

Marks Tey Neighbourhood Plan

Masterplanning Support



Marks Tey Neighbourhood Plan Steering Group

December 2017



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A. Introduction

A.1 Purpose & Structure of the Report

This report presents the master-planning support provided by Outdesign during October-November 2017. It has been informed by a combination of baseline research, and engagement with Marks Tey Neighbourhood Plan Steering Group. This engagement took the form of 2 master-planning workshops held at Marks Tey Parish Hall.

The issues and opportunities raised during these workshops, together with the ongoing work undertaken by the Group on the vision and objectives for Marks Tey have informed a series of project proposals and development scenarios.

The project proposals are presented as recommendations to be taken forward through the formulation of the Neighbourhood Plan and other policy and master-planning initiatives being progressed by Colchester Borough Council, Essex County Council and North Essex Garden Communities.

The first workshop took place on the 1st September 2017 and included discussion on:

- The vision and objectives prepared by the Group with guidance from Modicum Planning
- The Character Assessment Study prepared by the Group
- The nature and principles of good growth and discussion on the Building for Life principles (See www.builtforlifehomes.org)
- A mapping exercise identifying cherished environmental and townscape assets and constraints and impediments to access to local amenities

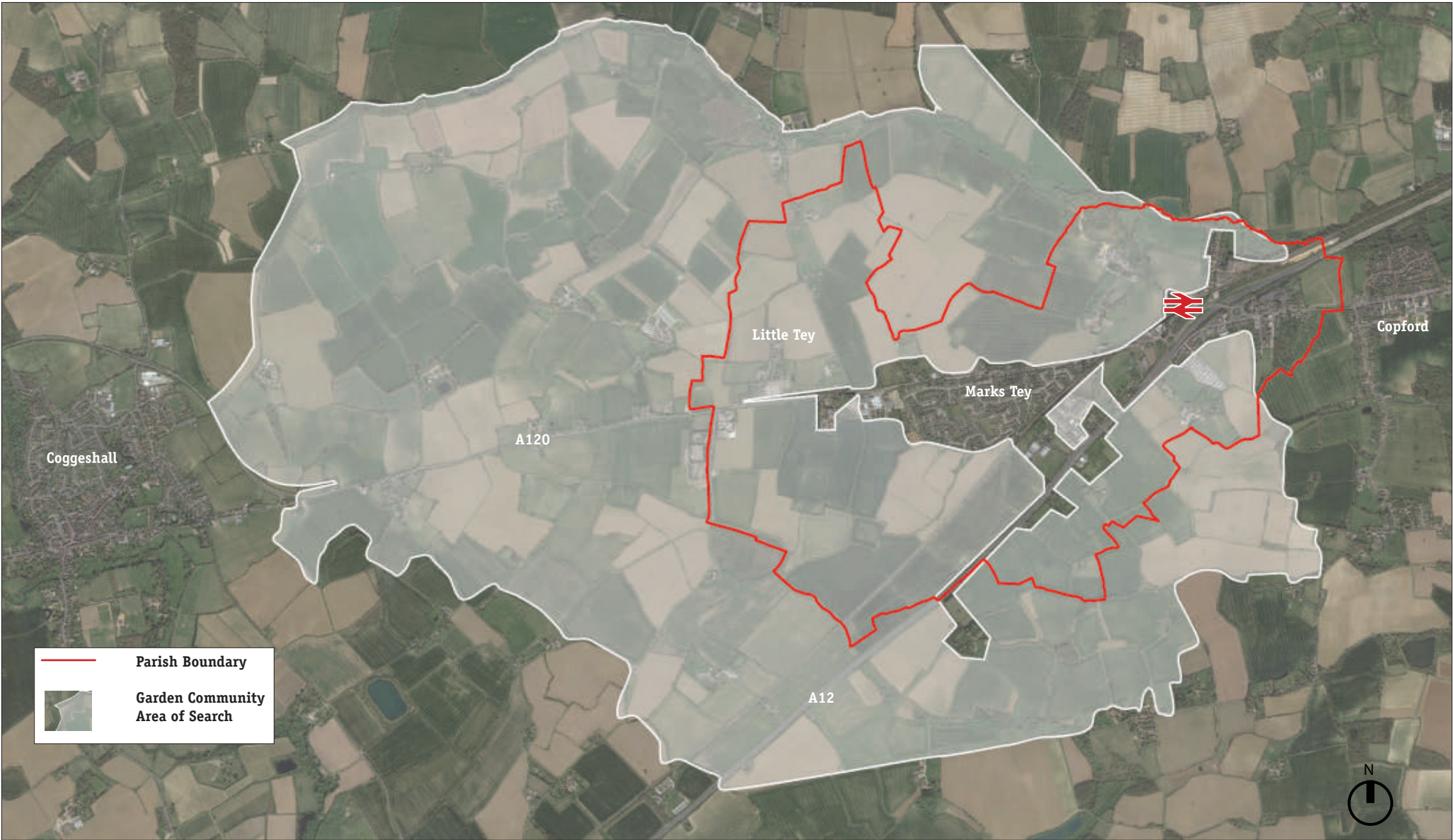
A second workshop was held to seek comment and feedback on the vision, objectives and projects developed in response to the identified issues. This took place on the 2nd Monday 2nd October 2017 and included:

- A presentation and discussion on the emerging spatial framework plan
- Potential place led project proposals
- Broad discussion on the benefits and disadvantages of potential development scenarios within Marks Tey

The report is presented in the following four sections:

- Section B: Context; a brief review of planning policy, transport issues, and urban design and movement analysis
- Section C: This presents a draft spatial plan and series of project recommendations for Marks Tey across the emerging themes and objectives prepared by the Neighbourhood Steering Group. These will help deliver the vision and objectives
- Section D: Introduces potential development scenarios for Marks Tey as a starting point for engagement with the Group and the wider community
- Section E: Outlines the next steps that might be progressed to help deliver the recommendations

Figure 1. Strategic Planning



B. Context

B.1 Planning Policy Context

Marks Tey is subject to national and local planning policy and initiatives which are summarised here.

National Planning Policy Framework (NPPF)

The Government attaches great importance to the design of the built environment, which is a key aspect of sustainable development. Good design is indivisible from good planning, and should contribute positively to making places better for people. The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. The National Planning Practice Guide, (NPPG) has been produced to compliment the NPPF. These documents can be found on the Governments planning portal website.

Colchester Borough Council - Emerging Local Plan

<http://www.colchester.gov.uk/localplan>

The Local Plan sets out the built environment strategy for Colchester Borough, informing the future growth up to 2033 and beyond. It will include policies and land allocations that help to deliver them. The Borough submitted the Local Plan to the Planning Inspectorate in advance of the Examination in Public in 2017/18. The Plan includes proposal for a new 14,000 to 20,000 home Garden Community around Marks Tey of which 1,350 to 2,500 homes will be provided between 2017 and 2032.

Strategic Housing Land Availability Assessment (Shlaa)

The Shlaa is a technical exercise to assess the amount of land that could be made available for housing development. The Shlaa forms part of the evidence base that informs the Borough's Local Plan.

North Essex Garden Communities Ltd

<http://www.ne-gc.co.uk/about/>

North Essex Garden Communities was set up by Braintree and Tendring District, Colchester Borough and Essex County Councils in 2017 to deliver three new garden communities in North Essex. The three new stand-alone settlements are West of Braintree, West of Colchester (which includes Marks Tey in its entirety) and East of Colchester will be built to Garden City Principles outlined below with a commitment to provide 'infrastructure first' in advance of development.

Garden City Principles

<https://www.tcpa.org.uk/garden-city-principles>

The Town and Country Planning Association (TCPA) is a campaigning organisation and proponent for garden cities and new towns. The TCPA note that; 'A Garden City is a holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities.

The TCPA have prepared the following set of Garden City principles to guide the development of the proposed new settlements:

- Land value capture for the benefit of the community
- Strong vision, leadership and community engagement
- Community ownership of land and long-term stewardship of assets
- Mixed-tenure homes and housing types that are genuinely affordable
- A wide range of local jobs in the Garden City within easy commuting distance of homes
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food

- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport



Coggeshall Road

West of Colchester Garden Community Masterplan

David Lock Associates have been appointed by Colchester Borough Council to prepare a detailed masterplan for the West of Colchester Garden Community. A Plan for Colchester Braintree Borders Garden Community, Issues and Options Report EB/034 was published for consultation in November 2017.

Page 12 of the Issues and Options Report sets out the key design principles identified at the CBBGC concept framework workshop (November 2017):

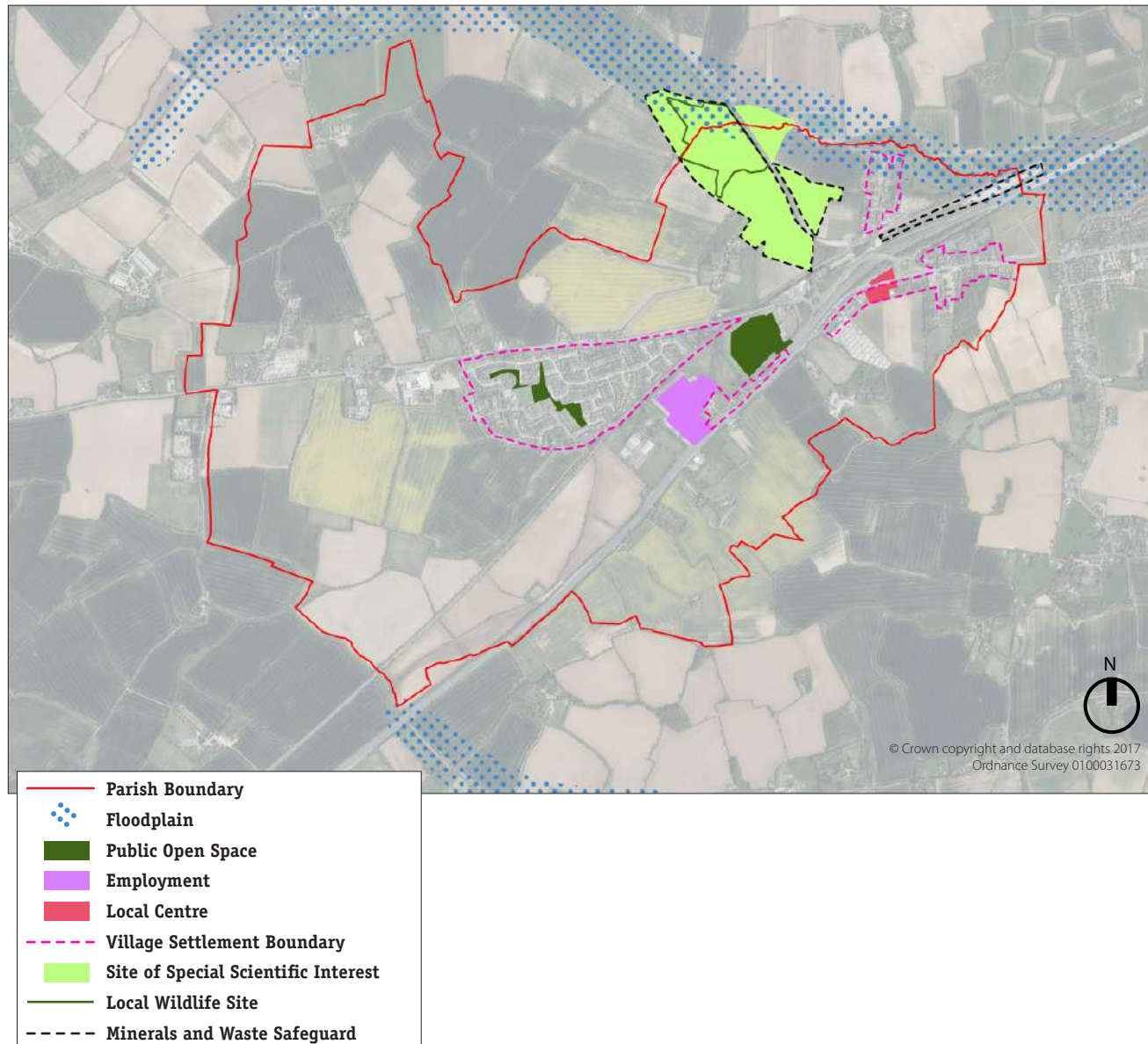
- Infrastructure first i.e. facilities before houses
- Need to deal with current A12/A120 capacity issues prior to additional development
- Early delivery of schools and healthcare facilities
- Get the key service providers on-board
- Real jobs are needed and not just additional employment land
- Respect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

Page 15 of the report presents the following Charter Principles for the North Essex Garden Communities:

Place and Integration	1 Green Infrastructure
	2 Integrated & Sustainable Transport
	3 Employment Opportunity
	4 Living Environment
	5 Smart and Sustainable Living
	6 Good Design
Community	7 Community Engagement
	8 Active Local Stewardship
Delivery	9 Strong Corporate & Political Public Leadership
	10 Innovative Delivery Structure

The Neighbourhood Steering Group require that the A12 road widening and the A120 relief road be delivered in advance of any new development to alleviate the current significant impacts on the community.

Figure 2. Planning Designations



Planning Designations

The following planning designations are a material consideration that should be taken into account in the preparation of planning policy and the assessment of a planning application for development:

- There are a number of listed buildings in Marks Tey, key listed buildings include: Marks Tey Hall, St Andrews Church, St James the Less Church
- Marks Tey Brick Pit is a designated geological Site of Special Scientific Interest (SSSI). The area is designated as a Mineral Safeguarding Area for sand and gravel extraction
- The employment site at Old London Road is designated for employment use
- Marks Tey local centre is located to the south of the A12/A120 interchange along London Road



St James the Less Church

Figure 3. Strategic Road Network



—	Parish Boundary
—	Primary Route
---	Railway Line

Transport

The strategic road network has a significant detrimental impact on the character of Marks Tey which is severed by the A12 and the A120. The interchange between these two strategic routes takes the form of two large roundabouts which despite being designed exclusively for the movement of motor traffic is subject to high levels of congestion during peak periods. Severance is further exacerbated by the Great Eastern Main Line (GEML) and the Gainsborough Line to Sudbury. Crossing points over the GEML are restricted to road bridges at North Lane and the A120 near Church Lane and a pedestrian footbridge to the south of Marks Tey housing estate.

A12 Widening Scheme

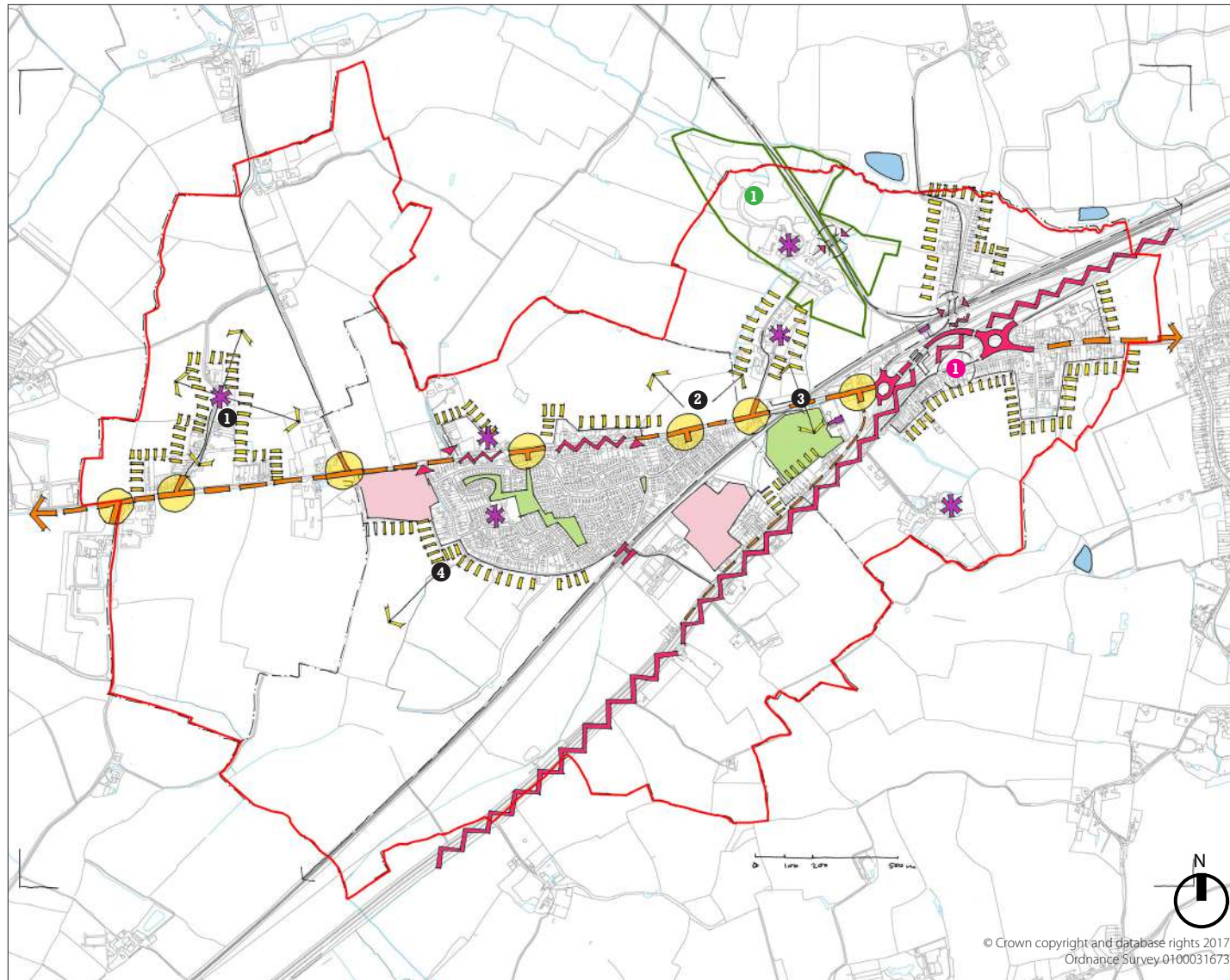
The highway authorities; Highways England and Essex County Council are currently considering options to address congestion, safety, below standard junctions and opportunities for economic growth along the A12 from Chelmsford to A120 at Marks Tey. Options include online widening of the existing alignment and new alignments to the south of the existing A12. The latter alignment would allow the current A12 to be redesigned as a local access route. The Issues and Options Report EB/034 (November 2017) suggests an alternative alignment to the south east, bypassing Marks Tey.

The selected option will have a major impact on the location and character of any new development at Marks Tey and the proposed West of Colchester Garden Community. (More details can be found on <http://roads.highways.gov.uk/projects/a12-chelmsford-to-a120-widening-scheme/>)

A120 Bypass Route Options

It has been acknowledged that a new A120 bypass must be built in advance of any new development to help relieve congestion at the Marks Tey interchange. (More details on route alignments can be found on Essex County Council's website <http://a120essex.co.uk/routeoptions>)

Figure 4. Urban Design Analysis



A120 road characterised by poor pedestrian and cycling environment with traffic travelling at high speeds



Severance created by A120 / A12



Junction



A120 / A12 interchange



Poor pedestrian access



Poor pedestrian access across the rail line



Settlement edge



Brick Pit SSSI
Local centre



Landmark building

Locally valued key views:

- ① St James the Less Church, Little Tey
 - ② A120 to St Andrews Church, Marks Tey
 - ③ Rail bridge to St Andrews Church
- Locally valued view:
- ④ Long Green looking South West



Employment site



Public open space including playing fields and play facilities

B.2 Urban Design Analysis

Where we live and work matters. Well-designed buildings and neighbourhoods improve the quality of life for residents and the wider community, help to reduce crime, foster community cohesion and can significantly reduce whole life costs.

Urban design is about the spaces between and around new developments that can sometimes be overlooked by focusing on the building and its interior. These spaces are vital to the quality of a place, its attractiveness, and functionality. These spaces should be intelligently designed and treated with the same attention as homes.

The Design Companion for Planning and Place Making (RIBA 2017) identifies eight commonly recognised characteristics that successful places have in common, irrespective of architectural style. These are:

- Having a distinctive, positive identity and sense of place
- Encouraging easy movement
- Being fit for purpose, accommodate uses well
- Including successful public space
- Being able to adapt to changing needs and circumstances
- Having an appearance that is appealing and appreciated
- Having a complementary mix of uses and activities
- Being efficient in how land and other resources are used

Neighbourhood Planning should seek to achieve these qualities in tandem with other economic and social objectives. This section considers Marks Tey using the eight characteristics of successful places set out in The Design Companion and provides commentary on how new development should create places that demonstrate these characteristics.



Thatched Cottage A120



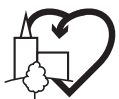
Church Lane and St Andrews Church



A120



Westbound Bus Stop at A120 / Old London Road



A distinctive sense of place

A place with a distinct character and pattern of development, streets and spaces, roofscapes and building materials.

Marks Tey parish comprises Marks Tey and the hamlet of Little Tey. Located approximately 11km west of Colchester the village of Marks Tey is one of contrast with two historic churches, a manor house and historic properties together with more recent infill housing and a large housing estate.

Marks Tey supports a variety of housing and employment uses that reflect the architectural style of the period within which they were constructed. The majority of homes are located within Marks Tey housing estate developed in the 1970's.

The village lies at the confluence of Coggeshall Road (old Stane Street or A120) and the London Road (A12). The historic Roman road 'Stane Street' links Marks Tey to Copford and Colchester to the east and Coggeshall and Braintree to the west.

Properties fronting Coggeshall Road vary in age and style with a predominance of two storey semi-detached and detached properties. Most properties are set back from the road, however the more historic properties here front directly onto the busy 'A' road providing a degree of enclosure and overlooking.

The predominant building material is red brick with slate roof tiles however there are a wide variety of other materials including white render, timber cladding and occasional historic properties with thatched roofs.

Marks Tey's character is defined to a greater extent by its relationship with the strategic highways and rail lines that pass through the village. The A12/A120 and railway infrastructure effectively sever the village and create a series of dispersed residential areas. In addition to the physical severance the strategic road and rail lines create adverse visual and noise impacts.

Notwithstanding the negative impact of the highway network, Marks Tey sits within an attractive rural setting characterised by gently undulating agricultural land bounded by mature hedgerows and trees. The open nature of the landscape provides residents with views of the wider countryside and glimpses of the areas historic buildings from numerous view points. These buildings include St. James the Less Church at Little Tey and St. Andrew's Church at Marks Tey and the historic Marks Tey Hall, the former parish Manor House.

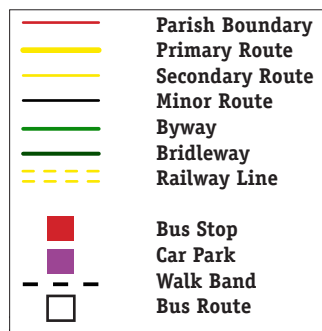
These historic listed buildings sit within established historic landscape settings that help define Marks Tey's character. The Mark's Tey Character Assessment which is being prepared by volunteers in the Neighbourhood Plan Steering Group provides further detail on the parish's qualities, including those aspects (e.g. view points, locally valued landscape features and buildings) which are most valued by the wider community.

New development should strengthen Marks Tey's sense of identity, recognise its special qualities, and help to create a walkable, characterful village. Little Tey should remain as a distinct hamlet separate from Marks Tey.



St. Andrews Church

Figure 5. Movement Plan



A place that is easy to get around

A place with convenient access where access to public transport is best; roads, footpaths and public spaces that are connected into well-used direct routes that lead to where people want to go.

The A120 is the primary route through Marks Tey providing access to Copford and Colchester to the east and Coggeshall and Braintree to the west. In addition to accommodating local traffic, Coggeshall Road is a strategic route which connects Colchester to the M11 and Stansted Airport. It is heavily congested at peak times, particularly at the interchange with the A12, which takes the form of two large roundabouts and connecting dual carriageway over the A12. In addition Coggeshall Road supports several bus services between Colchester and Braintree.

Although the A120 passes through the centre of Marks Tey it is designed as a 40mph road to carry fast flowing strategic traffic including heavy goods vehicles. Footpaths are generally narrow and discontinuous and cycle infrastructure is notable by its complete absence.

Great Tey Road and Elm Lane form the second tier of routes within Marks Tey Parish linking outlying rural settlements with Coggeshall Road. Godmans Lane accommodates a bus service which loops from Coggeshall Road to pick up local residents from Marks Tey Estate.

Due to the dispersed settlement pattern, the lack of a connected footpath network and the discontinuous nature of footpaths along the main routes, walking within the village is a challenge for most residents.

Residents feel unsafe walking, particularly along Coggeshall Road and the A12 interchange, because of high vehicle speeds and the unwelcoming environment. Consequently, short potentially walkable trips to Marks Tey Station, the Parish Hall and the local shops and services on London Parade are often taken by car.

Connections to the wider countryside from Marks Tey are good with a well-used network of rural footpaths and bridleways offering alternate walking routes. However, off-street paths alone cannot compensate for the difficulties of walking and cycling to the local facilities Marks Tey has to offer.

New development should be served by high quality frequent public transport and walking and cycling facilities to provide an easy alternative to private car. New streets should be designed to balance place and movement function and connect to existing streets providing direct and continuous links between homes, public transport and local amenities.

Being fit for purpose, accommodate uses well

Marks Tey's historic housing stock demonstrates how change of use can be accommodated over time as lifestyles and demographics change.

New homes and workplaces should be well built, fit for purpose and designed to be adaptable to different uses.



Aerial View of Marks Tey A12 / A120 Interchange

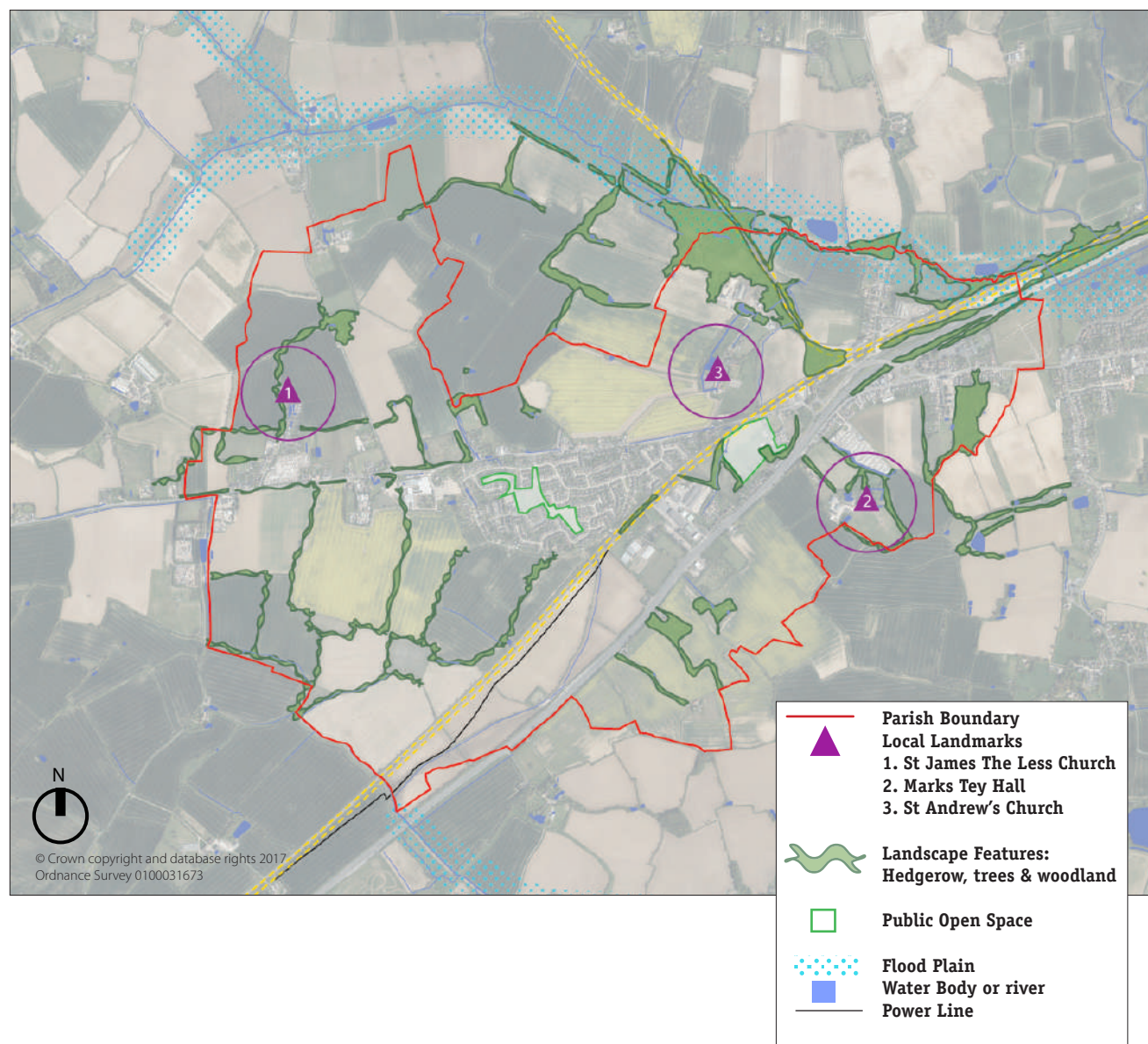


Station Road Footpath, Looking South to A12 / A120 Interchange



A120 Signal Controlled Crossing

Figure 6. Green Infrastructure Plan



A place with successful public space

A place where public and private spaces are clearly distinguished. With lively public spaces and routes that feel safe. Spaces should be well designed easy to maintain and suited to the everyone's needs.

The public realm in Marks Tey is of limited quantity and quality. The Parish Hall provides a range of sports and social facilities including sports pitches and children's play facilities. The Hall is very well used by residents and people from further afield. However, given its location, lack of prominence and indirect access, particularly for pedestrians, it can feel disconnected from other parts of the village. The Hall and the grounds are poorly enclosed and overlooked by neighbouring homes and businesses, increasing the risk of anti-social behaviour.

Making the most of Marks Tey's countryside setting

Marks Tey's rural setting offers a great opportunity for residents to enjoy and learn about the local countryside. As well as cherished local views over the countryside, there are important environmental assets providing wildlife habitat including mature trees, hedgerows and the Brick Pit SSSI.

There is potential to strengthen these assets, through conservation and management projects and educational programmes to encourage residents to engage with the natural world.

The views of the countryside and natural habitat and wildlife are major assets to the village and should be promoted to encourage the community to enjoy them responsibly.

Marks Tey and Little Tey are home to the historic churches of St Andrews and St James the Less and the former Manor House. Each of these listed buildings is set within a cherished historic landscape with long views of the buildings and their countryside setting (the Neighbourhood Plan Character

Assessment includes Character Analysis Maps which depict these).

The shopping parade along London Road offers a variety of goods and services however the streetscape is dominated by vehicles and is not welcoming for visitors whether they arrive by car, bicycle or on foot.

Marks Tey housing estate benefits from a centrally located open space. However the space is not well integrated within the housing development where homes generally back onto and do not positively enclose or overlook the space.

The village does not currently provide a strong sense of arrival for those visiting Marks Tey, particularly from the west along Coggeshall Road. Development here is fragmented and the continuity of development fronting the street is often broken. Poorly maintained, narrow footpaths with few crossing points offer limited incentive for people to walk and cycle.

New development should retain historic landscapes and views and respect historic settlement boundaries. Open agricultural fields that provide clear separation between the Marks Tey and the neighbouring settlement of Copford to the east and between Marks Tey and the hamlet of Little Tey to the west should be retained and strengthened through hedgerow protection and renewal.

A variety of public spaces and play spaces should be integrated with new development. Large open spaces such as sport pitches may be located on the periphery of the settlement to help connect it to the wider countryside.



Parish Hall Access from Old London Road



Public Open Space, Marks Tey Estate



London Road Parade



View South towards Parish Hall from A120 Road Bridge



A place that adapts to change

Successful places have to adapt to social, economic and technological change. A place that can change easily is likely to have flexible uses, buildings and spaces that are capable of being adapted to a variety of uses.

Named after the de Merk family and 'Tey', the Saxon word for enclosure. Marks Tey has a long history as a rural settlement. Over this time it has adapted to changing lifestyles, technology and modes of transport. The village now faces new challenges about how it will adapt to the exceptional amount of planned growth associated with the proposed Garden Community to ensure that the development benefits the existing community.

Any new development should come forward in a manner which benefits existing residents and businesses. For Marks Tey a key challenge will be how new growth can help overcome existing severance. New infrastructure should come forward in advance of any new development.

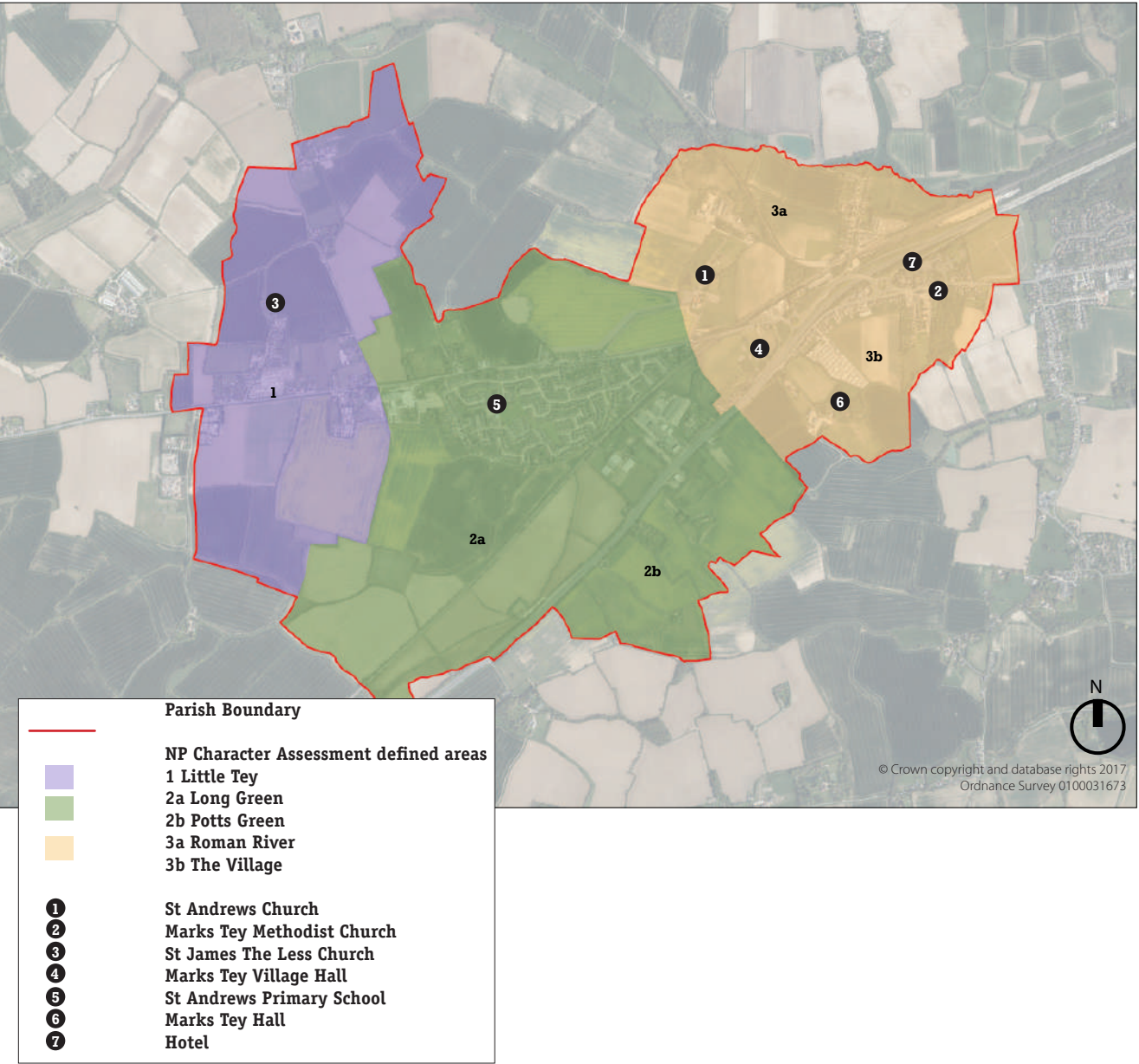


View NE from A120 / Jays Lane Towards St. Andrews Church



New homes on London Road do not add to Marks Tey's sense of place

Figure 7. Character Area Plan



An appealing place that is easy to understand

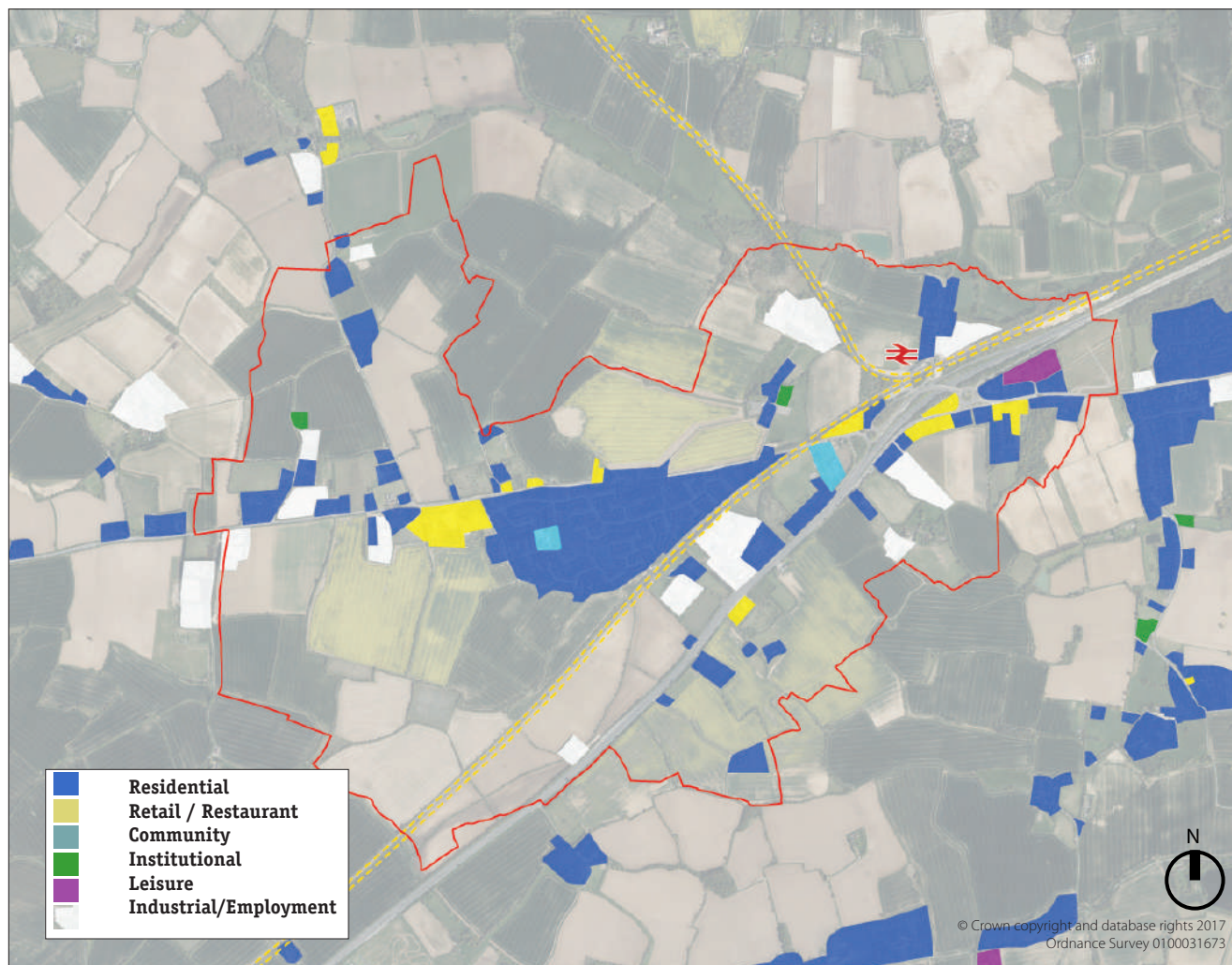
Marks Tey lacks a clear identity. This is primarily due to the severance created by the road and rail infrastructure and the dispersed nature of its residential areas. It is difficult for visitors to know when they have arrived in the village and the residential areas feel separate from one another.

Marks Tey suffers from a lack of an identifiable centre or 'physical heart' that could play an important role in stitching these areas together and improving community cohesion. The 'centre of gravity' of existing social activity is around the Parish Hall, St Andrew's Primary School in Marks Tey estate and London Road shopping parade.

A more legible place may be achieved through new development that respects Marks Tey's landmarks and focal points and well designed lighting, artworks and signage. The opportunities for creating a more legible 'heart' for Marks Tey are explored in the following section.

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 development should provide clear, easily navigable, safe and welcoming streets for all.

Figure 8. Land Use Plan



A place with a mix of uses & activities

Existing local businesses and skills should be retained and development brought forward in a manner that enables people to live and work in Marks Tey.

Marks Tey should meet the needs of all its residents that rely on its shops and services for local shopping needs. Several specialist shops serve a wide catchment and Marks Tey is home to W.H.Collier a specialist manufacturer that has produced hand made bricks since the late nineteenth century.

A key opportunity offered by new development is to improve access to and increase the population to support existing facilities whilst providing both housing and employment within a variety of buildings and spaces that contribute to the overall character of the village.

New development should provide a complementary mix of uses including local shops, employment space and community amenities such as health, education and public open space.

Being efficient in how land and other resources are used

London Road is home to Marks Tey's successful neighbourhood centre which supports a small parade of shops including a post office, petrol service station and a pharmacy. Although accessible for vehicles the parade is dominated by the wide carriageway and unstructured car parking making it difficult for people to cross London Road and move safely and easily between shops.

New development should facilitate public realm improvements within the neighbourhood centre. This would strengthen its role at the heart of the community, where people of all ages are able to come together, and enjoy the area.

New development should provide a complementary mix of uses (including local shops, employment space, community amenities such as health, education and public open space) in a manner which reduces, rather than exacerbates, existing fragmentation of shops and services.



London Road Parade, Speciality Shops



London Road Parade

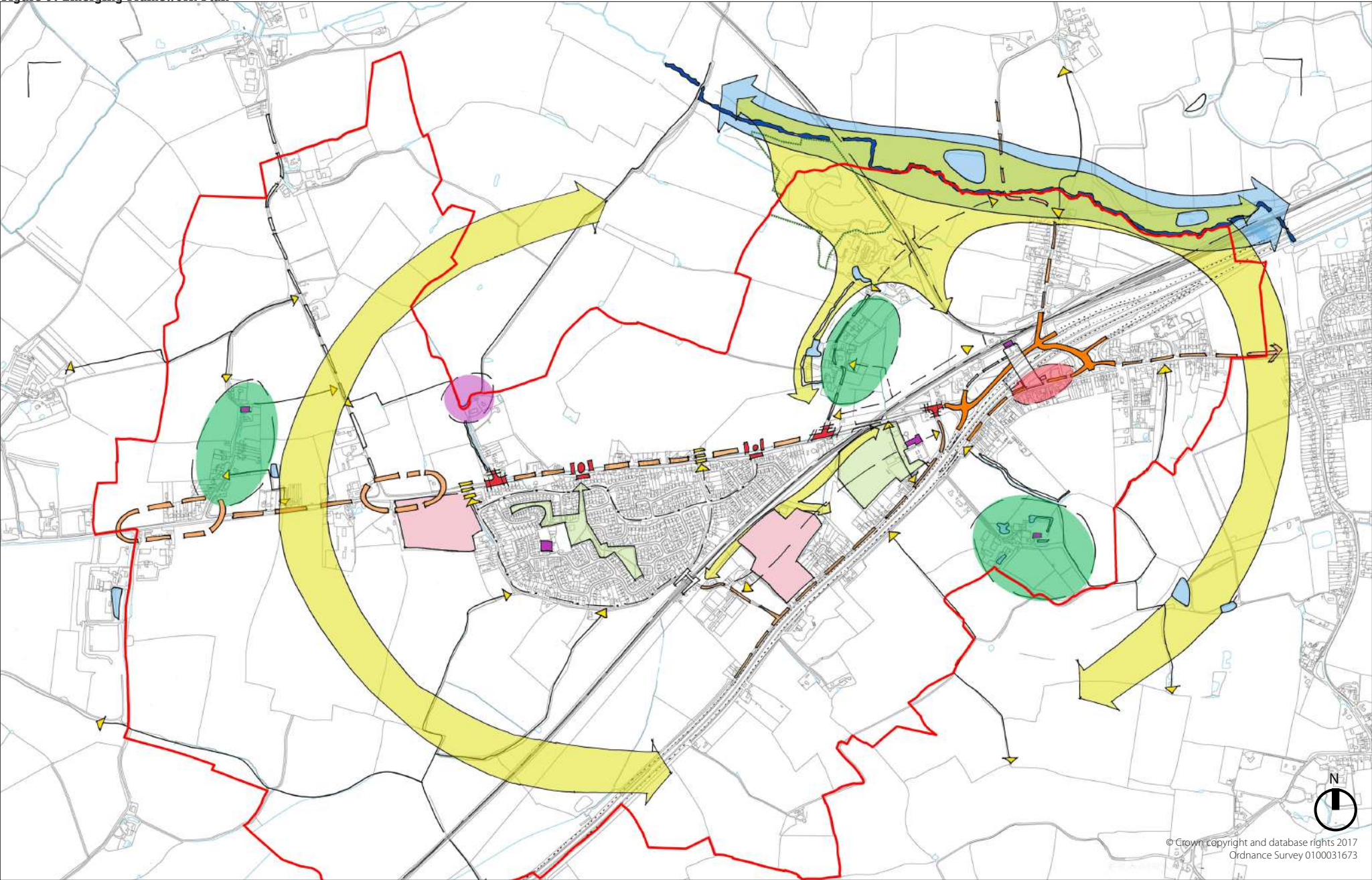


Anderson Employment Site, Old London Road



Employment Site, Old London Road

Figure 9. Emerging Framework Plan





A120 Coggeshall Road corridor



Pedestrian access improvements



Junction improvements



Roundabout improvements



New improved pedestrian route



New pedestrian / cycle route



Secondary cycle street



A120/A12 Interchange improvements with pedestrian and cycle facilities



Employment site



Improved public open space including playing fields and play facilities



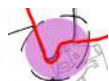
Station - centre link



Local centre improvements



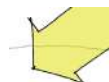
Historic village enhanced and retained



Views from Mott's Farm retained



Roman River corridor



Green corridor

C. Spatial Plan & Projects

C.1 Vision, Themes & Objectives

Following engagement with the community, the Marks Tey NP Group have drafted the following vision for the Neighbourhood Plan:

"A sensitive sustainable community reflecting the housing and employment needs of the locality; helping to build cohesion in the village, maintaining and strengthening a sense of place across the parish, whilst maintaining our countryside surroundings and improving highways, paths and cycleways to gain better access to our surrounding environment".

Any new development within the Parish should be delivered in a manner which helps to deliver this vision. It is proposed that the Neighbourhood Plan will be underpinned by the following themes and objectives:

Themes



Getting Around



Sense of Place



A Stronger Community



A Healthier Environment



Housing



Business & Employment

Objectives

1. Create a more connected & cohesive community
1.1 Improve cyclist and pedestrian connectivity
1.2 Improve accessibility for those with restricted mobility
1.3 Increase/provide parking provision (probably off street) at key shops and services

2. Existing severe congestion and traffic volumes at key junctions are not made worse through new development in the parish

3. Maintain and strengthen sense of place

4. Existing community facilities including open space will be protected and opportunities to improve existing provision will be realised

5. Protect and foster the natural environment for the benefit of people, flora and wildlife

6. Noise, air and light pollution will be effectively managed

7. New housing developments will include variety and choice and will meet existing local needs (in terms of type and tenure)

8. Businesses will continue to thrive in the parish

C.2 Project Proposals

The projects recommended in the following section have been identified through the initial masterplanning support work and the preparation of the Emerging Framework Plan (Figure 9) which sets out a draft spatial structure for Marks Tey.

The projects are outlined here together with the agreed Neighbourhood Plan themes and objectives that each project would help deliver.







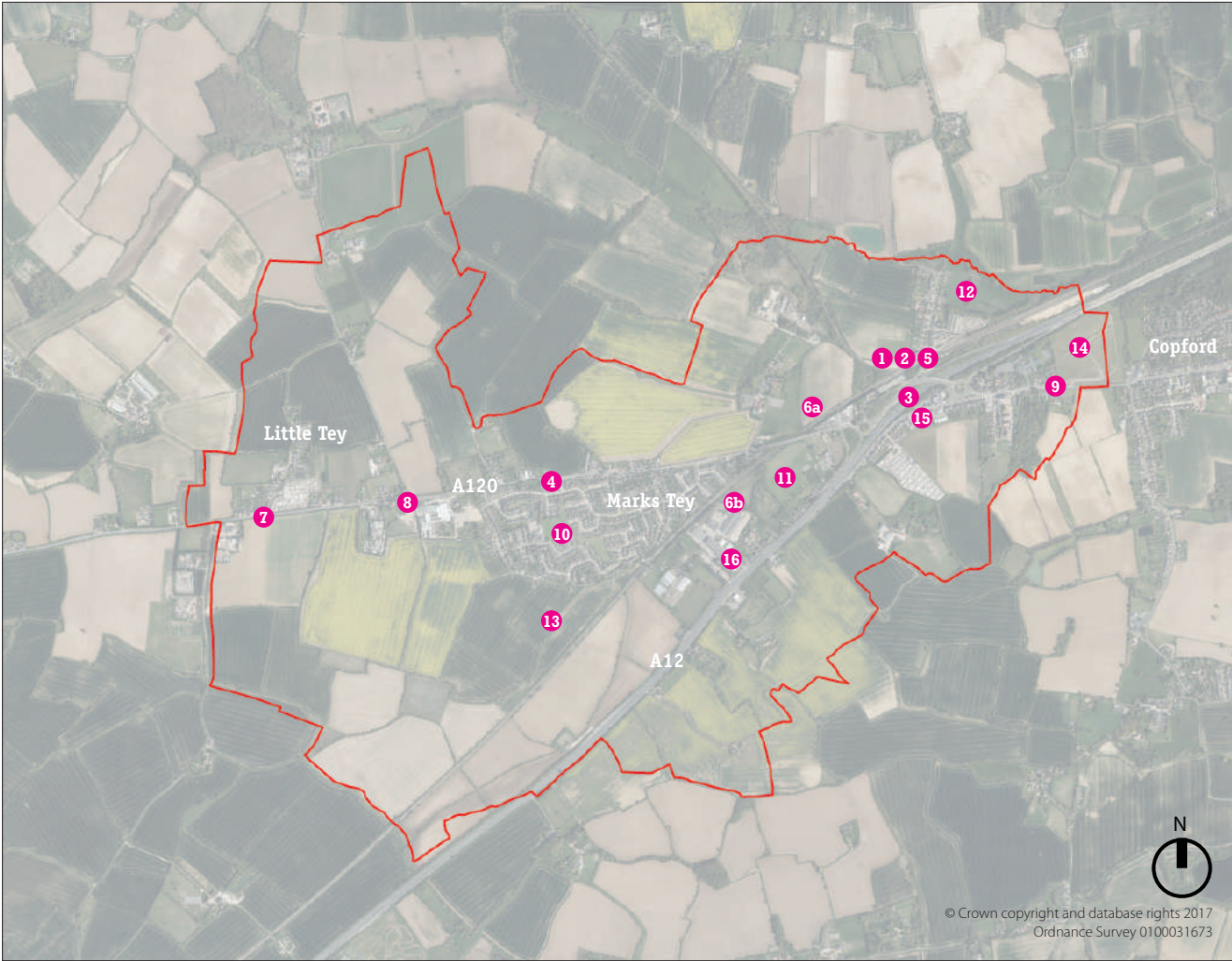
Themes	Objectives	Projects
 Getting Around	1. Create a more connected & cohesive community 1.1 Improve cyclist and pedestrian connectivity 1.2 Improve accessibility for those with restricted mobility 1.3 Increase/provide parking provision (probably off street) at key shops and services 2. Existing severe congestion and traffic volumes at key junctions are not made worse through new development in the parish	1 Marks Tey Station: Improved Platform Access 2 Marks Tey Station: Station Square 3 Bridge the A12 4 A120 Coggeshall Road: A Quality Street for All 5 North Lane Bridge: Improved Pedestrian Access 6 New Pedestrian and Cycle Connections
 Sense of Place	3. Maintain and strengthen sense of place	7 Little Tey Gateway 8 Marks Tey Western Gateway 9 Marks Tey Eastern Gateway
 A Stronger Community	4. Existing community facilities including open space will be protected and opportunities to improve existing provision will be realised	10 Productive Greens 11 Recreation Ground: Active Spaces for All
 A Healthier Environment	5. Protect and foster the natural environment for the benefit of people, flora and wildlife 6. Noise, air and light pollution will be effectively managed	12 River Roman: Green Corridor 13 The Greens: Green Corridor 14 Countryside Way: Environmental Improvements
 Housing	7. New housing developments will include variety and choice and will meet existing local needs (in terms of type and tenure)	
 Business & Employment	8. Businesses will continue to thrive in the parish	15 London Road Parade: Environmental Improvements 16 Andersen Employment Site: Green Corridor

Figure 10. Recommended Projects





Marks Tey Station

Marks Tey Station: Improved Platform Access

- New lift access to provide inclusive access for all
- Secondary entrance to the north of the Station



Marks Tey Station Forecourt

Marks Tey Station: Station Square

- New Station Square to provide sense of arrival
- Reduce vehicle dominance and provide wide footways with direct pedestrian access



View East from A12 Footbridge

Bridge the A12

- Tackle severance caused by the A12 / A120 Interchange
- New land bridge over the A12 to reconnect disparate parts of Marks Tey
- Provide direct link between Marks Tey Station and London Road Parade



North Lane Road Bridge

North Lane Bridge: Improved Pedestrian Access

- Upgrade substandard pedestrian access
- Provide cycle facilities



View SE from St James the Less Towards A120

New Pedestrian and Cycle Connections

- Provide secondary network of footpaths and segregated cycle lanes
- Ensure routes are well planted with hedgerows and include lighting
- Investigate potential for 'quietway' cycle route through Marks Tey estate along Godmans Lane/ Ashbury Drive, Marks Tey



Dobbies Lane

Potential locations for new links include:

- A new link from Church Lane north of the A120 road bridge, to the west of Marks Tey Station
- A new link from Dobbies Lane rail footbridge to the Parish Hall via the Andersen Employment Site

4



A120

A120 Coggeshall Road: A Quality Street for All

Good placemaking is about creating safe and attractive streets. For Marks Tey this means achieving a better balance between pedestrians and people who cycle and motor vehicle traffic particularly along Coggeshall Road.

It is recommended that a 20mph speed limit is introduced across Marks Tey. Initially this would involve the provision of signage and a public engagement programme to inform residents and those passing through the Parish of the changes. In the medium term a suite of environmental measures should be prepared to make Coggeshall Road comfortable and welcoming for all. These should be designed to manage speeds down from the 40mph 'A' road outside the Parish boundaries to a 20mph street in a manner that retains and enhances the positive character of Marks Tey.

Ongoing monitoring of compliance would be required to gather evidence on the success of the scheme and inform subsequent interventions.

Self-enforcing traffic calming measures may include gateway features at the thresholds to Little Tey and Marks Tey, continuous footways, raised tables and pedestrian crossings, segregated cycle facilities, tree and shrub planting.

Perceived narrowing of the carriageway can also help to slow vehicle traffic. Narrowing may be physical; through on street parking and kerb build outs or perceived through use of different materials and carriageway markings.

Potential locations for environmental measures include:

- Jays Lane (Pedestrian crossing & environmental improvements)
- Ashbury Drive / Coggeshall Road (Pedestrian crossing & bus access)
- Godmans Lane / Coggeshall Road Roundabout (Pedestrian crossing & bus access)
- Active link - Godmans Lane to St. Andrews Park (Pedestrian crossing & bus access)
- Motts Lane Junction (Improved pedestrian access to the Red Lion PH)
- Coggeshall Road (Segregated cycleway)
- 'Wilsons Lane' (Pedestrian crossing & bus access)
- Great Tey Road / Coggeshall Road (Junction Improvements, bus link & speed reduction measures)
- Church Lane Little Tey / Coggeshall Road A (Junction improvements & bus stop link)
- Elm Lane to Church Lane / Coggeshall Road A120 (Speed reduction measures)



A120 / Church Lane

Little Tey Gateway

- Provide welcoming gateway feature at the entrance to Little Tey to reduce traffic speeds, together with new pedestrian crossings and more accessible bus stops



Parish Sports Ground

Recreation Ground: Active Spaces for All

- Prepare landscape scheme to better integrate play and sports facilities within the grounds
- Provide better pedestrian access to the Parish Hall and improved cycle facilities.
- Provide habitat-rich tree and shrub planting



Marks Tey A120

Marks Tey Western Gateway

- Provide welcoming gateway at the entrance to Marks Tey to provide sense of arrival and reduce traffic speeds
- Opportunity to introduce continuous footpaths and pedestrian crossings



Copford Gateway

River Roman: Green Corridor

- Continuous, accessible green corridor to the east of Marks Tey broadly following Roman River Corridor and the surrounding countryside to encourage active lifestyles
- The corridor would link important green assets including the Brick Kilns SSSI and mature hedgerows and tree planting



Marks Tey Eastern Gateway

Marks Tey Eastern Gateway

- Provide welcoming gateway at the eastern entrance to Marks Tey to provide sense of arrival and reduce traffic speeds
- Opportunity to introduce continuous footpaths and segregated cycle facilities

10



Public Open Space, Marks Tey Estate

Productive Greens

- Introduce more habitat rich tree and shrub planting to existing open spaces and highway verges including fruiting trees and wild-flower meadows
- Improve play provision

13



Long Green Looking West from Rail Footbridge

The Greens: Green Corridor

- Continuous, accessible green corridor to the west of Marks Tey incorporating historic landscapes of Long Green and Potts Green
- Visual and physical separation between Marks Tey and Little Tey

14



Public Footpath, London Road

Countryside Way: Environmental Improvements

- Existing network of public footpaths and bridleways to be actively managed to enhance biodiversity and provide good access to the surrounding countryside
- New links should contribute to a continuous Parish wide route network

15



London Road Parade

London Road Parade: Environmental Improvements

- Strengthen commercial viability of Marks Tey local centre by creating welcoming public realm with reduced vehicle dominance and safe pedestrian crossings
- Environmental improvements include continuous footpaths, street lighting, tree and shrub planting cycle facilities (including cycle parking) and public seating and street furniture
- Shop front improvements including new doors, windows and canopies.
- Provide direct, safe and comfortable walking and cycling links between the parade and Marks Tey station. This can be achieved by replacing the existing poor quality A12 footbridge with a land bridge



Anderson Employment Site, Old London Road

Andersen Employment Site: Green Corridor

The redevelopment of Andersen employment site will bring opportunities to deliver much needed connection between the Parish Hall, Marks Tey Station and the west of Marks Tey via Dobbies Lane railway footbridge.

- The new connection would encourage active travel for residents and potential employees reducing the car use
- The route should include a wide footpath and segregated cycle facility. A generous tree and shrub planting would connect the route into the surrounding landscape
- New development should front onto and overlook the route to provide active surveillance



Figure 11. Potential Route: Andersen Employment Site

D. Development Scenarios

D.1 Introduction

The following section presents the illustrative development scenarios prepared by the consultant to help facilitate the workshop with the Neighbourhood Plan Steering Group on the 2nd October 2017.

The preparation of a spatial plan for Marks Tey is beyond the scope of this report. The development scenarios presented here 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 land owners and the local planning and highway authorities.

Any new development should come forward in a manner that addresses existing challenges of severance and the viability of the local centre at London Road whilst building on those positive aspects of Marks Tey including local building styles, boundary details and historic landscapes and views.

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. Local policy should set out the criteria for siting other local centres that may come forward in the future.

The criteria should reflect best practice and include the following:

- Promote pedestrian and cycle accessibility and connectivity and counter existing severance
- Ensure local centres are convenient for those using public transport with accessible bus stops
- Local centres should be outward looking and located close to local distributor routes to service passing trade
- New development should be flexibly designed to accommodate a variety of uses. Homes close to the local centre should be capable of being converted to retail units to ensure a diverse provision and the potential to increase non-residential uses in the future.
- Local centres should have continuous active retail frontage to provide a strong sense of place
- Non-residential uses should also be located within the local centre, where appropriate, to encourage linked trips which will support the viability of community, employment and retail uses

(Ref: Shaping Neighbourhoods, Barton et al, 2010)

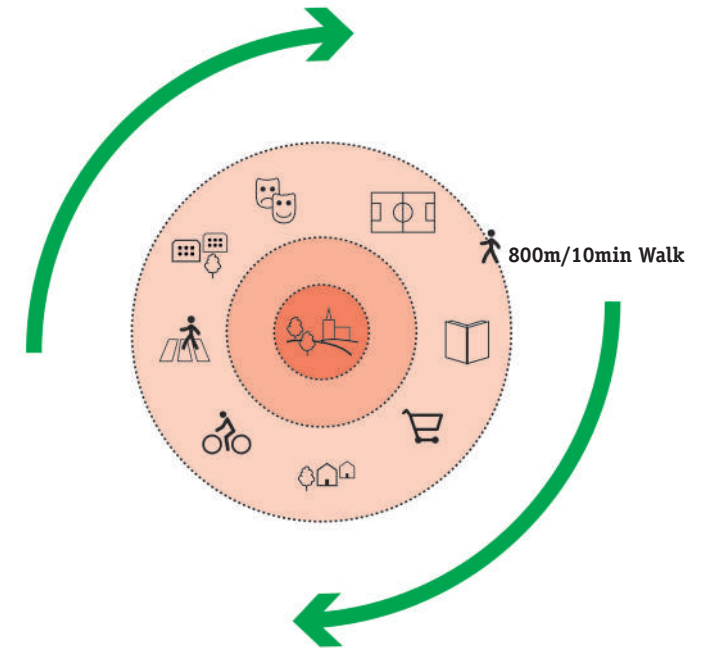
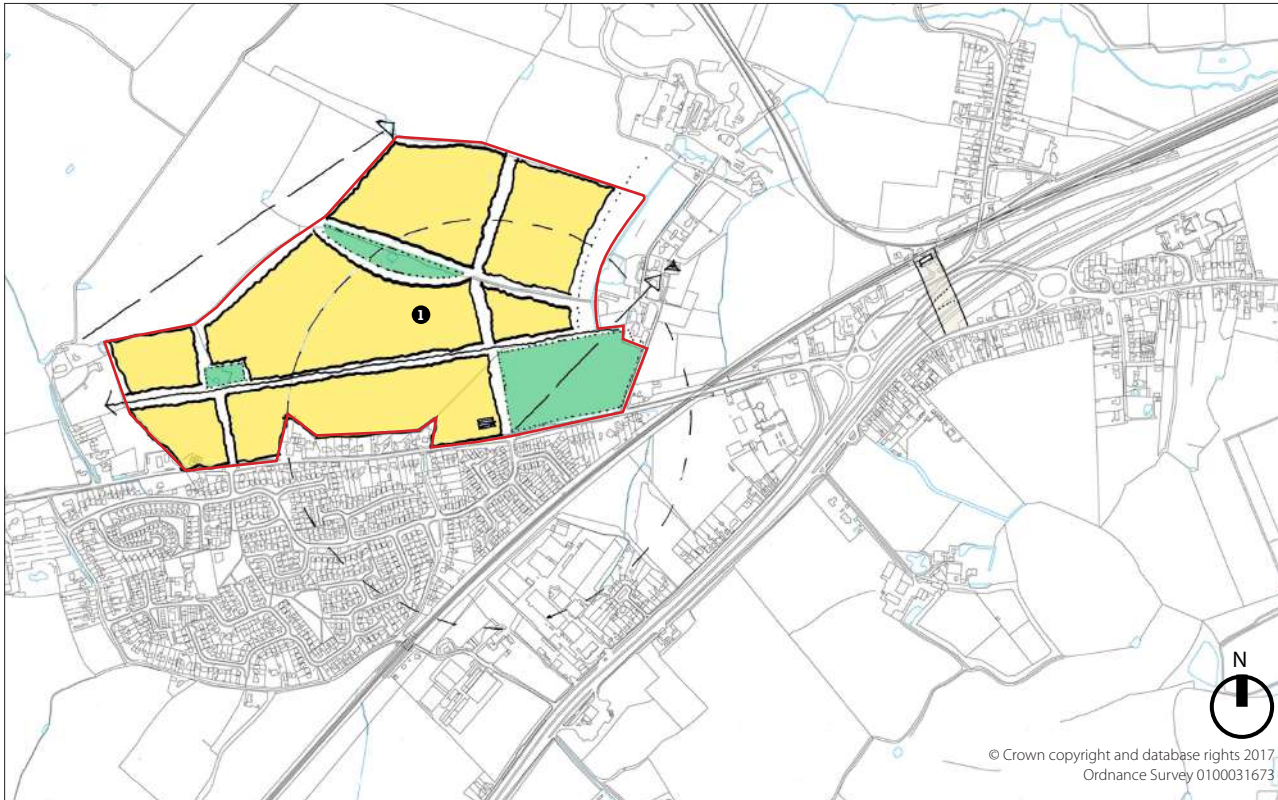


Figure 12. A compact walkable neighbourhood with local amenities within 10mins walk



Area	Developable Area (sqm)	Developable Area (ha)	Residential Developable Area (ha)	30 dph	50 dph
1	452,436	45.24	27.15	814	1,357
				814	1,357

The following development scenarios were presented for discussion:

- Marks Tey East
- Marks Tey Central
- Marks Tey South
- Old London Road

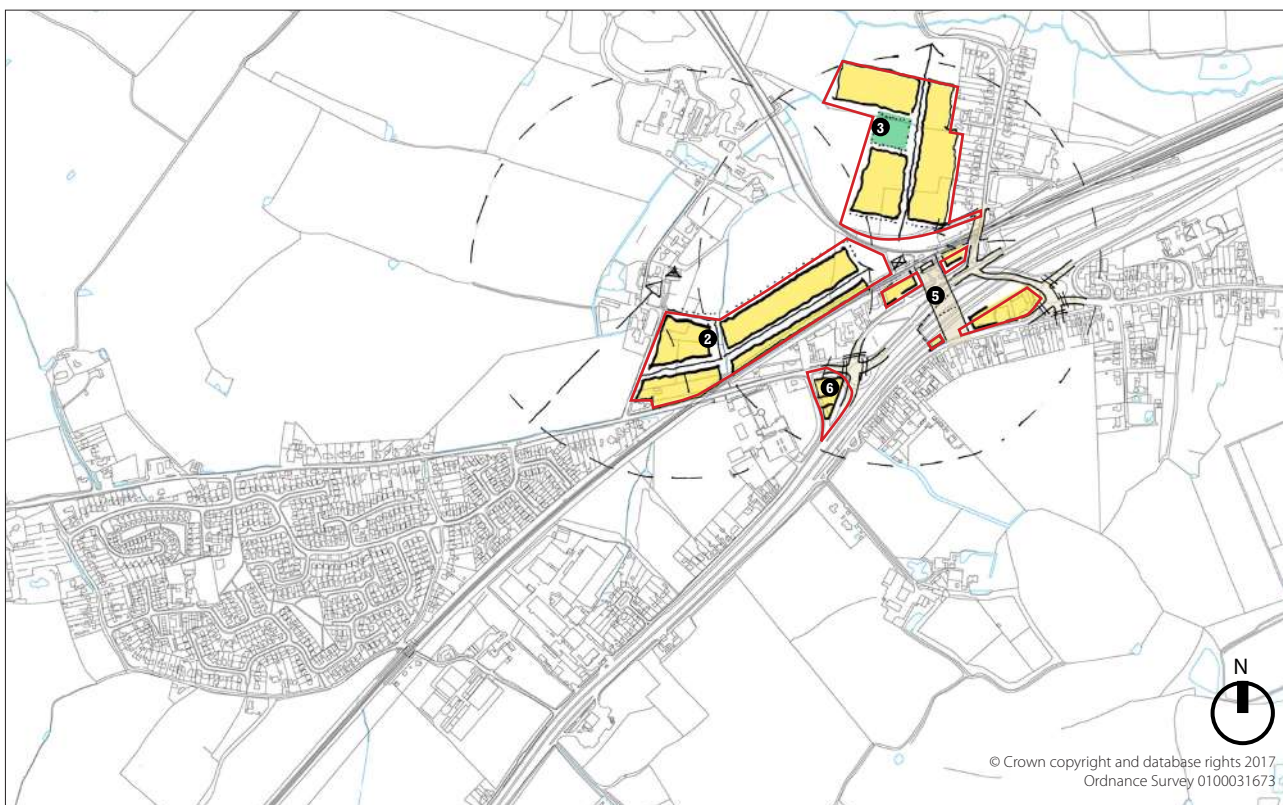
These are outlined in the following pages.

Marks Tey East

The site comprises agricultural land to the north of A120 and Marks Tey estate. Under this scenario a new mixed-use neighbourhood centre and community facility would be located along Coggeshall Road marking one of the accesses to the new neighbourhood and overlooking a large public green space.

Home to new sports and play facilities, the green space would also maintain long views to St Andrews Church and provide a natural landscape buffer to historic setting of the church. Residents have also identified the wider view north from the A120 as important. The preservation of wider views would require the extension of the green space and a reduction in developable area.

New streets would be aligned to existing boundaries and retain existing hedgerows and woodland areas. Amenity facilities would be within easy walking distance for both new and existing residents.



Marks Tey Central

These sites are within easy walking distance of Marks Tey Station and include underutilised land at the station and London Road as well as agricultural land between Church Lane and Marks Tey Station.

This compact scenario would come forward in tandem with highway improvements to the A12 / A120 interchange and new land bridge across the A12 to provide safe access for all.

The land to the north of the station at North Lane was not considered to be a suitable development site by the NP Steering Group due to its location adjacent to the Roman River floodplain and the existing access constraints associated with the North Lane road bridge.

Area	Developable Area (sqm)	Developable Area (ha)	Residential Developable Area (ha)	30 dph	50 dph
②	61,660	6.17	3.70	111	185
③	70,635	7.06	4.24	127	212
⑤	11,288	1.13	0.68	20	34
⑥	6,965	0.70	0.418	13	21
				271	452



Marks Tey South

The site comprises agricultural land to the south of London Road Parade. Under this scenario a new community facility would be provided within the new neighbourhood on a broad avenue linking the facility with the existing shopping parade and Marks Tey Station via a new land bridge.

A large public green space would be provided to the south. Part of the Roman River Green Corridor the green space would be home to new sports and play facilities. The space would also provide a natural landscape buffer to the historic setting of the Listed Marks Tey Hall and the wider landscape to the south.

Area	Developable Area (sqm)	Developable Area (ha)	Residential Developable Area (ha)	30 dph	50 dph
4	203,873	20.39	12.23	367	612
				367	612



Old London Road

This scenario includes the Andersen Employment site and adjoining areas including the Parish Hall and grounds which would be re-provided elsewhere.

As noted previously the redevelopment of Andersen employment site would bring opportunities to deliver a much needed connection between the Parish Hall, Marks Tey Station and the west of Marks Tey via Dobbies Lane railway footbridge.

Area	Developable Area (sqm)	Developable Area (ha)	Residential Developable Area (ha)	30 dph	50 dph
7	11,174	1.12	0.670	20	34
8	55,921	5.59	3.35	101	168
9	37,139	3.71	2.23	67	111
10	49,305	4.93	2.96	89	148
				277	461

E. Next Steps

E.1 Scope

This report has identified a series of studies and engagement exercises that could be developed further to help deliver the vision for Marks Tey Neighbourhood Plan:

- Prepare a concept design for A120 Coggeshall Road utilising resources for the A120 Bypass and A12 Widening schemes. This would deliver public realm, walking and cycling improvements at the start of the plan period to ensure the existing community benefits from any subsequent development. New residents would benefit from a coherent network of walking and cycling routes upon occupation to ensure the Garden City Principles are enshrined in any development from the start. This should be progressed in partnership with Colchester Borough Council, Essex County Council, Highways England and the North Essex Garden Communities.
- Investigate the feasibility of access improvements to Marks Tey station to deliver inclusive access for all. This should include feasibility of bus interchange, cycle facilities and parking provision at the station to deliver a welcoming pedestrian friendly public space at the station entrance and a legible, direct connections south to the local centre at London Road. Design and delivery should be progressed in partnership with Network Rail, the train and bus operators, Colchester Borough Council, Essex County Council, Highways England and North Essex Garden Communities.
- Engage with residents to identify suitable locations for cycle routes. This may include testing experimental schemes in advance of permanent proposals being implemented.
- Undertake public consultation and engagement exercise to consider potential development scenarios and their benefits and explore the feasibility and design of potential development sites, potentially leading to the preparation of development briefs and design guidance. This should include working with landowners and local planning authority and their consultants.

