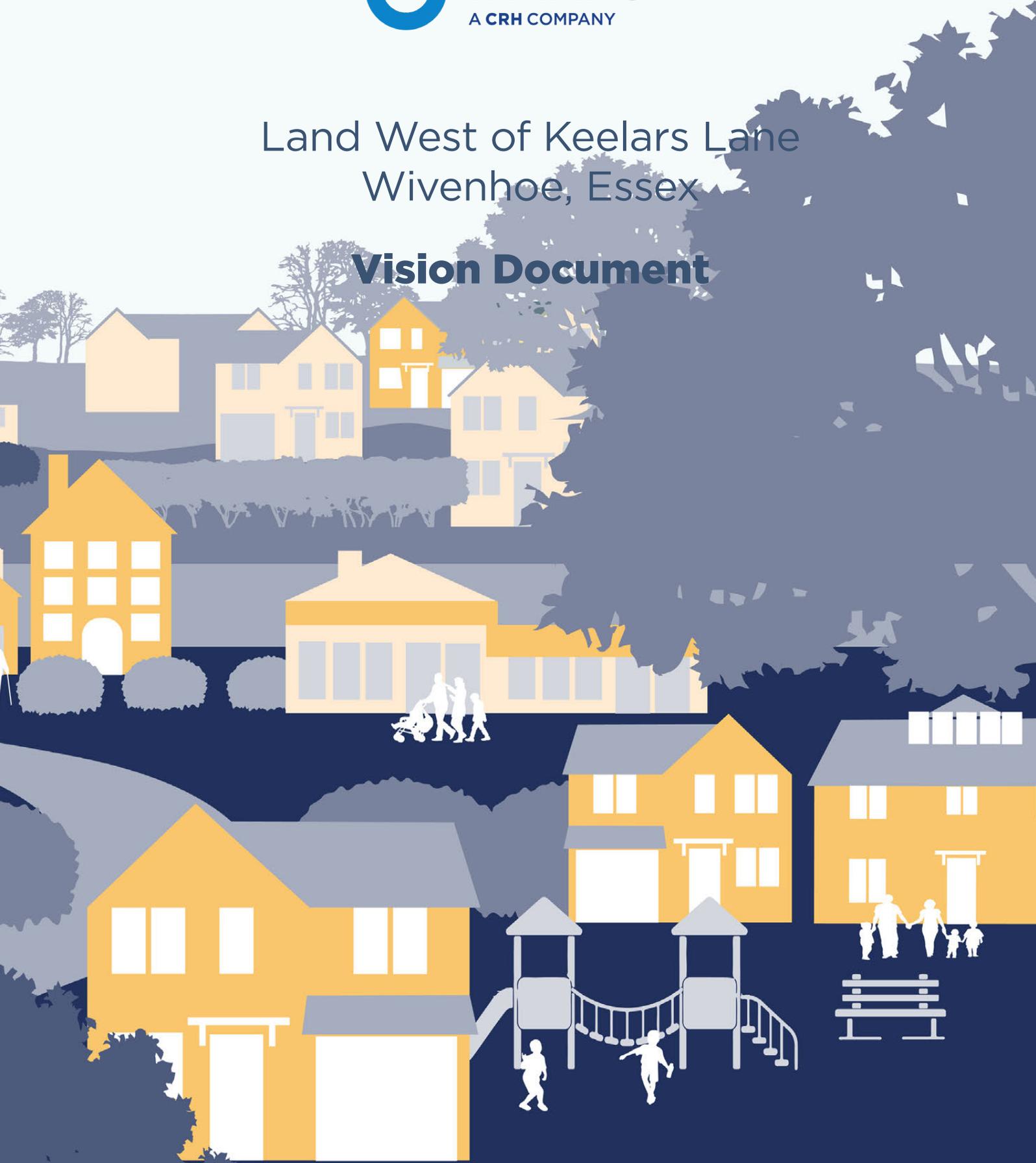




Land West of Keelars Lane
Wivenhoe, Essex

Vision Document



January 2026

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Carter Jonas

1.0 Introduction

- 1.1 Introduction
- 1.2 Who Are We?
- 1.3 Working With You
- 1.4 Planning Context
- 1.5 Timeline to Delivery of New Homes
- 1.6 Why Here?



1.1 Introduction

Foreword

This Vision Document has been prepared by Carter Jonas LLP on behalf of Tarmac to promote Land West of Keelars Lane for 350 new homes within a 55 hectare site (the “Site”).

This is an explanatory document which seeks to present a clear rationale for a logical and sustainable residential community in Wivenhoe.

Purpose of the Document

This vision document will:

- Set out a high level vision and broad design principles;
- Illustrate the process that has led to the emerging masterplan proposals and explain the design principles and concepts that have been applied;
- Introduce the concept masterplan and explain the rationale behind its development;
- Justify and confirm that the Site is available, suitable and deliverable and should be considered for development; and
- Enable positive engagement with the local community and key stakeholders.

Document Structure

The scope and content of the document, set out here, fully meets local guidance:

Section 1.0: Introduction

Describes the purpose of the document, content and scope.

Section 2.0: The Site

An assessment of the area’s history, character, transport links and facilities that inform the design process, before describing the site’s characteristics and providing a visual tour of the land.

Section 3.0: Technical Analysis

A review of the technical information undertaken by our consultant team, including ecological, highways and drainage principles, culminating in a combined considerations plan.

Section 4.0: The Vision

Presents the vision for the development.

Section 5.0: The Masterplan

Explains the existing site influences and the masterplan design rationale before presenting the concept masterplan.

Section 6.0: Sustainable Credentials

Describes how the proposals are sustainable throughout the project life cycle and how they achieve an overall Biodiversity Net Gain.

Section 7.0: Summary & Next Steps

This section sums up all the material presented in this document.



Fig 01: Wivenhoe Estuary

1.2 Who Are We?

Tarmac are the UK's leading sustainable construction materials, road contracting and building products business, supplying essential materials such as aggregates, asphalt, cement, concrete, alongside contracting services, and infrastructure projects.

However, not many people know that Tarmac is also one of the UK's largest land and mineral owners, with a controlling interest in 110,000 acres of land and significant mineral reserves across the UK. They have a diverse real estate portfolio including minerals, industrial and operational sites, as well as strategic greenfield land held for future operations. This is the responsibility of Tarmac's Land and Natural Resources department, who aim to sustainably restore, maintain and where possible develop and dispose of land assets. This can include restoring former quarry sites into wildlife habitats by partnering with organisations such as RSPB and Wildlife Trusts amongst other stakeholders.

The role of the Land Development Team at Tarmac is to consider the exit strategy for a site, post its operational requirement and pursue added value opportunities. This includes promoting sites through the planning process, and securing planning permissions for a range of uses including residential, industrial and leisure. Where appropriate the team will work in partnership with the wider business to actively influence restoration strategies to provide future development opportunities.

Through these projects Tarmac demonstrates a strong commitment to environmental stewardship, community engagement and sustainable development. To reach net zero by 2050, Tarmac aims to Cut CO2 by 45% per tonne of product by 2030, whilst operating to the highest standards of environmental management and achieving biodiversity net gain to contribute to national biodiversity and land management strategies. Tarmac seek to be integral members of local communities, continuing to build trust and understanding through active participation, open communication and collaborative action.



Fig 02: Strategic land imagery

1.3 Working With You

The diagram below shows how our team is structured to work alongside Wivenhoe Town Council and Colchester City Council, spearheaded by the Tarmac senior leadership team.

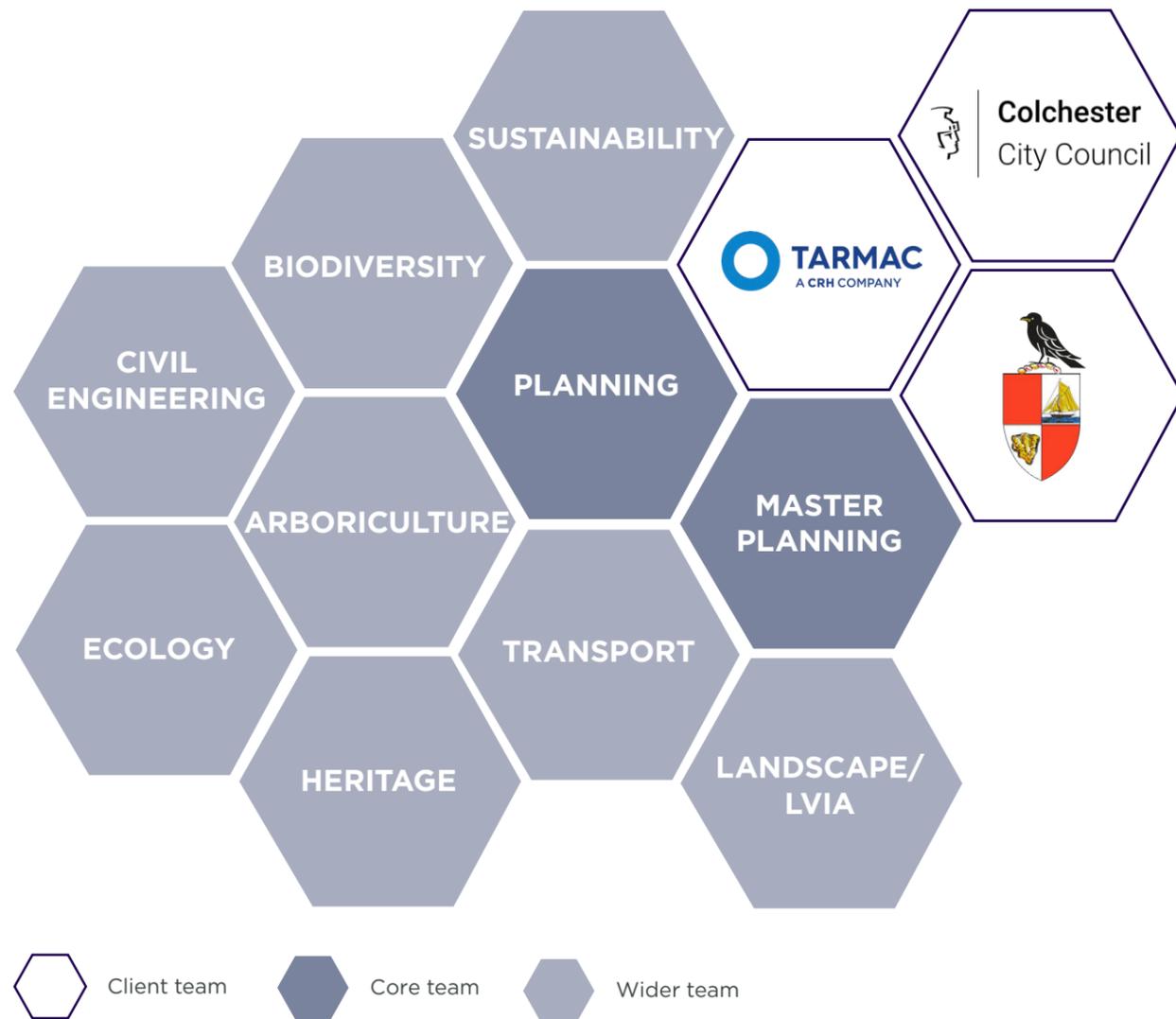


Fig 03: Team organogram



Fig 04: Consultation, design charrette and pre-app imagery

1.4 Planning Context

Site History

The Site comprises a former sand and gravel quarry and the southern part is currently the subject of remediation and restoration. On the northern part of the Site, outline planning permission was granted in 2023 for flexible commercial development (Use classes Eg(i)(iii) or B8) with all matters reserved except for access which was taken from Tye Lane. Aside from a single right of way that crosses the site east to west, there is no public access or enjoyment of the land.

As part of the employment land proposals a skylark mitigation strategy will see a temporary habitat created on part of the Site before relocating to a permanent home on the restored southern part of the Site.

Promotion of the Site and stakeholder engagement

Pre-Application discussions took place with the City Council in 2019. Those discussions related to residential development across most of the Site and as explained below, Tarmac have responded to that feedback by significantly increasing the land available for open space and nature conservation.

As the restoration of the site is now complete, Tarmac is able to consider the future of the Site as a whole, and how ambitions for public access and use of the land might align with its own ambitions to realise value from its operational estate. The Site has been the subject of a Call for Sites to Colchester City Council submission in January 2024 (ref: 10594). Tarmac's Land Development Team have also engaged with Wivenhoe Town Council to plan for the future of the Site as a whole.

Tarmac's submissions as part of this process show that further expansion on the eastern side complements the emerging spatial strategy for Wivenhoe, as shown in **Fig 05**, which is an extract from Colchester's Local Plan Review.

Site forming a logical infill and extension of Wivenhoe

The opportunity exists to positively plan for this expansion now on a site which is well related to the remainder of the settlement, noting that Wivenhoe is classified as a 'large settlement' within the draft local plan where an appropriate level of growth should be allocated within the plan. Together, the B1027, Tye Lane and Keelars Lane set a permanent and defensible boundary to Wivenhoe. Containing development within this broad area is evident by the housing at the junction of Keelars Lane / Alresford Road and the approval of the commercial scheme on the Site.

The working of the Site by Tarmac is the reason why the eastern growth of Wivenhoe as far as this boundary has not been realised, but as part of any spatial planning exercise, it is clear that consideration should be given to the whole of the eastern side of Wivenhoe, and that is what this submission addresses.

It is clear that as Wivenhoe continues to grow, the Site can complement the proposals for its expansion with the development of sites such as Taylor Wimpey's scheme on land allocated for development in the Wivenhoe Neighbourhood Plan (Policy WIV29) and also land off Croquet Gardens (Policy WIV28) for which there is an undetermined application for housing, care home, car park for the cricket club and allotments.

Both sites adjoin the Site on its western and south-western sides. On the east side of Taylor Wimpey's proposal is land proposed for a nature reserve. On land to the north of the Croquet Gardens proposals, Wivenhoe Town Council has ambitions for open space with continued use of permissive and public rights of way. An extract from the Neighbourhood Plan (Figure 33) is provided in **Fig 06** opposite, which shows this.

The Concept Masterplan in Section 5 shows how the northern central section of the site can deliver a high-quality residential development of approximately 350 dwellings, including affordable and a mix of housing types, and provide substantial areas of open space. This could be for a combination of informal open space and creation of new habitats and wetlands. The area shown for housing extends to some 10 ha and the remaining 43 ha are shown for open space and community use. The remaining sections of the Vision Document illustrate this potential.

NPPF criteria for allocating sites for housing

Over a plan period, the NPPF advises that planning policies should identify a sufficient supply and mix of sites, taking into account availability, suitability, viability and deliverability (paragraph 72). Applying these tests to this Site, it is clear that it is:

Achievable – Access is straightforward and there are no physical, technical or environmental constraints to its development. Existing features such as the Wivenhoe Gravel Pit Site of Specific Scientific Interest (SSSI) can be respected together with the setting of listed buildings which lie beyond the site's eastern boundary.

Available – The Site is in single ownership, is being promoted by the landowner (Tarmac) and is available for development now, and subject to allocation, a planning application will be submitted shortly after the Plan has been adopted. There are no issues that would prevent the grant of planning permission and therefore the Site is available.

Suitable – The Site is suitable for housing development. It lies within the B1027, Tye Lane and Keelars Lane boundary which forms the eastern edge of Wivenhoe. It has good access by car locally and to the wider strategic network. The town centre lies reasonably close to the west with sustainable movement routes, including a Public Right of Way bisecting the Site and National Cycle Route No. 51 which runs along Keelars Lane and the Site's eastern boundary, before heading south into Wivenhoe. There are proposals in the Wivenhoe Neighbourhood Plan for a central spine of natural woodland and open space and the provision of a significant area of open space on the southern part of the site naturally complements this. There is considerable scope for habitat enhancement and opportunities for significant Biodiversity Net Gain, not just to benefit the Site, but also the wider area.

Viable – Tarmac's internal analysis has confirmed that the Site is viable for housing development and to provide the wider open space and community benefits.

Deliverable – The Site is clearly deliverable as it satisfies all of the relevant tests.

With a realistic prospect of the first homes being delivered within 5 years, not only will it allow the Council to allocate a specific and deliverable site early in the plan period in accordance with paragraph 72(a) of the NPPF, but it will ensure the short-term housing supply is robust.

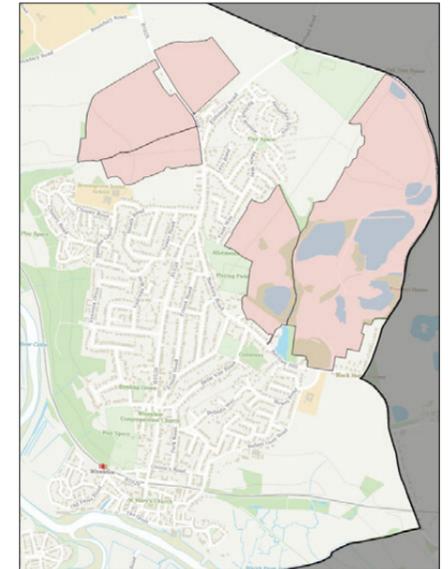


Fig 05: Wivenhoe Policy Map - Colchester's Local Plan Review

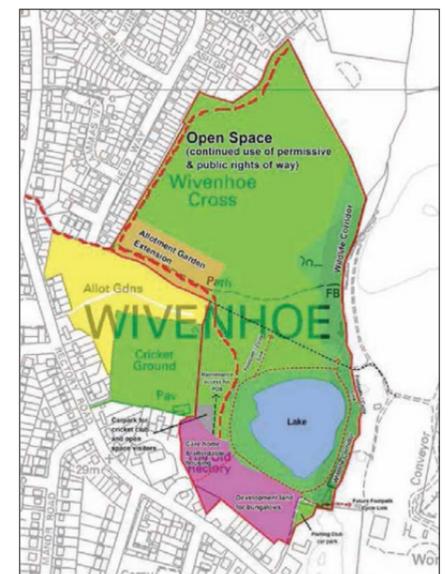


Fig 06: Figure 33 - Wivenhoe Neighbourhood Plan (2019-2033)

1.5 Timeline to Delivery of New Homes

Looking ahead towards the emerging Local Plan production period, Tarmac are focused on demonstrating delivery of new homes to support housing need in the district. Following the launch of the LDP review with the Call For Sites in 2024, Tarmac's technical work has concluded that Land West of Keelars Lane can deliver new homes and community infrastructure from 2029 and continue to deliver homes over a 5 year period.

Indicative Delivery Milestones

- Year 1 - Enabling works and first 70 homes
- Year 2 - 70 homes and open space
- Year 3 - 70 homes and open space
- Year 4 - 70 homes and open space
- Year 5 - 70 homes and open space

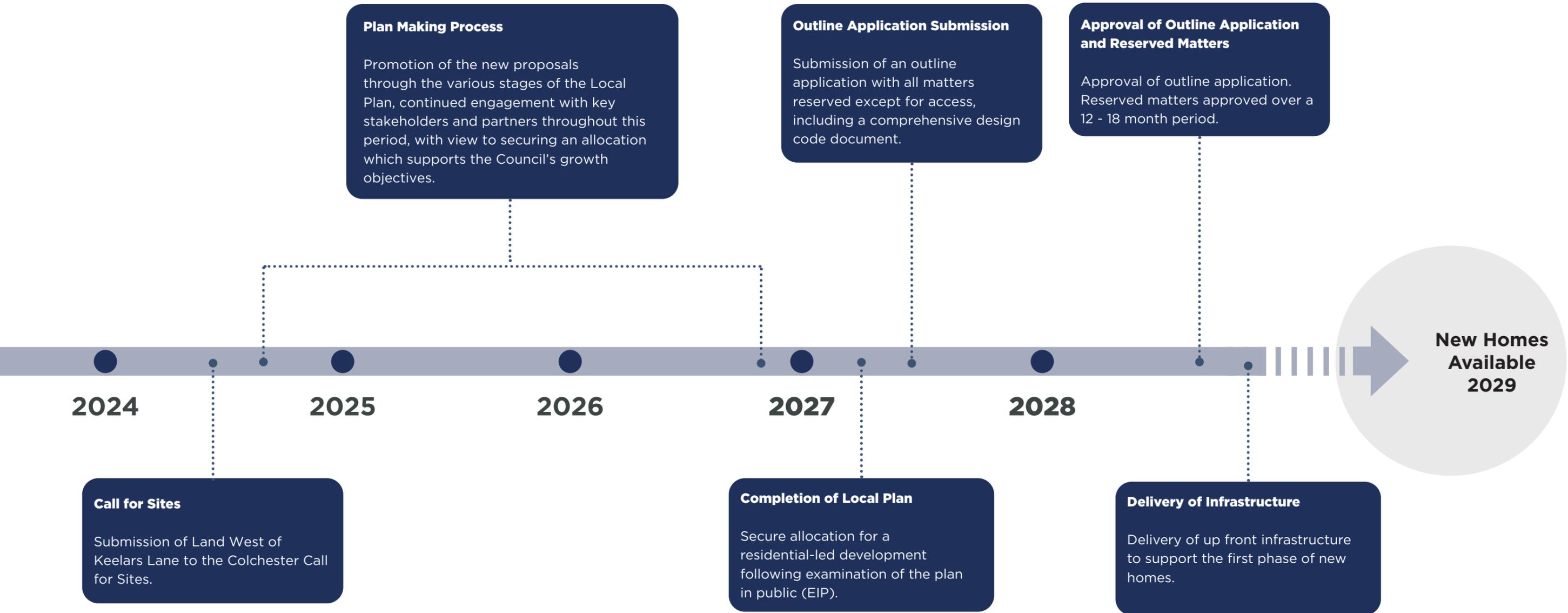


Fig 07: Timeline to delivery of new homes

1.6 Why Here?

The 55 hectare landholding to the west of Keelars Lane, can support an expanded community and provide a range of benefits. Figure 08 illustrates the extent of the site, outlined in red, with the developable area shaded red and the nature reserve shaded in green.

Development of 'The Site' would utilise otherwise vacant land to deliver new homes and green infrastructure in a logical and sustainable location. Some key benefits of the Site's location to support growth are as follows:



Accessibility

The Site is conveniently positioned at the edge of Wivenhoe, to the south-west of Colchester and in close proximity to the villages of Elmstead Market and Alresford to the east. The Site benefits from immediate access onto the B1027 - a primary route connecting Colchester to the north with Clacton-on-Sea to the south.



Public Transport

Wivenhoe Train Station lies approximately 1km (18 mins walk) to the south-east of the Site, affording excellent, sustainable public transport connections. Together with the strong vehicular connections, the development lends itself to being infrastructure-led.



Enclosure

The B1027 forms the Site's northern boundary, with Keelars Lane forming the eastern boundary. Both these boundaries feature mature hedgerows interspersed with trees, which ensure that the site is physically and visually contained.



Fig 08: Wider context plan

2.0 The Site

- 2.1 A Well Connected Place
- 2.2 A Sustainable Location for Growth
- 2.3 The Site
- 2.4 Visual Tour of the Site
- 2.5 Heritage



2.1 A Well Connected Place

The Site lies adjacent to the town of Wivenhoe, itself just 5km to the south-east of the city of Colchester. The Site sits almost within a triangle between the neighbouring villages of Elmstead Market (2km to the north-east) and Alresford (2km to the south-east). As a result, the Site is well positioned to take advantage of the strong movement routes the area affords.

The Site is just over 1km from Wivenhoe Train Station, which provides direct access to Colchester (8 minutes), Clacton-on-Sea (18 minutes), Walton-on-the-Naze (34 minutes), and London Liverpool Street (1hr 5m) on Greater Anglia services.

In terms of the town's wider context, Wivenhoe is easily accessible from the B1028 / Colchester Road - the primary route into the town from Colchester. This route branches off from the A133, which runs between Colchester and Clacton-on-Sea, connecting to the A120.



18 minutes walk / 4 minutes cycle to Wivenhoe Station



Connections to Colchester, Clacton-on-Sea and London Liverpool Street

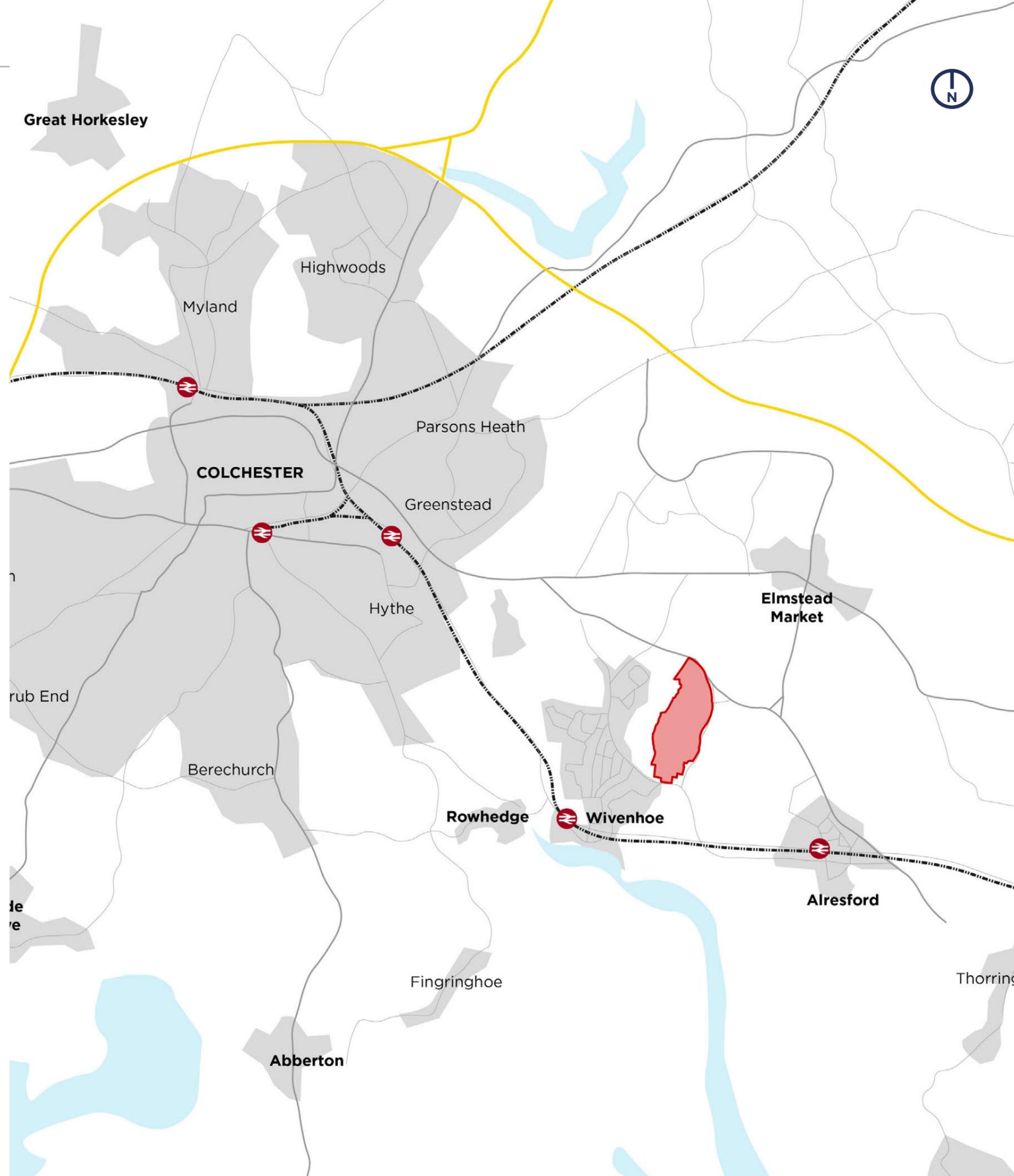


Direct access onto A120 highway in 8 minutes



Site boundary

Fig 09: Wider connections plan



2.2 A Sustainable Location for Growth

The Site is located in close proximity to a number of community facilities as illustrated on the plan opposite.

Within Wivenhoe, to the west, facilities include Millfields Primary School, St Mary's Wivenhoe, Wivenhoe Scout and Guide Hall and The Greyhound Pub. In addition, Wivenhoe Town Football Club lies directly adjacent to the Site's north-western boundary.

The nearby village of Alresford is home to Alresford Primary School and Alresford Village Hall amongst other facilities, whilst Elmstead Market to the north-east benefits from Beth Chatto's Plants & Gardens, Elmstead Medical Practice and Market Field School for 5 - 16 year olds.

The city of Colchester to the north affords additional community facilities, including a variety of bars and restaurants, places of worship and outdoor sports facilities.

Convenience Stores

1. One-Stop
2. Co-Op Food
3. Premier
4. Budgens
5. Tesco Superstore

Schools

6. Millfields Primary School
7. Broomgrove Infant and Junior Schools
8. Munchkins Nursery and Pre-School
9. Wivenhoe Pre-School
10. Market Field School
11. Elmstead Nursery and Primary School
12. Alresford Primary School
13. University of Essex

Community Buildings

14. Wivenhoe Scout and Guide Hall
15. Elmstead Market Community Centre
16. Rowhedge Social Club
17. Rowhedge Village Hall
18. Alresford Village Hall
19. Hythe Community Centre Association

Pubs / Restaurants

20. The Flag Inn
21. Horse and Groom
22. The Greyhound
23. The Orange Tree Tapas Restaurant
24. The Black Buoy
25. The Rose and Crown
26. Wivenhoe House Hotel

27. The Albion

28. The Anchor

29. Naka Thai

30. Bambu Vietnamese

Sport / Recreation Areas

31. Wivenhoe Town Cricket Club
32. Wivenhoe Town Football Club
33. Wivenhoe Tennis Club
34. Wivenhoe Tempest Football Club
35. Wivenhoe Bowls Club
36. WivGigs Rowing Club
37. Rowhedge Coastal Rowing Club
38. Elmstead Grasshoppers Cricket Club
39. Alresford Colne Rangers FC

Healthcare

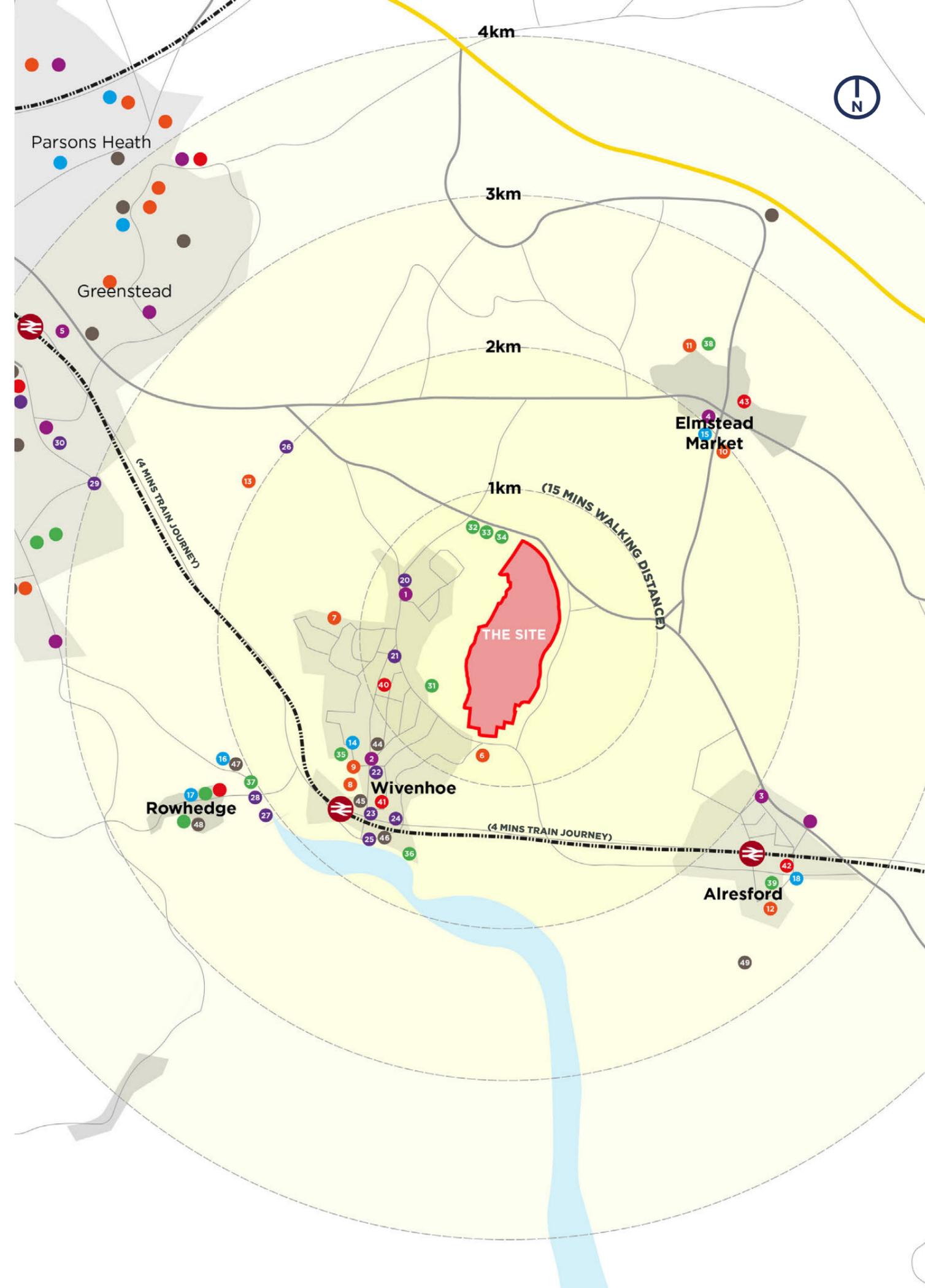
40. Wivenhoe Dental Practice
41. Wivenhoe Medical Centre
42. Colne Medical Centre
43. Elmstead Medical Practice

Places of Worship

44. Wivenhoe Methodist Church
45. St Monica's Roman Catholic Church
46. St Mary's Wivenhoe
47. Mariner's Chapel
48. St Lawrence's Church
49. St Peter's Church

 Site boundary

Fig 10: Local context & community facilities map



2.3 The Site

The Site comprises approximately 55 hectares (135.9 acres) of land to the north-east of Wivenhoe - the centre of the town being approximately 1.9 km to the south-west. The Site was previously used as a sand and gravel quarry.

This land is largely characterised by its restored gravel workings. These pits occupy approximately half of the Site, whilst the northern half is comprised of a large arable field.

The Site's northern and eastern boundary is defined by the B1027 / Keelars Lane. Residential development along Alresford Road / Keelars Lane shapes the Site's southern boundary.

The western boundary is defined by open space, including areas of Public Open Space as outlined within Colchester Local Plan, Broadfields Nature Reserve and land occupied by Wivenhoe Town Football Club. Further to the west lies the existing built development at Wivenhoe.

Keelars Lane provides a strong boundary to the east and north of the Site, with existing housing to the south and west. The Site's northern boundary is mainly agricultural land, the west boundary features a permitted housing development, Wivenhoe Town Football club, Cricket club and public open space.

- ① B1027 / Keelars Lane
- ② Approved commercial development
- ③ Taylor Wimpey development currently under construction
- ④ Restored gravel workings with potential to support enhanced ecological measures
- ⑤ Broadfields Nature Reserve
- ⑥ Wivenhoe Town Football Club
- ⑦ Wivenhoe Cricket Club



Fig 11: Site location plan



2.4 Visual Tour of the Site

The following are a series of Site photographs which highlight the key characteristics of the Site and its immediate context. Descriptions of the photos are provided as follows:

1. View looking across the Site to the south-west from the existing vehicular access.
2. View from the north-west corner of the Site looking across to the existing built development edge of Wivenhoe at Alexandra Drive.
3. View looking south across open fields from Wivenhoe Town Football Club.
4. View looking north from Rectory Hill into the Site.

These views illustrate the Site's key boundary features and show how the Site has potential to create strong connections into the town and the nearby existing development.



Fig 12: Photo location map



Fig 13: Site photographs

2.5 Heritage

The landscape surrounding the Site has a rich heritage, with its history detailed below.

Figures 14-16 adjacent illustrate how the Site and its immediate surroundings have evolved over the last 180 years, notably illustrating growth of Wivenhoe.

Wivenhoe has a rich history of boat-building dating back to 1575, with ship building being an integral part of the town's history for the four centuries that followed. As large ships were unable to sail further up the River Colne, Wivenhoe was essentially a port for Colchester.

Until the late 19th century, Wivenhoe was an important port for trade within the shipbuilding, commerce and fishing industries. The town grew socially too, with the creation of several private schools, a local doctor and a number of public houses, including the Rose and Crown and The Black Buoy which both remain today.

Wivenhoe Train Station was launched in 1863, by which time the town had a population of around 2,000. In the 1960s, Wivenhoe Park, as illustrated in the north-west of the adjacent historical maps, was chosen as the location for the University of Essex.

The historical mapping illustrates that the Site is a logical next step for the development of Wivenhoe. It provides potential to support housing needs, provide an extension to the community and to generate sustainable services for existing and future generations.

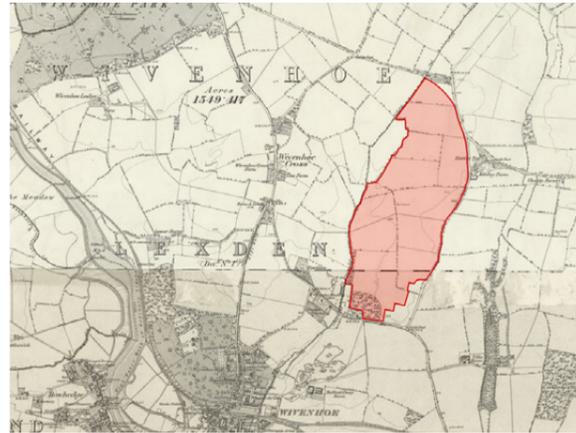


Fig 14: Historical mapping (1840 - 1880)

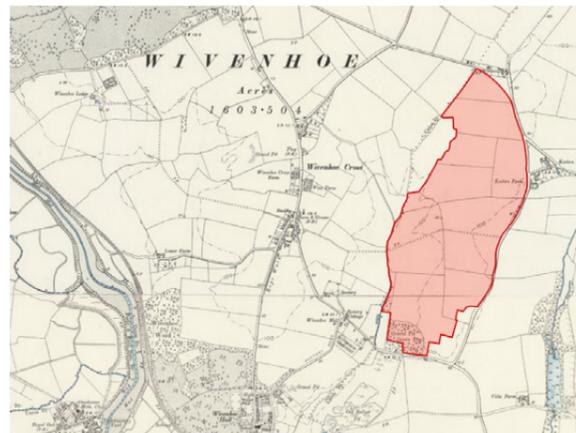


Fig 15: Historical mapping (1900s)

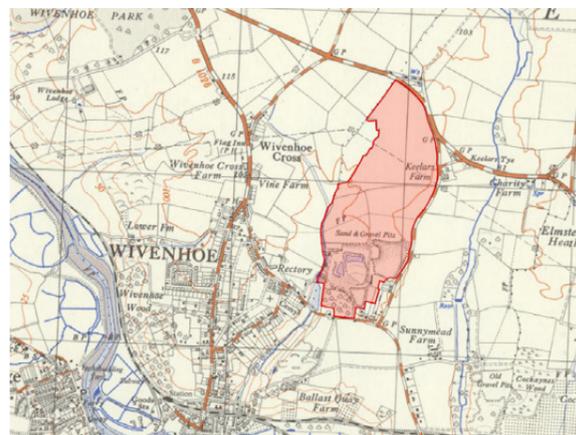
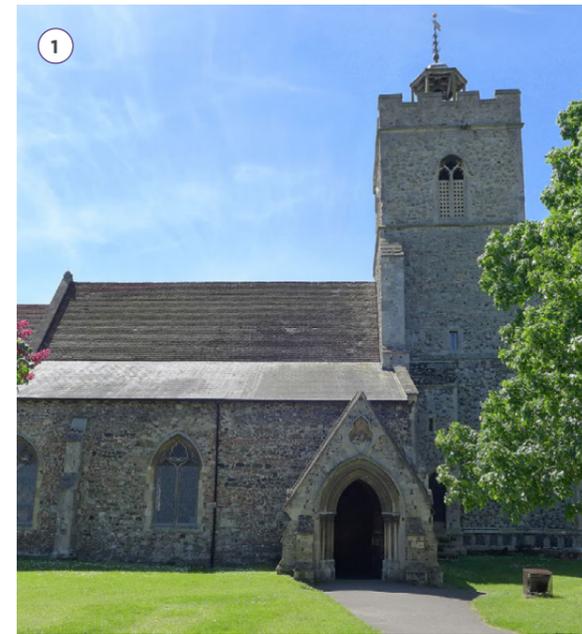


Fig 16: Historical mapping (1937 - 1961)



1. St Mary's Wivenhoe
2. Rose and Crown Pub across the River Colne
3. Wivenhoe Quay
4. Wivenhoe House Hotel
5. Ferry Marsh Trail and Rowhedge

Fig 17: Wivenhoe heritage features

3.0 Technical Analysis

- 3.1 Technical Evidence
- 3.2 Site Considerations



3.1 Technical Evidence

Transport

Mode Transport Planning have provided transport and highways advice in a Site Access Strategy Report for the development.

The report confirms that the Site is currently access via two priority junctions along the north-eastern and southern boundaries of the Site. The northern access is currently provided as a priority T-junction with a ghost island right turn lane from the B1027. The southern access is provided as a simple priority T-junction with Alresford Road.

The report concluded that the Site is accessible via a range of sustainable transport modes, including bus services within an acceptable walking distance.

The most suitable access strategy for the Site would involve the existing northern access being upgraded in line with guidance from Essex County Council and retain the ghost right turn island from the B1027. This would re-provide a link road to serve Tye Lane and re-provide access to Sibbons Plant and retail centre.



Fig 18: Mode Transport Planning - Proposed Northern Access Swept Path Analysis

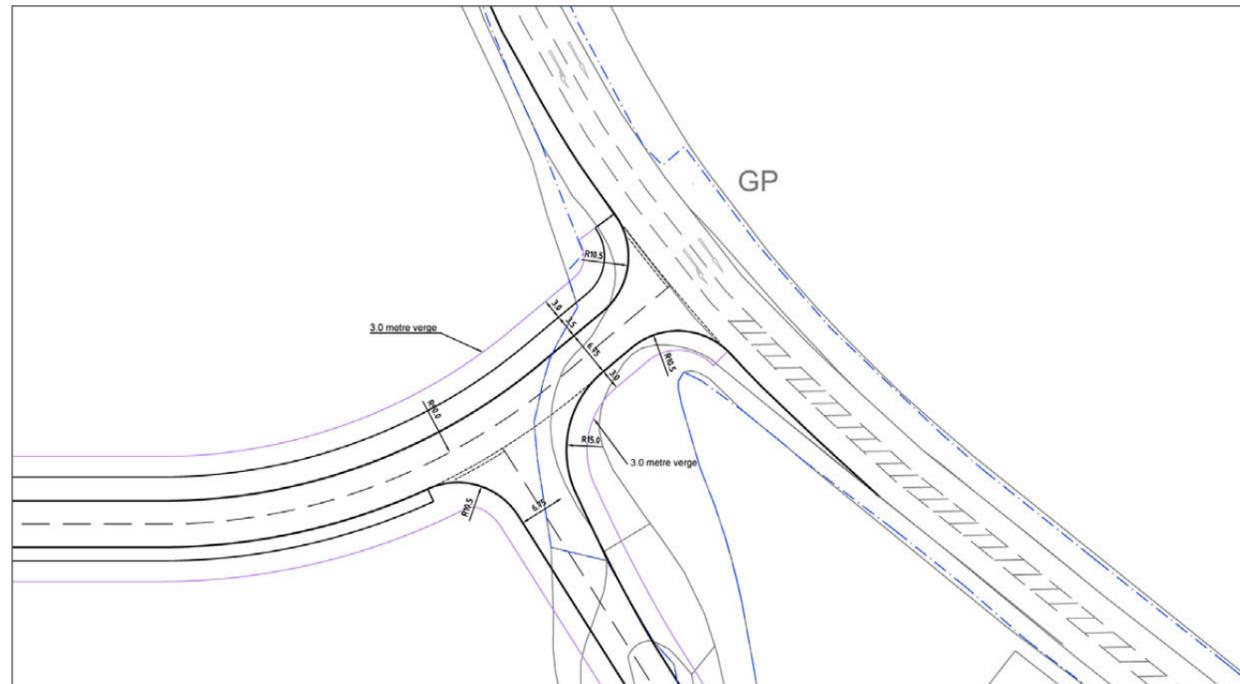


Fig 19: Mode Transport Planning - Proposed Northern Access Improvements

Ecology

Heatons carried out a Preliminary Ecological Appraisal for the employment site in June 2021 on behalf of Tarmac, to determine the ecological status of the land.

The report states that the employment site consists of poor semi-improved grassland, intact species poor hedgerow and arable crop field. All these habitats were assessed to have limited ecological value.

Following the site survey appraisal, Heatons undertook a GCN survey of three waterbodies in September 2021 to determine the presence or absence of GCN on the Site. One of these waterbodies is noted as 'Pond 8' / Wivenhoe Gravel Pit SSSI, which is illustrated in **Fig 20**. The surveys confirm that GCN are not present in any of the surveyed ponds.

The Preliminary Ecological Appraisal identified the areas of bare ground within the centre of the Site have potential to provide suitable nesting habitats for skylarks. The report recommended that all works on Site are to be conducted outside of the nesting bird season (late February - end of August).

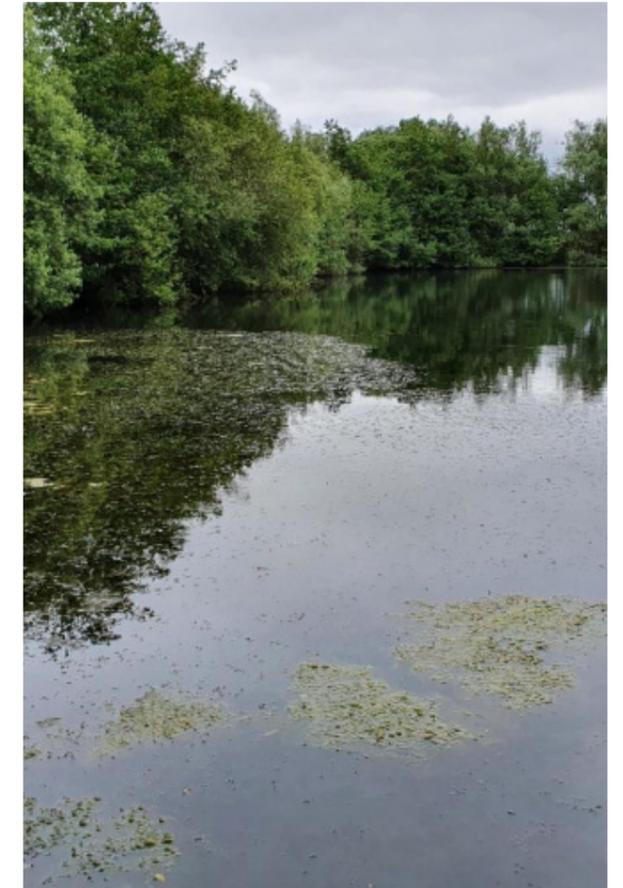


Fig 20: A view of the western side of 'Pond 8' / Wivenhoe Gravel Pit SSSI

3.2 Site Considerations

The plan opposite summarises the Site's physical constraints and opportunities. Subject to further detailed technical work, the following are considered key considerations and opportunities to inform the composition of the masterplan.

The key technical considerations are:

- 1 Access** - Potential access taken from the B1027.
- 2 Heritage** - Wivenhoe Gravel Pit Site of Specific Scientific Interest (SSSI) lies within the Site, adjacent to the northern boundary along the B1027. In addition, two listed buildings lie adjacent to the Site's eastern boundary.
- 3 Utilities** - Overhead electricity power lines run diagonally through the Site, whilst a gas pipeline separates the aforementioned SSSI from the Site's northern boundary with Brightlingsea Road. In addition, two telecommunications masts lie adjacent to the large water feature in the centre of the Site.
- 4 Public Rights of Way** - An existing route runs through the Site, presenting opportunities to link into the wider sustainable movement network.
- 5 National Cycle Route** - Route No. 51 is a long-distance cycle route that connects Wivenhoe and the Site with a number of cities in southern England, including Oxford, Cambridge and Felixstowe. The route runs along Keelars Lane adjacent to the Site's eastern boundary.
- 6 Flood Risk** - The whole of the Site lies within Flood Zone 1. There are a number of areas around the Site with medium surface water flood risk.
- 7 Neighbouring Residential Development** - The southern boundary of the site shares its boundaries with the rear gardens of properties along Keelars Lane.
- 8 Open Mosaic Habitat** - An area designated as an open mosaic habitat lies within the southern half of the Site.

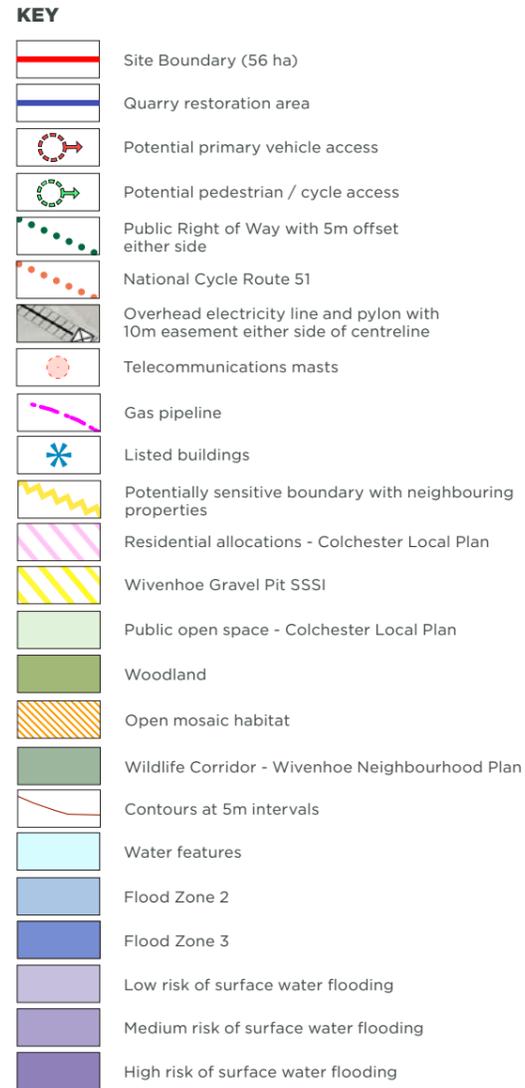


Fig 21: Considerations Plan

4.0 The Vision

4.1 The Opportunity

4.2 The Vision



4.1 The Opportunity

The Site presents an exciting opportunity to deliver a sustainable housing development of 350 homes on the eastern edge of Wivenhoe.

Both the Site and the town will be connected by an extensive network of footpaths and cycle routes. These will encourage activity, leisure and social interaction across all ages, and ensure sustainable connections into Wivenhoe centre and its facilities.

The Site will create varied and accessible areas of open spaces and green corridors, providing opportunities for both the existing and new communities to enjoy. These will promote physical and mental well-being and afford educational opportunities, as well as providing biodiversity enhancements.

The Site already benefits from an array of wildlife around its boundaries, due to the extensive restoration works already carried out. There are opportunities for ecological enhancement to complement existing wildlife corridors and to attract and sustain more species, particularly along the western boundary.

The Site delivers opportunities to retain and enhance the existing vegetation, in order to enhance the setting of the development to help create a 'sense of place'. By doing so, the development will be successfully integrated into its surroundings.

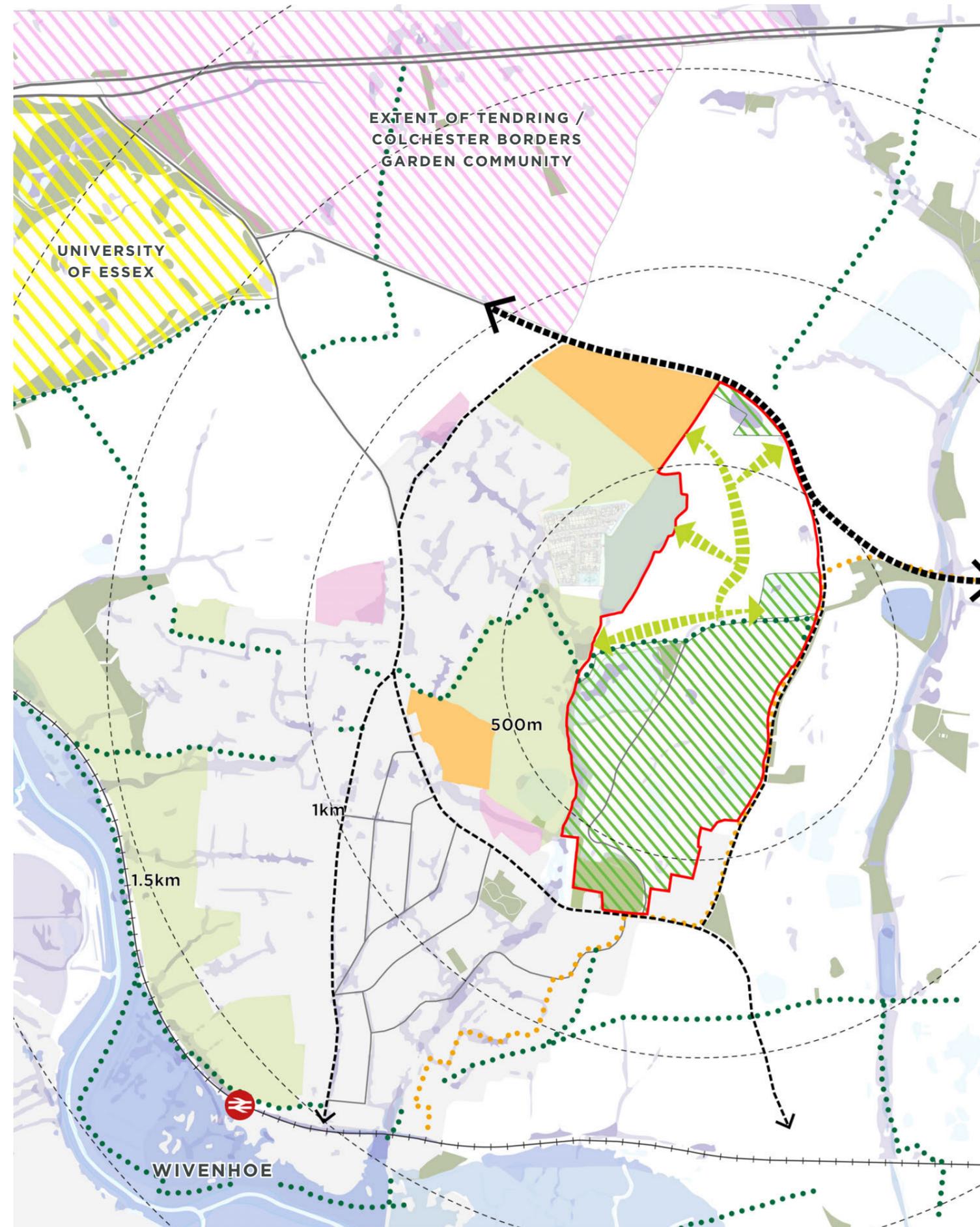
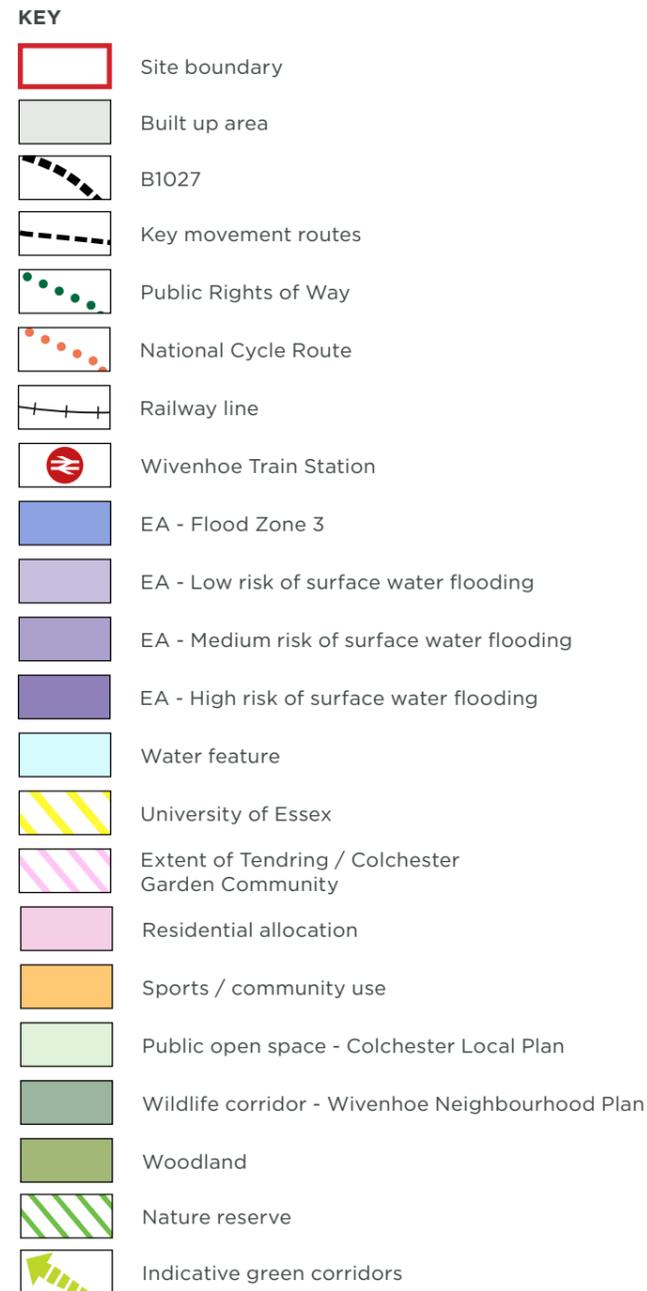


Fig 22: "The Opportunity" concept diagram

4.2 The Vision



Our vision for Land West of Keelars Lane is for a **highly sustainable new community**, set within an expansive green network of open spaces.

Around 80% of the land, previously utilised as arable farmland and for minerals extraction, will be repurposed to become **parkland, recreation space, amenity space** as well as **new, biodiverse habitats** that will **support and encourage local wildlife**.

A major **new 32 hectare nature reserve** will sit at the heart of the scheme, including areas of woodland, wildlife ponds and grassland habitat, all connected together by a **network of recreation trails**.

Existing and new residents of Wivenhoe will have a major new natural resource to access on the doorstep of every home, enhancing the **health and wellbeing** of the community.

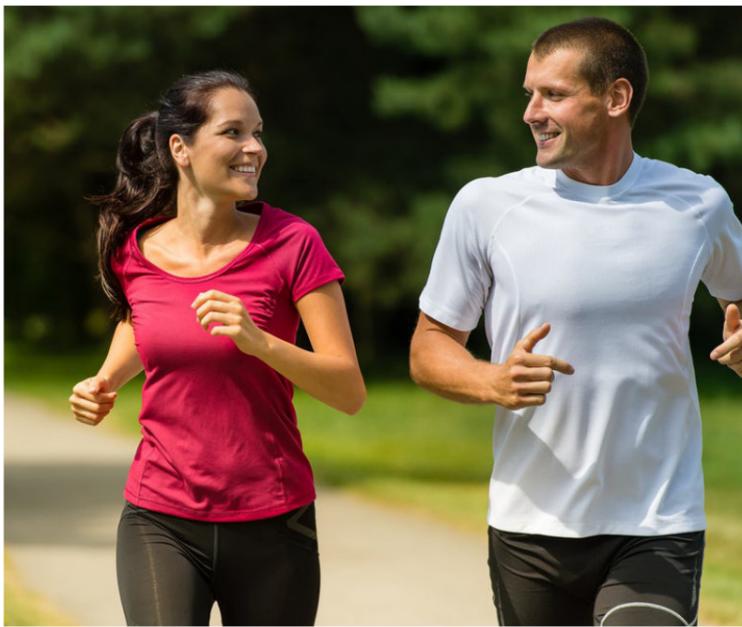
Alongside the recently approved new commercial employment development accessed off Keelars Lane, will be a **range of new homes** to cater for a **mixed community**, including **retirement homes, family homes, and starter homes**, with 30% of all new homes being affordable tenures including for rent and shared ownership.

Working together with Wivenhoe Town Council, local stakeholder groups and the local community, we aim to create the **greenest of living environments, rich in biodiversity** and an **exemplar for sustainable living**.



Fig 23: Vision statement for Wivenhoe

Fig 24: Concept Imagery



5.0 The Masterplan

5.1 Existing Site Influences

5.2 Masterplan Design Rationale

5.3 A Landscape-led Response - Working with Nature

5.4 Concept Masterplan



5.1 Existing Site Influences

Landscape



Fig 25: Existing Site Influences - Landscape

We have identified the existing mature trees on the Site, and the network of hedgerows and woodland as key considerations for future development.

The areas of vegetation are illustrated on Figure 25 above. The Site features a number of areas of existing vegetation, particularly in the southern portion. The Site boundary features occasional hedgerows with mature boundary trees.

The Wivenhoe Gravel Pit SSSI and its environs should be sympathetically designed around so as to not adversely impact its immediate surroundings. In addition, an Open Mosaic Habitat, illustrated in orange, sits within the southern portion of the Site.

Wivenhoe Town Football Club and Wivenhoe Cricket Club pitches lie to the north and west of the Site respectively, with the Rectory Road allotments illustrated alongside the latter.

Access

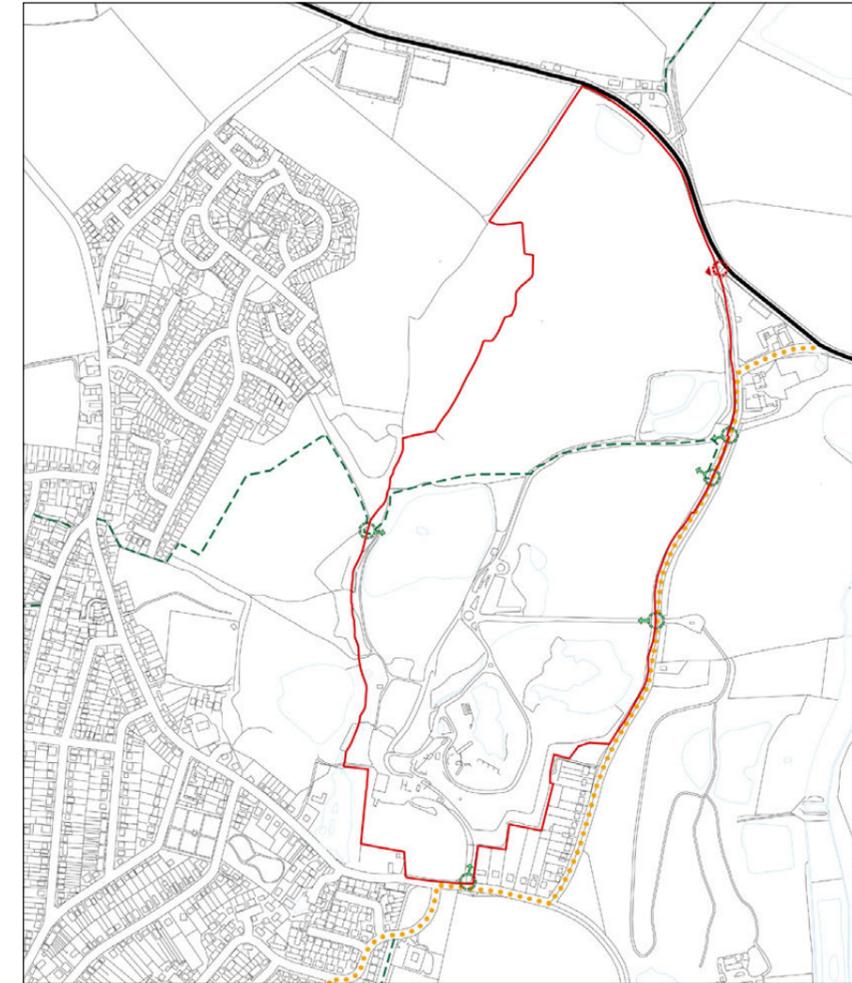


Fig 26: Existing Site Influences - Access

The Site is well located to take advantage of excellent highways and public transport connections, including the B1027 which runs adjacent to the Site's northern boundary, and Wivenhoe Train Station which lies approximately 1km to the south-west.

The Site benefits from a number of sustainable movement routes, including a Public Right of Way bisecting the Site and National Cycle Route No. 51 which runs along Keelars Lane and the Site's eastern boundary, before heading south into Wivenhoe.

The development should build on these existing sustainable connections.

5.2 Masterplan Design Rationale

Open Space



Fig 27: Design rationale - Open space

The existing green infrastructure has been retained and enhanced, creating a landscaped development with a range of open spaces.

Existing trees and hedgerow buffers are retained and enhanced, particularly to the south-west.

New green corridors are proposed to follow existing vegetation patterns, particularly along the western boundary. New linear parks will feature areas for play and interaction, creating interest within the street scene.

Open space is proposed on the land closest to the Wivenhoe Gravel Pits SSSI, to ensure the character of its immediate surroundings is retained.

Pedestrian / cycle connections

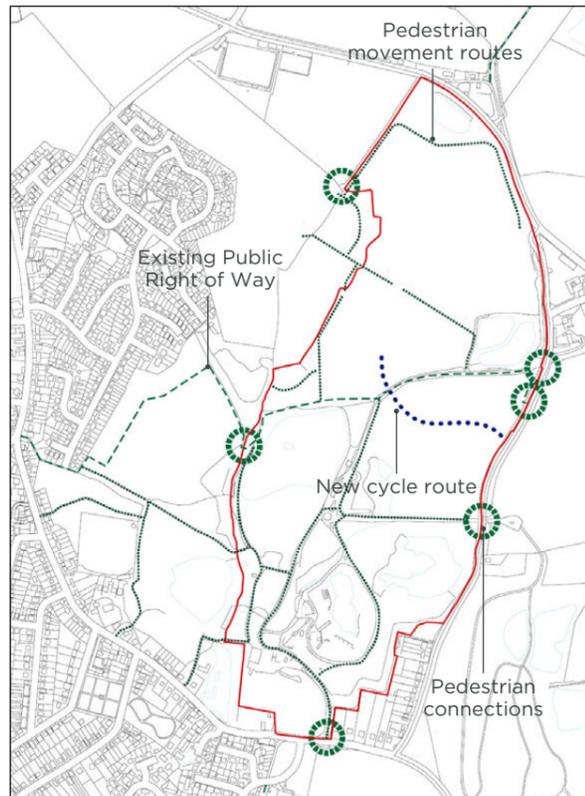


Fig 28: Design rationale - Pedestrian / cycle connections

The block structure has been designed to create a permeable layout which is usable for walking and cycling, prioritising pedestrians and cyclists.

The existing Public Right of Way which runs almost east-west through the Site presents an opportunity for connections into the Site for pedestrians. New pedestrian connections are proposed around the development.

In addition, a new cycle route is proposed which links the development with National Cycle Route No. 51, which runs along Keelars Lane.

Mobility Network

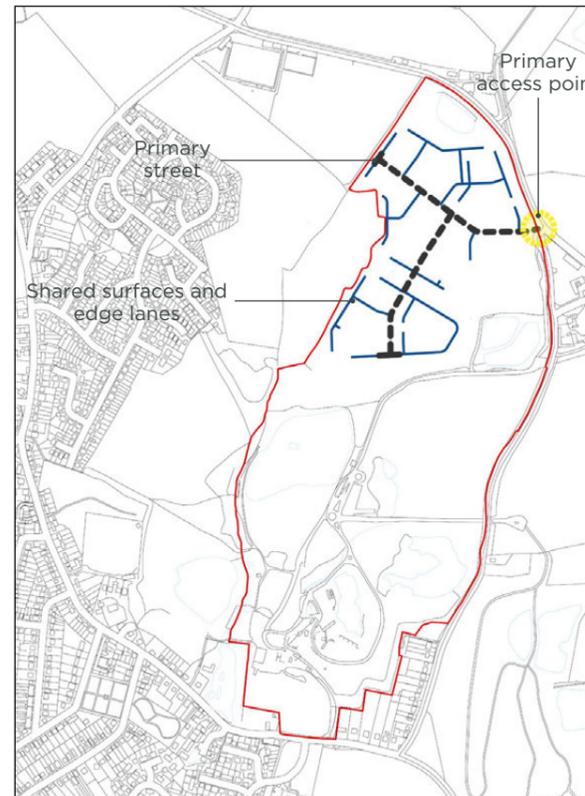


Fig 29: Design rationale - Mobility network

There is one primary point of access proposed off the B2017 to the east, which will serve access for all forms of transit.

A legible movement hierarchy of streets is proposed on the Site, including:

- The primary street, providing access from the B1027 into the Site from the east;
- Shared surfaces which serve residential areas;
- Edge lanes which provide access to dwellings on the development boundaries.

The organic nature of movement around the Site encourages low vehicle speeds, with few long, straight routes. In addition, changes in hard surfacing will denote a street hierarchy.

Development Platforms

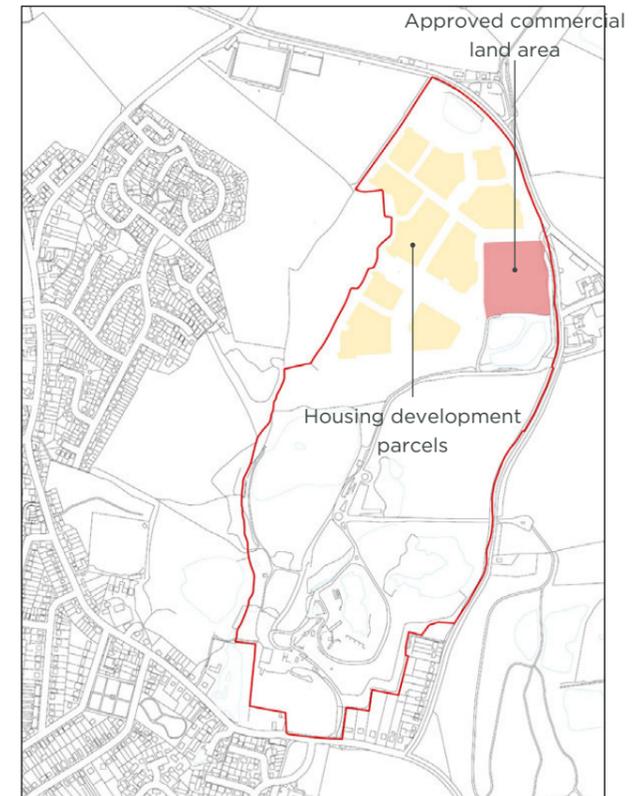


Fig 30: Design rationale - Development platforms

The housing development platform comprises the northern part of the Site, with new homes proposed along the eastern and western boundaries.

The proposed housing areas sit to the north and west of the approved commercial area.

5.3 A Landscape-led Response - Working with Nature

The concept masterplan has been designed with landscape at the forefront of the design principles.

All boundaries of the Site will retain existing trees and hedgerows, and will include new native tree and hedgerow planting to reinforce field boundaries. This will ensure the development has a robust landscape framework.

The Site benefits from a number of linear green corridors which include along the path of the overhead power line and the public rights of way. These help to successfully integrate the development within the surrounding landscape, in particular the local wildlife area to the north-west and the local green space alongside the western boundary.

A large area of public open space is proposed in the centre of the Site, within which a children's play area can be located. This will ensure the play space is conveniently and easily accessible for all homes.

The masterplan provides an improved network of footpaths to the "employment land" area from Wivenhoe, with suitable signage and fencing to protect areas reserved for nesting birds. In addition, boardwalks will be implemented to improve footpaths and connectivity to water bodies on site.

In addition, a number of area will include natural screening zones for optimum wildlife and human interaction. Whilst protecting existing and new habitats, these areas also provide educational benefits.

A number of attenuation features are proposed at the lowest points of the Site as part of the sustainable drainage strategy, together with a swale runs alongside the primary movement corridor to collect and convey surface water into these basins.



Fig 31: Precedent image: Nature reserve



Fig 32: Precedent image: Play



Fig 33: Precedent image: Recreation



Fig 34: Landscape design rationale

5.4 Concept Masterplan

The concept masterplan is illustrated in Figure 35 opposite. This has been designed as a result of the technical work undertaken to date.

The masterplan proposes a total of 10 hectares of net residential land, accommodating approximately 350 homes at an average density of 35 dph. This density of new homes will vary slightly throughout the scheme, with higher densities closer to Keelars Lane and lower densities alongside the Site edges and wildlife corridors.

The key principles of the plan are detailed as follows:

- ① Primary vehicular access from the B1027
- ② A number of pedestrian access points including from Keelars Lane in the east, Alresford Road in the south and linking with existing Public Rights of Way in the west
- ③ Primary street with boulevard street trees
- ④ Shared surfaces branching into the development
- ⑤ Private drives serving the development edges
- ⑥ Key frontages providing vista terminations and aiding legibility around the development
- ⑦ Outward facing homes along the B1027 to provide a strong frontage
- ⑧ Local Area for play (LAP), approx. 100 sqm in area, with development overlooking to provide passive surveillance
- ⑨ Additional tree and hedgerow planting to reinforce natural buffers and assimilate development into its surroundings and contribute towards achieving a minimum 10% biodiversity net gain
- ⑩ Green corridor either side of the overhead electricity line
- ⑪ Proposed attenuation basins located at the lowest points of development to catch surface water run off

0 ——— 50m



Fig 35: Concept Masterplan



6.0 Sustainable Credentials

6.1 Approach to Sustainability

6.2 Sustainable Housing



6.1 Approach to Sustainability

Land West of Keelars Lane will blend in with its surroundings to create a sustainable neighbourhood. The development will facilitate easy walking and cycling links into Wivenhoe, together with creating new green spaces for walking, recreation and convivial socialising.

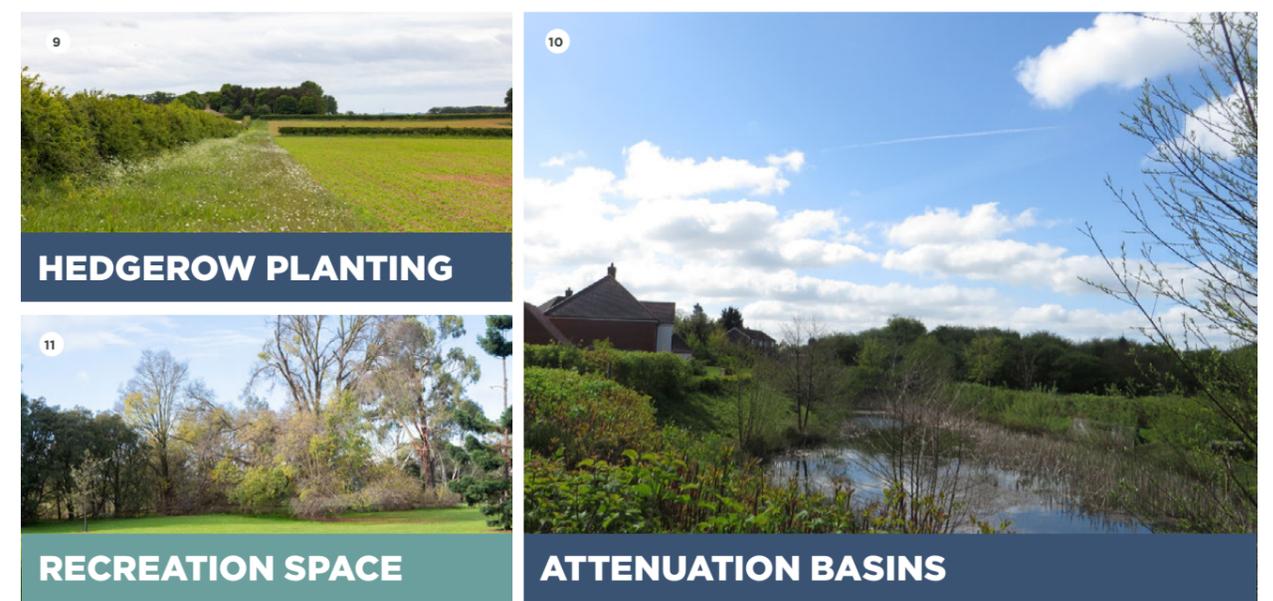
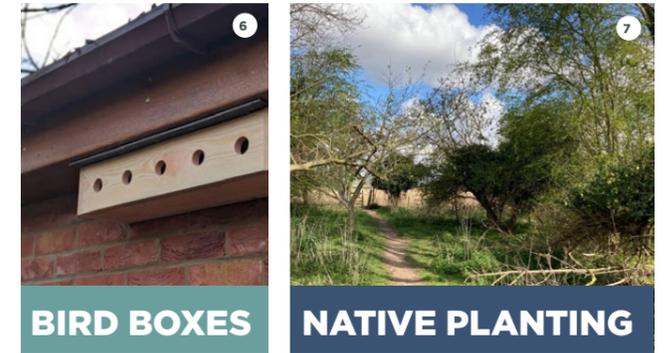
The development delivers clear environmental benefits, including the creation of a new solar farm and a designated area for biodiversity net gain, to ensure the development delivers a minimum 10% net gain.

In terms of economic sustainability, the development will provide a range of new homes that can suit local need, including market and affordable homes for families. These homes will be in-line with Colchester's Climate Change SPD. Examples of sustainability measures are illustrated within the following montages.



Fig 36: Sustainability precedent imagery

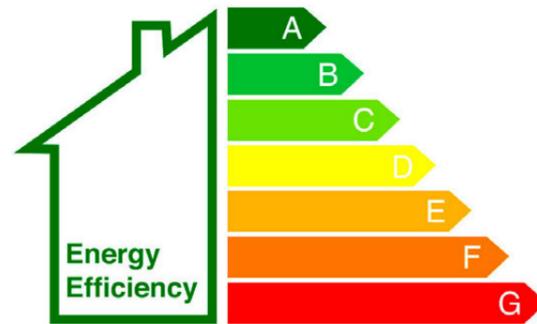
1. Air source heat pumps
2. Electric vehicle charging points
3. Photovoltaic cells to generate energy use on site
4. Local materials to be used
5. Proposed play areas to serve the new and existing communities
6. Integral bird boxes
7. New native woodland planting
8. Sustainable Urban Drainage Systems
9. Hedgerows and boundary planting
10. Flood attenuation basins
11. Public open space for recreation



6.2 Sustainable Housing

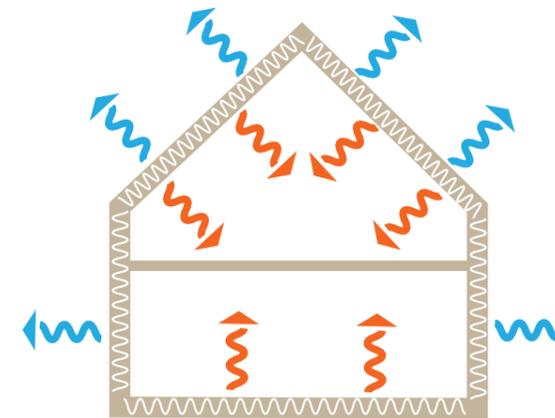
Tarmac are committed to delivering new developments and communities that incorporate new low carbon technologies and ideas that help minimise the impact of development on our changing climate and helping home buyers to reduce their energy costs.

Homes will incorporate the following design features.



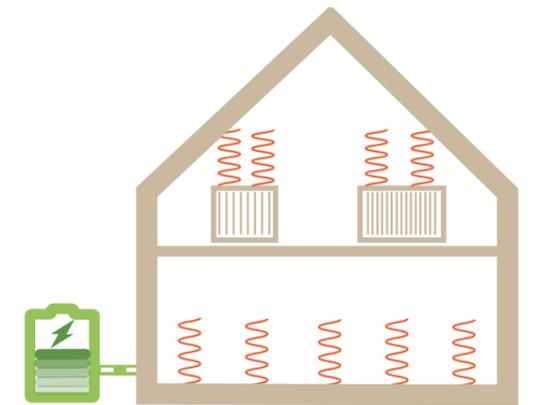
Fully insulated homes

All new homes will be fully insulated, meaning more heating is kept inside, helping to keep pleasant temperatures all year round and reducing carbon dioxide emissions into the atmosphere.



Heat pumps

Homes will be fitted with air source heat pumps. Air source heat pumps are a great source of renewable energy because they use renewable heat from the environment. They can assist in lowering energy bills and are better for the environment by lowering our carbon footprint.



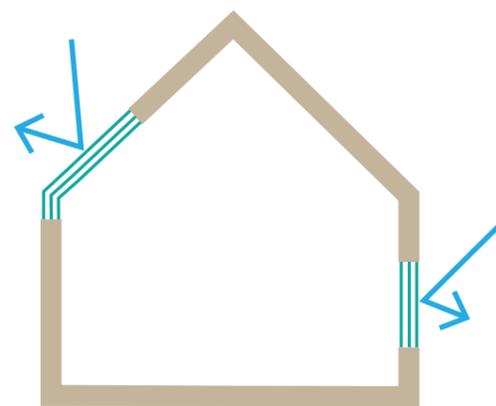
EV charging points

New homes will be fitted with EV electric car charging points. In addition to EV charging, a community Car Club Scheme and community charging point are also being proposed.



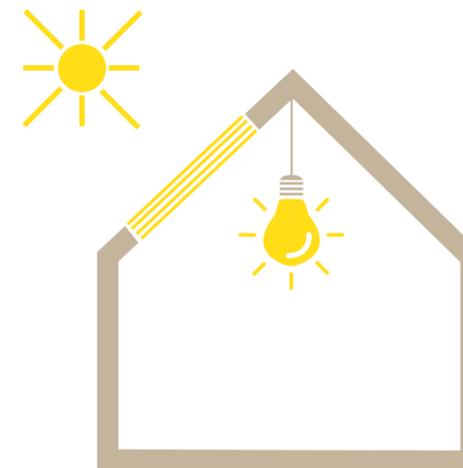
High performance windows

Windows and doors will be fitted with high performance glazing and seals, delivering high thermal performance and reducing external noise transmission into homes.



Integrated solar panels

Solar and photovoltaic panels mounted on the roofs will mean the homes will generate sustainable electricity and hot water.



Energy efficient appliances

Energy and water efficient appliances will be installed reducing energy and water consumption.

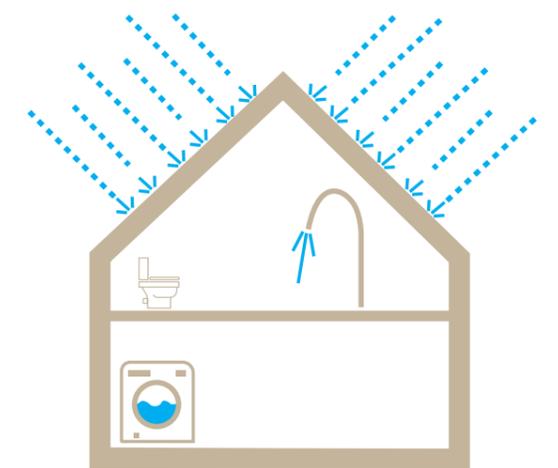


Fig 37: Sustainable housing solutions

7.0 Summary and Next Steps

7.1 Summary and Next Steps



7.1 Summary and Next Steps

This document has demonstrated a strong technical understanding of the Site, and presented proposals for a new residential-led development at Land West of Keelars Lane, Wivenhoe. The proposals will support a new community of around 850 people, through delivery of around 350 new market and affordable homes. The development will be complemented by a network of open spaces, preserving existing habitats and ensuring biodiversity net gain.

The proposals embody sustainable and inclusive design principles, delivering:

- Approximately 350 new high-quality homes including a range of types, tenures and sizes to support a mixed and balanced community whilst contributing to local housing needs;
- Strong new green corridors which build upon the existing landscape and green network to encourage healthy active lifestyles;
- Creation of a new sustainable community which maximises existing movement routes to deliver a permeable, accessible and legible development; and
- Creation of a place with a clear identity, informed by the character of Wivenhoe and its recent developments.

Land West of Keelars Lane: Key Benefits for the Community



Up to 350 high-quality new market and affordable homes



43 hectares of new publicly accessible open space



New walking and cycling routes linking the development with Wivenhoe



Low carbon all electric homes, including air source heat pumps, PV panels and EV charging



30% affordable homes, including tenures for rent and shared ownership



In excess of 10% biodiversity net gain, achieved through the integration of new woodland, hedgerows and meadow grass habitats



Preserving and reconnecting existing Public Right of Way connections



Designated children's play area for under 11's, designed at the centre of the development

Fig 38: Key Benefits

8.0 Appendices

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