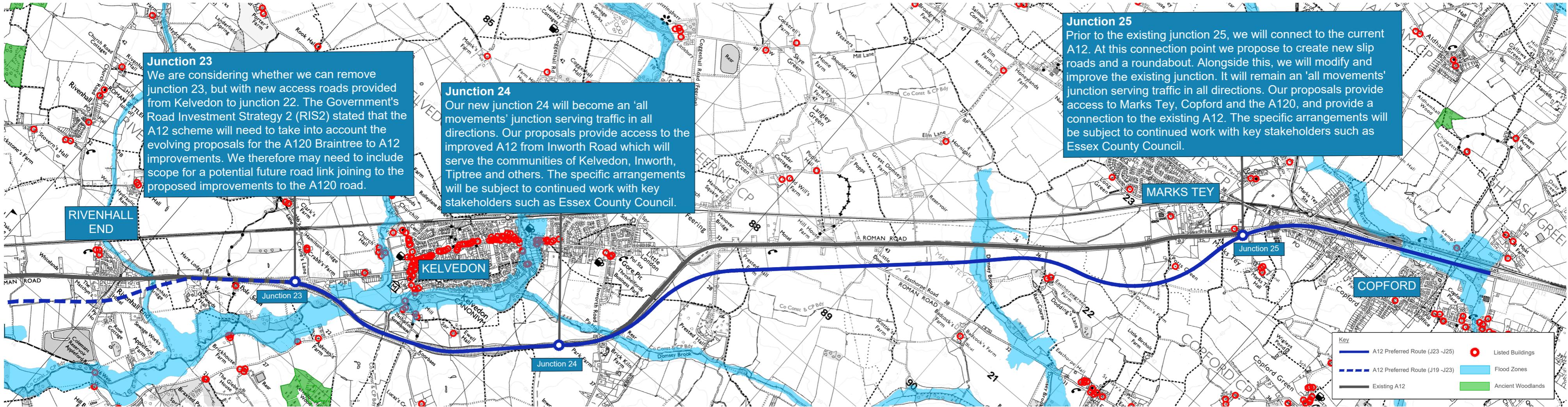
A12 Chelmsford to A120 widening

Preferred route announcement map

Junctions 23 to 25

Highways England

2020



Junction 23
 We are considering whether we can remove junction 23, but with new access roads provided from Kelvedon to junction 22. The Government's Road Investment Strategy 2 (RIS2) stated that the A12 scheme will need to take into account the evolving proposals for the A120 Braintree to A12 improvements. We therefore may need to include scope for a potential future road link joining to the proposed improvements to the A120 road.

Junction 24
 Our new junction 24 will become an 'all movements' junction serving traffic in all directions. Our proposals provide access to the improved A12 from Inworth Road which will serve the communities of Kelvedon, Inworth, Tiptree and others. The specific arrangements will be subject to continued work with key stakeholders such as Essex County Council.

Junction 25
 Prior to the existing junction 25, we will connect to the current A12. At this connection point we propose to create new slip roads and a roundabout. Alongside this, we will modify and improve the existing junction. It will remain an 'all movements' junction serving traffic in all directions. Our proposals provide access to Marks Tey, Copford and the A120, and provide a connection to the existing A12. The specific arrangements will be subject to continued work with key stakeholders such as Essex County Council.

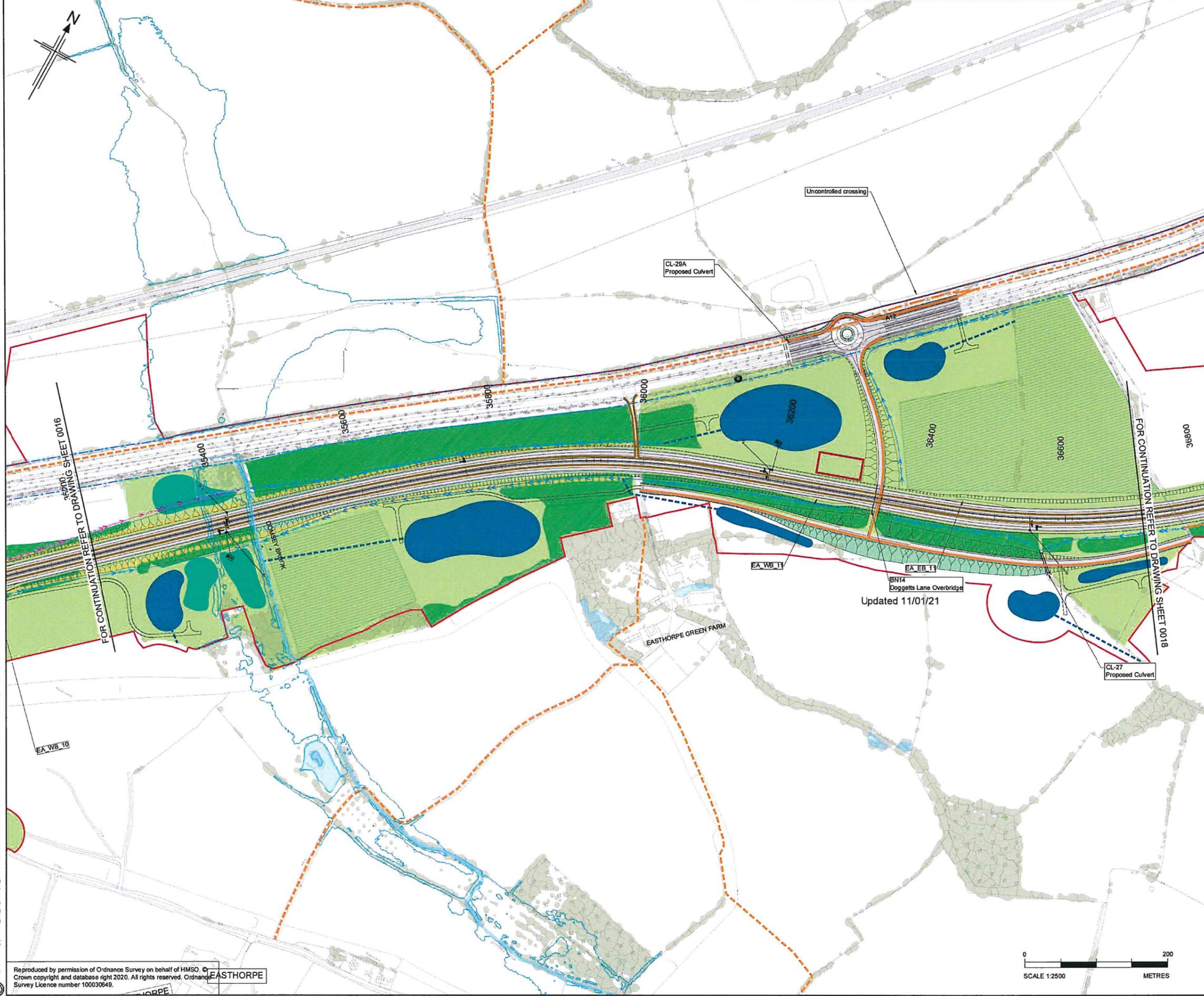
RIVENHALL END

KELVEDON

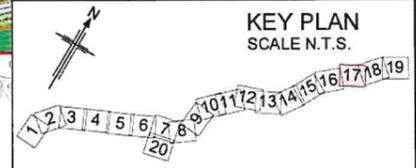
MARKS TEY

COPFORD

Key			
	A12 Preferred Route (J23-J25)		Listed Buildings
	A12 Preferred Route (J19-J23)		Flood Zones
	Existing A12		Ancient Woodlands



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 3. The base mapping is based on Ordnance Survey (OS) Data.
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 5. For Sheet Layout Plan refer to HE551497-JAC-HGN-SCHW-DR-C-0026.
 6. For Key refer to HE551497-JAC-HGN-SCHW-SK-C-0012.



Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	App'd
P01.2	23/10/20	FIRST ISSUE				

Contractor: **COSTAIN** Designer: **JACOBS**
 1 City Walk, Leeds, LS11 8DX
 Tel: +44(0)113 242 877 Fax: +44(0)113 389 1389
 www.jacobs.com

Client: **highways england**

Project: REGIONAL DELIVERY PARTNERSHIP
 A12 CHELMSFORD TO A120 WIDENING SCHEME

Drawing title: GENERAL ARRANGEMENT
 CH. 35200 TO 36700

SHEET 17 OF 20
 Drawing status: S0 - Initial Status

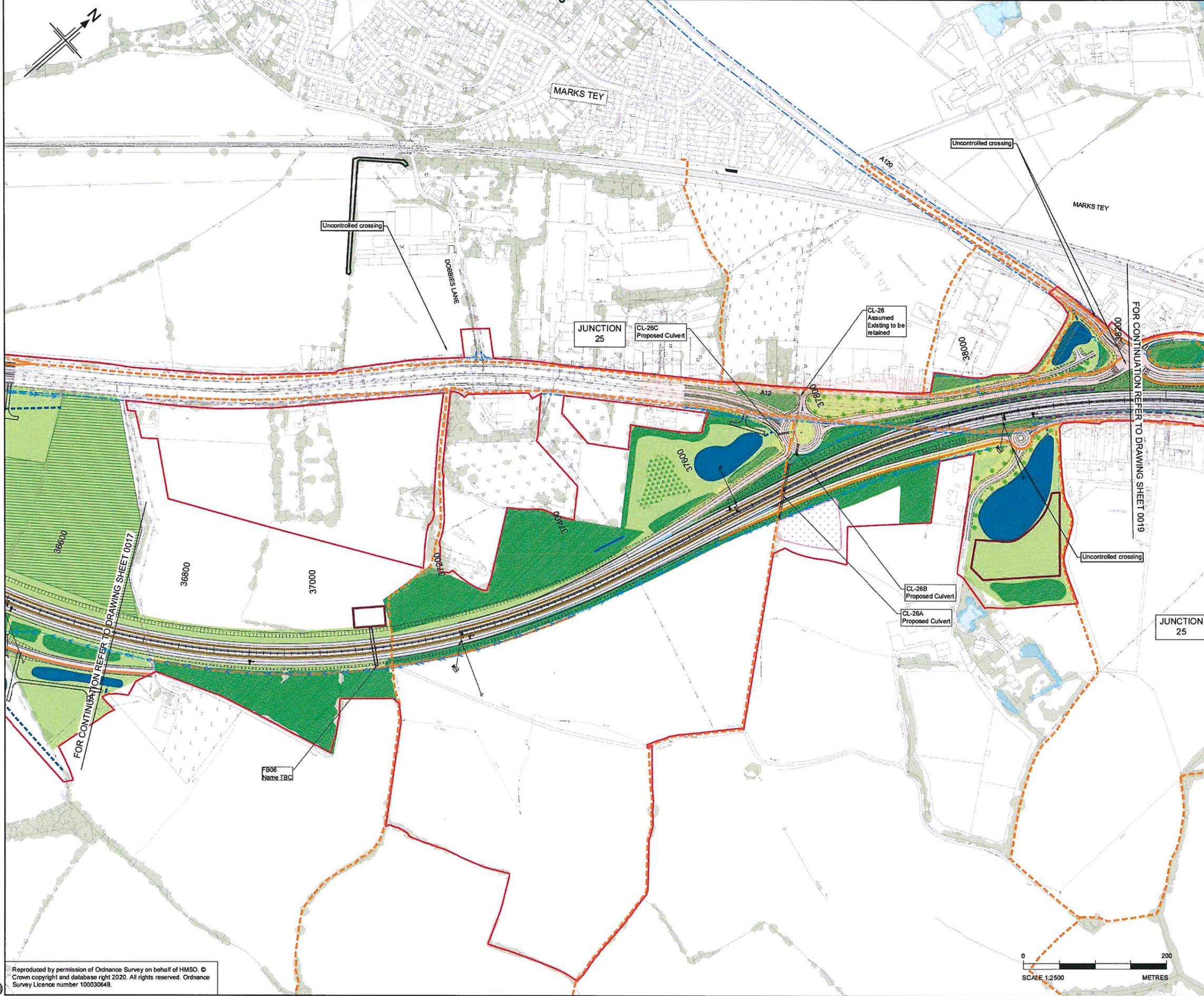
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Project Stage	PCF3	
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 Location: SCHW Role: Number

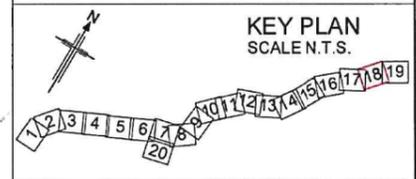
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 5. For Key refer to HE551497-JAC-HGN-SCHW-SK-C-0012.



Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd
P01.2	23/10/20	FIRST ISSUE			E99	E99

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Project: REGIONAL DELIVERY PARTNERSHIP
 A12 CHELMSFORD TO A120 WIDENING SCHEME

Drawing title: **GENERAL ARRANGEMENT
 CH. 36700 TO 38200**

SHEET 18 OF 20

Drawing status: **S0 - Initial Status**

State Code	Preliminary
Project Stage	PCF3
Scale	1:2500
Jacobs No.	B3661D1
Client no.	HE551497

Drawing number: **HE551497 - JAC - HGN - SCHW - DR - C - 0018**

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HIGHWAYS

- New or realigned road
- New/realigned private means of access
- New/realigned maintenance access
- Existing public right of way/ non-motorised user route
- Existing public right of way/ non-motorised user route - stopped up
- New/realigned public right of way/ non-motorised user route
- Approximate extent of new road lighting
- Portal gantry
- Cantilever
- Maintenance access

ENGINEERING & CONSTRUCTION

- Cutting
- Embankment
- Proposed mitigation earthworks
- Proposed borrow pit
- Proposed site for construction compound (CCS)
- Proposed haul road
- New or modified bridge desk
- Existing bridge desk
- Proposed retaining wall
- Existing retaining wall

DRAINAGE

- Existing culvert (to be retained)
- Proposed culvert - minor watercourse
- Existing culvert (to be extended)
- Existing culvert (to be abandoned)
- River diversion
- Water flow direction
- Proposed cut-off ditch
- Existing ditch / watercourse
- Existing ditch/watercourse (to be realigned)
- Existing ditch/watercourse (to be abandoned)
- Attenuation pond (with outfall connection)
- Flood mitigation areas (main river)
- Flood plain compensation (minor watercourse)

BOUNDARIES

- Indicative DCO boundary
- Indicative HE boundary

ENVIRONMENT

- #### EXISTING
- Open water
 - Retained trees, hedges and shrubs
 - Ancient woodland
 - Ancient, noble and veteran trees
 - Conservation areas
 - Local nature reserve
 - 1% (1 in 100) Annual Exceedance Probability (AEP) plus climate change (+85%) extent
 - Listed buildings
 - Registered parks and gardens
 - Scheduled monument
 - Trees protected by Tree Preservation Order (area or individual tree)

PROPOSED

- Open water
- Woodland planting of trees and shrubs
- Wet woodlands
- Tall screen planting to elevate flight path of bats & barn owls
- Individual trees
- Hedge
- Hedge with intermittent trees
- Grassland
- Grassland with intermittent trees and shrubs
- Ecology pond (indicative symbol)
- Aquatic and marginal planting
- Protected species crossing
- Ecology mitigation area / Ecology protection measures
- Noise barrier location / Acoustic barrier
- Ecological fencing
- Potential area for orchard compensation

EXISTING UTILITIES

- Buried water
- Water main
- Raw water main
- Abandoned water main
- Gas
- High pressure
- Intermediate pressure
- Medium pressure
- Low pressure
- Overhead electricity
- 400kV
- 33kV
- 11kV
- Low voltage
- Street lighting
- Pilot cable
- Decommissioned 11kV
- Decommissioned low voltage
- Abandoned 11kV
- Abandoned low voltage
- Openreach
- Overhead duct
- Buried duct
- Planned buried duct
- Virgin media
- Buried duct
- Existing telecommunications
- Vodafone buried duct
- Vodafone (other) buried duct
- Instalcom buried duct
- Interoute buried duct
- Network rail buried duct
- Drainage
- Foul sewer main
- Surface sewer main
- Combined sewer main
- Outfall sewer main
- Pumped foul sewer main

PROPOSED DIVERSIONS

- Water main
- Gas
- Overhead electricity
- Buried electricity
- Sewer

NOTES

THIS GENERAL ARRANGEMENT LEGEND SHOULD BE READ IN CONJUNCTION WITH:

1. THE GENERAL ARRANGEMENT DRAWINGS.
2. THE LOCATION KEY PLAN.



Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd
P01.3	12/10/20	DESIGN FIX 1				

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Project: REGIONAL DELIVERY PARTNERSHIP
A12 CHELMSFORD TO A120 WIDENING SCHEME

Drawing title: GENERAL ARRANGEMENT KEY

SHEET 0 OF 20

Drawing status: S0 - Initial Status

State Code	Preliminary		
Project Stage	PCF3		
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HE551497 - JAC - HGN-	JAC	HGN-
Location	Type	Role
SCHW	-SK-	C
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MARKS TEY PARISH NEIGHBOURHOOD PLAN REGULATION 16 CONSULTATION **Response on behalf of Crest Nicholson and R.F. West Limited (The Promoters)**

COMMENTS ON QUESTIONS 1 TO 3 (CHAPERS 1-5)

Context

1. These responses to the Marks Tey Parish Neighbourhood Plan Regulation 16 Consultation are submitted on behalf of Crest Nicholson and R. F. West Limited. R.F. West Limited own a substantial area of land comprising in total approximately 155 hectares to the south of the village, and Crest Nicholson have an option on approximately 55 hectares within this overall area and to the south of London Rad, as shown on the attached plan. Both parties have jointly promoted through various stages of the emerging Local Plan a comprehensive residential-led mixed use development comprising approximately 1,000 homes, a new local centre, primary school, employment, open space landscaping and ancillary development. The current scheme is now proposed as a sustainable extension to Marks Tey, but formerly at the emerging Section 1 Colchester Local Plan was promoted either as a standalone development or to form a phase of the then proposed Colchester Braintree Border Garden Community (CBBGC). In both scenarios, the proposals would be planned to accord with Garden City principles. Representations were previously submitted to Marks Tey Parish Council at the Neighbourhood Plan (NP) Regulation 14 Consultation. These submissions update the previous comments where relevant and in relation to the current iteration of the NP and Highways England A12 preferred route announcement.
2. The Promoters have also presented their proposals and engaged on various occasions with both Marks Tey Parish Council and Copford with Easthorpe Parish Council. This has included putting forward ideas to improve the connectivity of the site to London Road and Marks Tey railway station by enhancements to both pedestrian and cycle facilities. This could include the construction of a deck over the A12 to form a 'green' or 'living' bridge. Such a proposal would create a heart to the Village centre with a sense of place. It would greatly assist in integrating the northern and southern parts of the main village that are currently severed by the A12. Additionally, the scheme would be designed to focus on the significant group of listed buildings and moated grounds at Marks Tey Hall, which as a group should form an important landmark, but are



currently separated from the remainder of the Village. Marks Tey Hall formed part of the historic manor, but because of the direction of growth of Marks Tey over the years to the west and predominantly between the A120 and the railway line, with very little development in the vicinity of London Road, the significance of Marks Tey Hall has been substantially harmed. Therefore, the Crest Nicholson proposals would act as a catalyst to redress this situation and create a new hub and focus to the extended community.

Foreward (Page 2) and Introduction (Page 7)

3. Generally, the preparation of the Parish Neighbourhood Plan is to be applauded, together with the content of the two supporting documents. The Marks Tey Character Assessment is a thorough and very well executed analysis of the Parish and the Masterplanning Support document is a fair and reasonable assessment of the area, including the identification of the key issues and opportunities, and sets out proposals and recommendations.
4. However, it is unfortunate that the production of the evidence base that informs the draft NP and the previous consultation period happens to have been during a period of considerable uncertainty. Firstly, this is because of the stage reached and length of time involved in the examination of the emerging Local Plan and secondly with regard to the uncertainty regarding the funding and selection of the final preferred route alignments for the A12 and A120. Since the Regulation 14 stage, the outcome of the submitted North Essex Shared Strategic Section 1 Local Plan has resulted in the removal of the CBBGC proposal following the Inspector's conclusion that the proposal was not sound. The Section 1 Plan was subsequently adopted in February 2021. This allows the Section 2 Colchester Local Plan to proceed with its examination.
5. There is also the issue of the relationship between the emerging Neighbourhood Plan and emerging Section 2 Local Plan. Neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area. The adoption of the Section 1 Plan now provides the strategic policies,



together with those that are relevant and being examined in the Section 2 Plan, once adopted.

6. As stated in the NP Foreword and paragraphs 3.12 and 5.3, the emerging Local Plan does not include a housing requirement figure to be delivered through the NP. Despite the deletion of the CBBGC from the Section 1 Plan with a loss of 1,350 homes, CBC claim that the proposed allocations already in the Section 2 Plan provide a sufficient buffer to address the shortfall. This is considered by the Promoters to be a lost opportunity. In particular, it represents unsound planning because it will not result in the delivery of the community benefits identified in the NP to address the Residents' issues, concerns and aspirations.
7. However, despite the above shortcomings, the Parish Council are supported in its endeavour to set out the key issues, vision and objectives and a comprehensive set of proposed planning policies as far as they can be drafted under the above circumstances. It is also acknowledged that the draft NP has been directly informed by the results of community consultation, which is vital in the NP process.
8. For clarity, it is considered that Chapters 2 to 5 set out a reasonable and balanced description of the Neighbourhood Area, the identification of the Key Issues including SWOT analysis and the Further Exploration of the Key Issues through the Masterplanning Support work, together with the Character Assessment and finally, the Neighbourhood Plan Vision and Objectives.
9. Although paragraphs 3.6 and 5.3 state that the NP does not allocate sites for development, the previous reasons for not doing so, as set out at Regulation 14 stage, ie. the uncertainty relating to the future planning of the CBBGC and final preferred routes for the A12 and A120 improvements, no longer apply. Despite the fact that the Colchester Section 2 Plan provides no housing requirement for Marks Tey does not prevent the NP from putting forward allocations, provided they are in general conformity with the strategic policies of the Local Plan. Also since the Regulation 16 NP was published, Highways England has produced more detailed plans of the A12 improvement, including those in relation to Junction 25. It is clear from various sections of the document that describe the characteristics, issues and constraints relating to



“The Village” and the London Road Parade that the logical and preferred direction of future growth to support the village hub is the area to the south of London Road. Indeed the Masterplanning Support document states that: “*a local planning strategy should be prepared with the aim of maximising accessibility to the centre and improving its attractiveness to all. Ideally new housing should be located within 600m of the centre at London Road to improve viability.*” (page 32).

10. Despite the fact that the NP does not allocate any development sites, the NP does however, set out a number of relevant markers including identification of key issues, vision and objectives and a set of policies for moving forward in the future. However, many of the identified issues and proposed community benefits could be addressed or secured with an appropriate scale of development, such as that proposed by the Promoters.
11. Table 5.1: NP Themes and objectives are all supported.
12. Paragraphs 6.1.3 to 6.1.7 these sections have been updated compared with the Regulation 14 NP. There is, therefore, certainty about the timing and detailed routes for the A12 and A120. In particular, the detailed siting and arrangements for the A12 route and detailed design of Junction 25 are now known. It is also clear that the route of the A120 will by-pass Marks Tey.
13. Paragraph 6.1.16: In relation to the statement that “*whilst it would not be reasonable to veto all development proposals ahead of these strategic transport infrastructure schemes it is appropriate to resist the more significant proposals on this basis*” it is considered that each case should be treated on its merits. Evidence presented to the Section 1 Examination Inspector demonstrated that there was scope and sufficient capacity in the existing road system to develop between 1,000 – 2,500 homes in advance of the delivery of the major A12 and A120 improvements. Also, as in the case of the Crest Nicholson proposals, a planning balance judgement should be used to weigh the overall public benefits with any disbenefits. The Crest Nicholson scheme could improve connectivity between the north and south parts of the village as well provide additional retail, community and employment facilities, thus reducing the need to travel by private vehicle. As referred to in point 9 above, the area to the south of



London Road, as being promoted for development, is the logical and preferred direction of growth to improve accessibility, attractiveness and viability of the Village centre.

14. Table 6.1: Priorities for improving pedestrian and cyclist connectivity: the 'Green' Bridge, or 'Living' Bridge across the A12 – as suggested by R F West Ltd in representations to the emerging Core Strategy in 2006/7 and subsequent development plans - is supported. Such a scheme could successfully integrate the northern and southern parts of The Village and create a sense of place/public realm as a new focal point and link between the London Road Parade and station. Similarly the Crest Nicholson proposals would contribute towards new pedestrian and cycleway connections to other parts of The Village, including the creation of a new station square and London Road Parade Environmental Improvements, and improved accessibility to those with restricted mobility. The other priorities set out in the Table are also supported.
15. Policy MT02 – Create Walking and Cycle Friendly Neighbourhoods: this policy is fully supported and all these requirements would be incorporated into the Crest Nicholson scheme.
16. Policy MT03 – A120 Coggeshall Road: A Quality Street for All: is fully supported, but this would have to be secured by others, because it is outside the control or scope of the Promoters.
17. Policy MT04 – Village Settlement Boundaries: is generally supported, but as noted in points 4 and 6 above no allocations are proposed until a more definitive and precise strategy is in place via the emerging Local Plan. However, the policy does acknowledge that development proposals coming forward as part of strategic development allocated in the Local Plan will be supported subject to the stated conditions. Furthermore, it is inevitable that future strategic allocations will require the existing settlement boundaries to be revised.
18. The additional wording to Policy MT04 relating to support for proposals that conform with the stated two exceptional circumstances is supported by the promoters.



-
19. The Village, pages 61-65 including Policy MT05 – Local Character and Design: this whole section is fully supported. The explanatory text between 6.7.25 and 6.7.31 represents a sound summary of the character of “The Village” and its wide range of facilities. It stresses the importance of the landmark of the listed Marks Tey Hall and its associated buildings with moat and medieval fishpond, and formerly the hub of the community and former home to Marks Tey Lord of the Manor. As stated in the Context Section of this response, the Promoters’ comprehensive proposals for land south of London Road would act as a catalyst to redress the current separation of Marks Tey Hall from the community and would provide the opportunity to create a new hub and focus to this part of the Village. The uncertainties created by the proposed CBBGC and final A12 route have in effect blighted this important group of heritage assets and a solution needs to be found urgently to safeguard their future.

Consequently Policy MT05 is supported and the Promoters proposals would meet fully the requirements set out under the heading “For Proposals in The Village”.

20. Policy MT06 – Landscape Character, Views and Setting: It is inevitable that any major future growth and proposed allocations to extend Marks Tey would result in various degrees of impact on landscape character, views and settings. However, it is considered that a scheme that follows Garden City principles, which include more generous provisions of green infrastructure than most developments, would mitigate any such impact or harm. The Promoters’ proposals would enhance the setting of Marks Tey Hall, by restoring the original garden layout, by appropriate and sympathetic management by the moat and medieval pond, and restoration of the historic community hub and focal point.
21. Policy MT07 Non-designated Heritage Assets: It is considered that the words “*as well as any additional area and included in the most up to date Colchester Borough Local List*” should be deleted because it is unreasonable to include any buildings that subsequently may be deemed to be included. The Parish Council should have sufficient local knowledge to identify such non-designated heritage assets now, and should rely on any that may subsequently be identified. This part of the policy is unreasonable and unjustified.



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22. A Stronger Community, Pages 74 & 80: are generally supported.
 23. A Healthier Environment pages 81 & 84: are generally supported.
 24. Housing, pages 87-91: this section is noted and Policy MT13 Housing Mix and Housing Choice is generally supported. However, much will change over time. The evidence base of the SHMA published in December 2015 is now dated and should be reviewed. Therefore, this section of the NP should be constantly monitored and Policy MT13 should be applied with flexibility.
 25. Business and Employment pages 92-98: this section is fully supported and the Parish Council's desire to see the imaginative proposals listed is fully supported. The Promoters' proposals would make a major contribution to these. Furthermore, the Promoters' land ownership and interests place them in the most advantageous position to make a major contribution towards delivering these proposals, including the 'green' or 'living' bridge idea (paragraph 6.19.6). The recently announced preferred route for the A12 and need to re-design the detail of Junction 25 now creates the opportunity to deliver this bridge and create a new central public realm for Marks Tey. Additionally, it would enhance considerably the connectivity between the southern and northern parts of The Village and links to the railway station.
 26. Appendix One - London Road Parade: this updated plan showing the existing details of the existing businesses is welcomed. It demonstrates the importance and diverse nature of this village hub, which is of significant benefit to the local community. However, its survival and future viability is dependent upon additional growth to support and encourage its enhancement and expansion.
 27. Policy MT15 – Marks Tey Employment Sites: The Promoters generally support this policy.
 28. Section 7.0 Community Projects: Paragraph 7.1: reflects the difficulties of preparing a NP whilst the final selected routes for the A12 and A120 were unknown. It is stated that *“One of the aspects which the NP steering group initially wanted to address through the NP was to steer the direction of development sites to come forward during the Plan period. However, we still don't know the routes for the A12 and A120 and without this*



certainty it would be premature to undertake this work". This is no longer the case and there is no reason why an allocation can be proposed in the NP. For reasons explained in point 9 above, the area to the south of London Road, as proposed by the Promoters, and the adjoining land of Livelands, is the logical and preferred direction of growth to improve accessibility, attractiveness and viability of the Village Centre. Community Actions 1-5 are supported. In particular, the Promoters could assist and contribute towards Community Action 3 – London (Road) Parade Improvements through the delivery of their comprehensive proposals on land to the south of London Road. The quantum of proposed development and increase in local population generated by approximately 800-1,000 homes would create a significant requirement for additional retail and other community services. This would act as a catalyst to support not only the current parade, but also the need for additional facilities within the development. In addition the Promoters' existing land ownership boundaries provides the opportunity to create new and enhanced pedestrian and cycle connectivity to the existing Village and railway station.

COMMENTS ON OTHER DOCUMENTS SUPPORTING THE NEIGHBOURHOOD PLAN

Marks Tey Character Assessment

29. As referred to in point 3 above, the Character Assessment document is a very comprehensive and thorough body of work and well-executed analysis of the Parish. It forms an important and significant part of the evidence base for plan making and should be kept up-to-date as necessary as the NP progresses through subsequent stages.

Masterplanning Support Document

30. The comment in the second sentence of the point above also applies to the Masterplanning Support Document. This is dated December 2017 and parts of the Planning Policy Context are now out of date. For example, the NPPF 2019 has replaced the 2012 version and the Government has also published in October 2019 The National Design Guide : Creating Well designed Places. Also, on page 7 the document refers to the David Lock Associates (DLA) masterplan for the West of Colchester Garden Community and the 'Plan for Colchester Braintree Borders Community, Issues and



Options Report 'EB/034, which included the DLA Concept Masterplan. However, this document is no longer relevant and has been overtaken by events, in particular the removal of the GC from the Section 1 Plan.

31. The Urban Design Analysis on pages 10 to 21 is considered to be a fair and reasonable assessment of the current situation. At the next stage it should refer and take into consideration the National Design Guide referred to above. However, use of the headings derived from the Design Companion to Planning and Place Making (RIBA 2017) are relevant and are an appropriate way of analysing the various urban design characteristics within Marks Tey Parish. In particular, the finding that Marks Tey *“Due to the dispersed settlement pattern, lack of connected footpath network and the discontinuous nature of footpaths along the main routes, walking within the village is a challenge to most residents,”* (page 14) is a key consideration for future masterplanning. So are the challenges of how new growth can help overcome existing severance and how to create a clear identity (page 18). The document also acknowledges that *“new development should not just provide new homes but a balanced mix of homes, jobs and local retail and community infrastructure such as new health and education facilities. All new developments should provide clear, easily navigable, safe and welcoming streets for all”*. (page 19)

The comprehensive proposals south of London Road by the Promoters will achieve all the above objectives, together with contributing towards the public realm improvements within the existing Village Neighbourhood Centre at London Road (page 21 & 30).

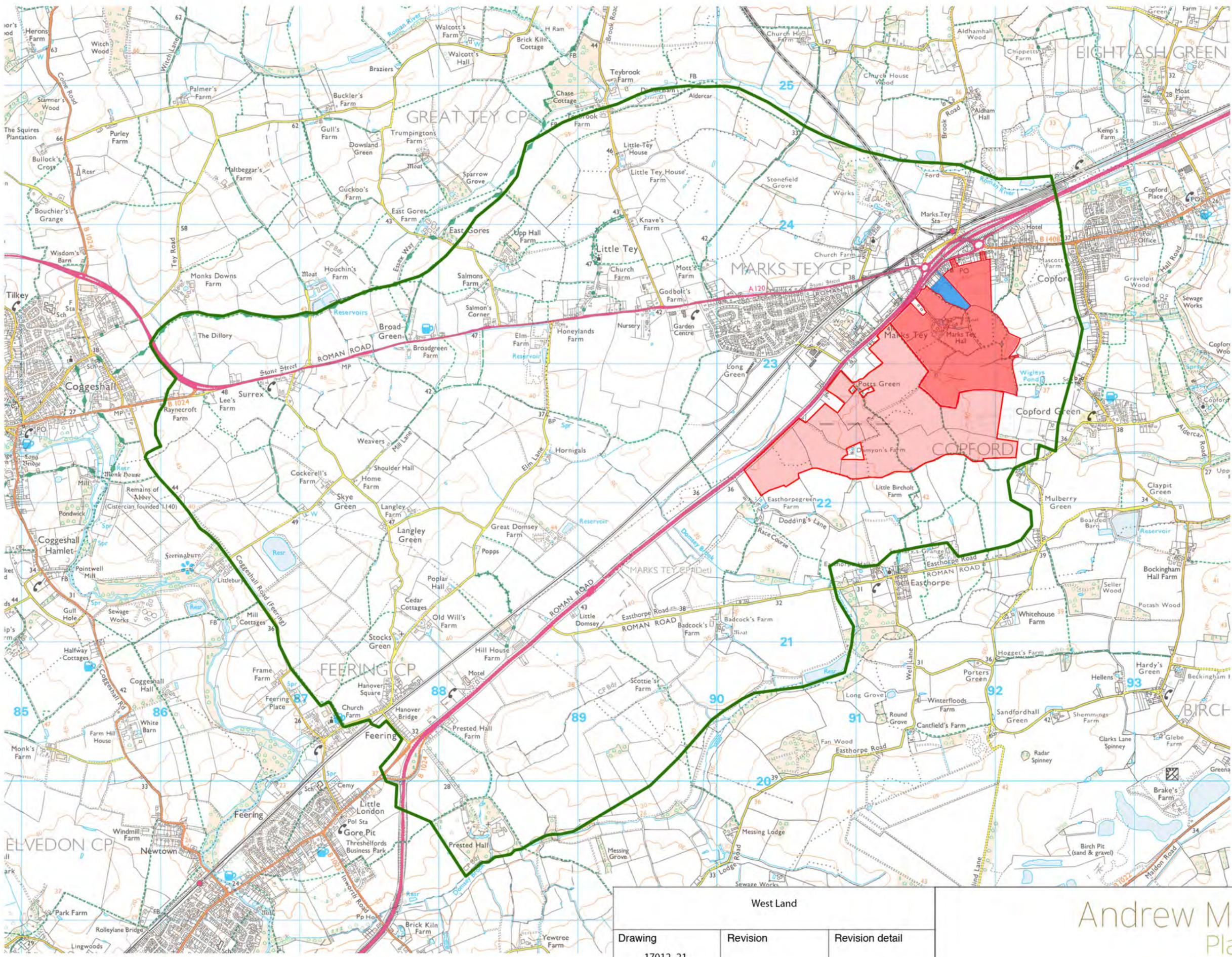
32. For reasons set out in points 9, 13 and 28 above, the Promoters fully support the statement under the heading 'Development Scenarios on page 32 that *“A local planning strategy should be prepared with the aim of maximising accessibility to the centre and improving its attractiveness to all. Ideally new housing should be located within 600 m of the centre of London Road to improve viability. Local policy should set out the criteria for siting other local centres that may come forward in the future”*.

However, this Section presents a series of illustrative development scenarios prepared by the consultant, Out Design, *“to help facilitate the workshop with the Neighbourhood*



Plan Steering Group on 2nd October 2017". Although the document acknowledges that the preparation of a spatial plan for Marks Tey is beyond the scope of the reports, it goes on to state that the scenarios presented "*may inform more detailed masterplanning work and the preparation of development briefs for individual sites. These would be subject to more detailed site investigation and engagement with all stakeholders including landowners and the local planning and highway authorities*"

33. The illustrative development scenario for Marks Tey South covers an area of some 20.39 ha, the majority of which is owned by R.F. West Ltd and under option to Crest Nicholson. Although this is indicated to have a potential residential capacity of 367 dwellings at 30dph or 612 at 50 dph, the scenario does not include any other uses that are necessary to create a community. In contrast to the Promoters' proposals, the limited scale of development indicated in this scenario is insufficient to deliver a viable mixed use scheme as described in (31) above, together with contributing towards the other wider benefits and improved connectivity referred to in the documents. In any event, current circumstances relating to the A12, A120 have resulted in this section of the Masterplanning Support document being no longer relevant.
34. The Promoters have considered their proposals in relation to the preferred route for the A12 and proposals for the Junction 25 improvements. Two indicative Concept Masterplan Options have been prepared, which are attached, to illustrate how their proposals could be delivered and to test viability. Option 1 shows an alternative arrangement for the A12 southbound on/off slip roads and closure of the existing southbound on slip. This would be a major benefit to the proposed enhancement to the London Road Parade. Option 2 retains the current Highways England proposals for the southbound on-slip but with traffic calming measures to London Road to reduce speed. The two options also indicate two alternative scales and arrangements for providing additional commercial uses to the south of London Road, which could apply in either case.



- Key
- Broad Area of Search for Colchester/Braintree Borders Garden Community
 - West Land - Crest Option
 - Other West Land
 - Livlands Land



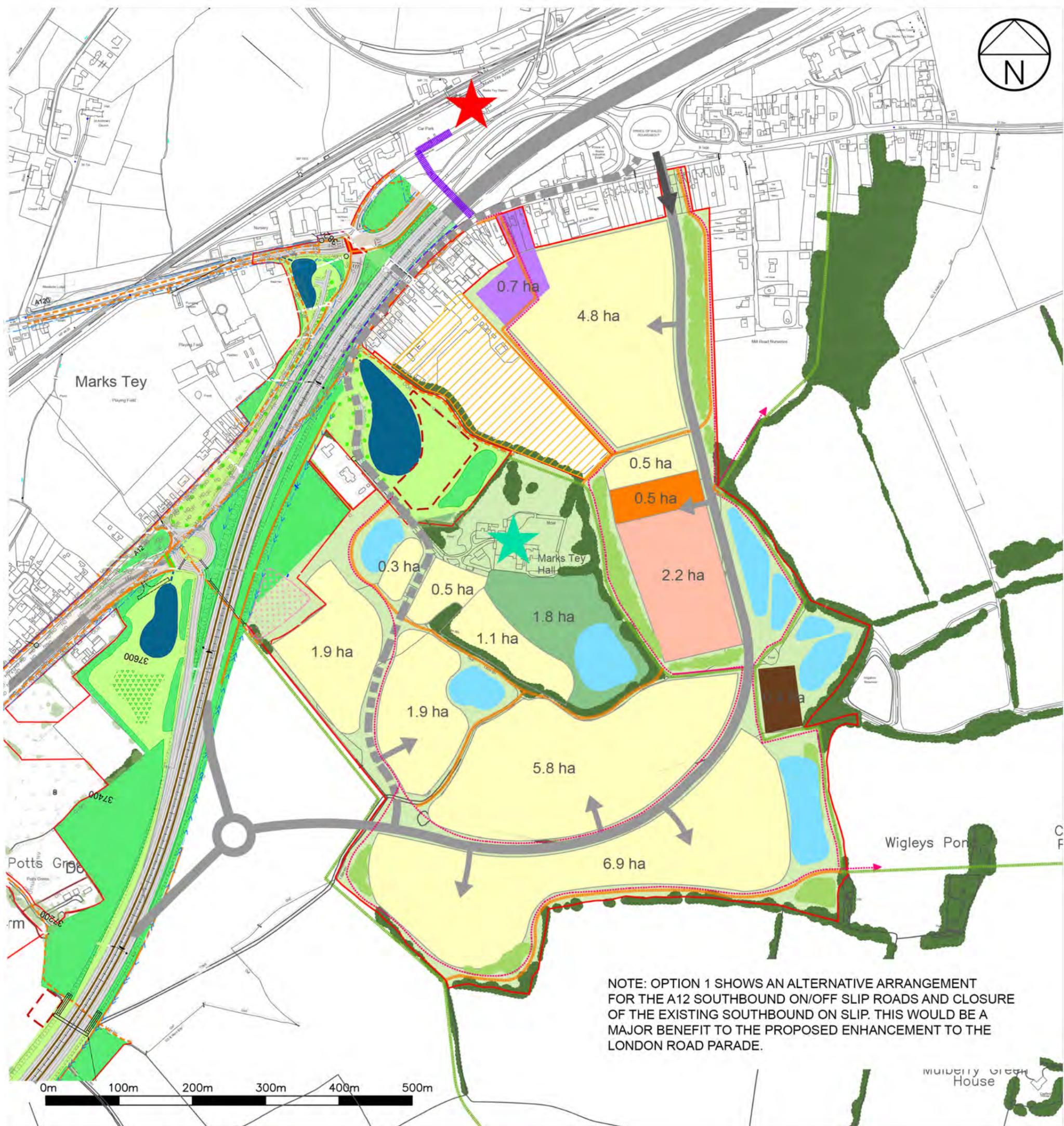
West Land		
Drawing	Revision	Revision detail
17012_21		
Drawn By	Date	Scale
CH	02/20	Linear@A3

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NOTE: OPTION 1 SHOWS AN ALTERNATIVE ARRANGEMENT FOR THE A12 SOUTHBOUND ON/OFF SLIP ROADS AND CLOSURE OF THE EXISTING SOUTHBOUND ON SLIP. THIS WOULD BE A MAJOR BENEFIT TO THE PROPOSED ENHANCEMENT TO THE LONDON ROAD PARADE.

- Site boundary
- Existing Vegetation
- Proposed Vegetation
- ★ Marks Tey Hall
- ★ Marks Tey railway station
- Land being promoted for residential by Livelihoods
- Proposed residential parcels 23.7 ha
829 dwellings @ 35 dph
- Class E Use
(Commercial/Business/Service
and associated vehicle parking)
- Two form entry primary school - 2.2 ha
- Neighbourhood Centre
Mixed Uses
- Open space
- Sports and Play
- Attenuation ponds
- Highways England
attenuation ponds
- Allotments - 0.4 ha
- Existing PROW
- Proposed PROW
- Strategic cycleways
- New foot/cycle bridge
- ⋯ Flood Plain Compensation
(minor watercourse)
- ➔ Principle point of access
- Proposed new roundabout
- Proposed main spine road
- 20mph Pedestrian/Cycle Priority Road
- Proposed site for construction compound

*Open space includes hard landscaped areas, wildlife and countryside areas, woodland shelter belts, lakes and ponds, new tree/woodland planting, trees (mature)

Title Indicative Concept Masterplan with overlay of A12 realignment Land at Marks Tey Option 1		
Drawing Number 17012_25	Revision	Revision Detail
Drawn by CH	Date 03/21	Scale 1:5000@A3

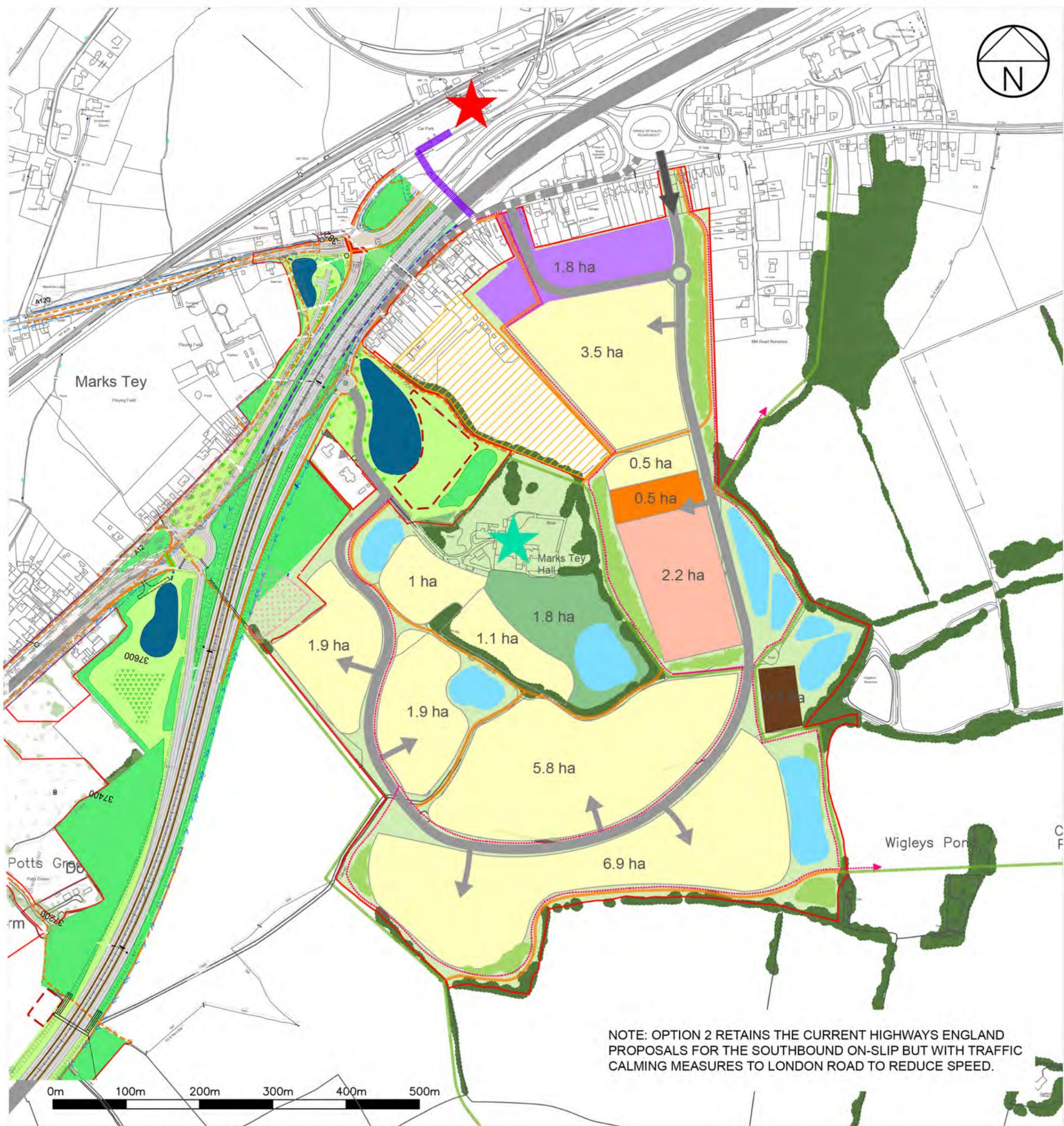
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NOTE: OPTION 2 RETAINS THE CURRENT HIGHWAYS ENGLAND PROPOSALS FOR THE SOUTHBOUND ON-SLIP BUT WITH TRAFFIC CALMING MEASURES TO LONDON ROAD TO REDUCE SPEED.

- Site boundary
- Existing Vegetation
- Proposed Vegetation
- ★ Marks Tey Hall
- ★ Marks Tey railway station
- Land being promoted for residential by Livelihoods
- Proposed residential parcels 22.6 ha 791 dwellings @ 35 dph
- Expansion of village neighbourhood centre and car parking
- Two form entry primary school - 2.2 ha
- Neighbourhood Centre Mixed Uses
- Open space
- Sports and Play
- Attenuation ponds
- Highways England attenuation ponds
- Allotments - 0.4 ha
- Existing PROW
- Proposed PROW
- Strategic cycleways
- New foot/cycle bridge
- Flood Plain Compensation (minor watercourse)
- ➔ Principle point of access
- Proposed new roundabout
- Proposed main spine road
- Pedestrian and cycle enhanced road
- Proposed site for construction compound

*Open space includes hard landscaped areas, wildlife and countryside areas, woodland shelter belts, lakes and ponds, new tree/woodland planting, trees (mature)

Title Indicative Concept Masterplan with overlay of A12 realignment Land at Marks Tey Option 2		
Drawing Number 17012_26	Revision	Revision Detail
Drawn by CH	Date 03/21	Scale 1:5000@A3

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