

Minutes of Meeting on the 20th May 2026
Elmstead Parish Council Planning Committee
Community Centre, School Road, Elmstead Market, CO7 7ET

Present: Councillors Adam Gladwin, Maxine Jeggo and Cllr Tony Sanders.

Absent: Cllr Liz Richfield and Mrs Tara Garguilo.

Also present: Cllr Martine Ward.

The meeting opened at 7.00pm

26/009 Chairman's welcome and notifications.

Cllr Gladwin welcomed everybody.

26/010 Apologies of Absence.

Apologies were received from Cllr Richfield and Mrs Garguilo.

26/011 Declaration of Pecuniary Interests and Personal Interests.

None.

26/012 Approval and signing of the minutes from the meeting held on 19th March 2026.

Held over.

26/013 Public Speaking.

None.

26/014 Tendring Colchester Borders Garden Community – Planning Application Submission.

26/00424/TCBGC Hybrid planning application for a phased mixed-use development (creating a new garden community).

Tendring Colchester Borders Garden Community Land East of Colchester, West of Elmstead Market and North of Wivenhoe Between A120, B1028 Colchester Road, B1027 Brightlingsea Road and Elmstead Road Essex.

Deadline for comments: 22nd May 2026.

Cllr Gladwin had circulated a draft response before the meeting. It was reviewed on screen whilst Cllr Gladwin went through the points.

It was asked if anything had been missed, but nothing was raised.

Cllr Gladwin will write a paragraph on each chapter, and has picked out the main 2 or 3 issues for each.

Regarding the funding for the link road Cllr Gladwin explained that they did have the funding for it when they received the second commitment of government funding but the costs have since risen, and there is no commitment from Latimer in the application to fund the gap on top of the £21 million they have already committed to.

The traffic modelling establishes that the Colchester Road/Church Road/School Road junction will see a 40% increase in traffic, but they are suggesting that they won't make any adjustments now, they will monitor it and rectify issues when they happen. It was felt that this was dangerous, particularly with the traffic for Market Field School, and they can't wait until an accident happens to make changes.

The first Garden Community school won't be built until 1,500 houses have been built, where will these children go?

The application has been difficult to review and respond to.

The boundary of the application has extended east past the link road to include the reservoir and additional fields. It's not where the original application defined development to be.

Some of the statements about traffic do not reflect reality, if you drive up Clingoe Hill at 8.30am you are not going to only wait 30 seconds behind 5 cars. Other examples were raised.

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The 30-40% increase in traffic is with them being really optimistic on the number of people using alternative transport. The bus service from Elmstead is sparse and unreliable. The overall scheme has 0.57 parking spaces, when most houses are 2 or 3 bedroom houses. We can't understand this.

The rapid transport system is being given as the solution to transport issues, but it won't be running properly for 15 years.

There will be a board of 8 people to review transport and see if it's working and make recommendations if not. There will be one representative from Tendring DC, one from Colchester Council, one from Essex County Council, one from Essex Highways, which leaves 4 from Latimer. There could be issues if Latimer does not agree if the councils say things aren't working. Also, will these representatives be using public transport? Local Government Reorganisation hasn't been considered.

There is a section on Crockleford Heath. The northwest side will need to drive into Colchester, then through Greenstead to get to the A133.

Tye Road will not be reopening. It will stop before the roundabout.

Some of the carriageways are too narrow to get a fire engine through.

We were initially promised that the roundabout on the A133 would only have 3 exits. There is now a 4th exit which will get substantial traffic. It will interrupt the rest of the traffic using the roundabout. Their data shows this. The traffic flow will be severely compromised.

The increasing traffic problems around the Colchester Road/School Road/Church Road crossroads were discussed. We've been told there's no space for a roundabout. They are unlikely to add traffic lights so close to the Bromley Road traffic lights. Could the area outside Budgens be made a left turn filter onto School Road? Or could it be used to add area for a roundabout?

For healthcare it identifies more GPs are required to meet the current need. They are going to build 800 houses before there is any GP provision. They acknowledge there are no existing healthcare facilities for additional demand. The Garden Community healthcare provision is based upon national statistics. However due to ageing populations and other demographics our area is worse off so has a higher requirement. They want to build a commercial building and use it as a doctors' for a few years and then revert it back, but there's no commitment for the Garden Community to pay for it, they are leaving that to the NHS.

There is a commitment at the last stage of planning to do an IDP (Infrastructure Delivery Plan) but they haven't. There is supposed to be one document which lays out delivery and phasing but it's not there. It doesn't say who is going to fund the facilities to get them set up.

For healthcare the ICB (Integrated Care Board) responded to the application and have objected on a number of issues. The increase in population is the equivalent of two full sized hospital wards, but where do those get built?

They are saying that it won't be until year 8 or 10 when the big facilities are required.

The ICB said that the Garden Community doesn't need a 2,000m² healthcare facility, they only need a 1,330m². They are also saying that they don't have the funding for healthcare. For financial viability, the ROI (Return on Investment) was initially supposed to be 15%. This then dropped to 10%, and has now dropped to 7.5% which is half what it should be. The trajectory continues down with costs increasing and current world events. It could be the reason they haven't committed to the second phase of the link road. Concerns were raised regarding recent losses, ongoing viability and resilience to survive economic downturns during the 30 year build period.

The DPD set additional criteria which included viability.

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What would happen if the development failed before the governance is sorted, it's a risk to Elmstead Parish Council?

The phasing plan (IDP) keeps getting pushed back. There's an indicative phasing plan and the completion of the link road is not on it. There are no firm or enforceable commitments. They've committed to £116 million of infrastructure but they need more than that. They don't explain what they are and aren't paying for.

It's frustrating that they keep saying infrastructure first but it's not.

There needs to come a point when if phase 2 of the link road isn't built they stop building houses.

In one design code they don't include Elmstead as a surrounding community. They lean on the link road being a hard boundary but parts of the garden community are on the eastern side.

The design of the cyclist, pedestrian and road lanes seem dangerous in places.

The parking bays are 2m wide which isn't wide enough.

There are few places for children to play, and few gardens.

There are some pointless designs, open pagoda roofs over the bin stores. As communal bins they are going to smell. There are pagoda roofs over the bike store too. There are better solutions. Some of their designs don't meet their own design codes.

There are 3 storey affordable homes with only one bathroom on the second floor, which isn't practical and reduces desirability.

They are stating that they have ambitious targets for their travel plan, but not asking do they meet the targets?

They are averaging at 0.57 cars per dwelling which is not realistic. A 5 bedroom house will have 2 parking spaces. There is 1 visitor space per 40 houses. They are relying on the park and choose for visitors. They think that people won't own cars, they will join a car club. They haven't accounted for setting this up, for purchasing the cars.

They are relying on high levels of cycling, however they have provided only one parking space per bedroom.

Historic England is very concerned about the situation with the grade I listed church and house and the business park. The NPPF is very specific about what you can and can't build around protected buildings. The business park is not part of this application but will be a future application.

We are concerned about the impact of 300 lorries per day on Elmstead.

They say they want to start a community liaison group at the planning stage but we haven't heard anything about it.

At the moment all the new houses are in Elmstead but the governance has not been decided yet. We did have a meeting with Latimer's consultants about 2 years ago discussing ideas, but we don't know what the answer is. If the change takes the Garden Community out of Elmstead Parish then where is the new boundary? If they don't change the boundary for the first so many houses they will be in Elmstead Parish and subject to Parish council tax as well as the Garden Community levies. There will need to be a boundary review, which needs to be prioritised to avoid this.

Allen's reservoir is in our Neighbourhood Plan.

For nature there has been some good commitments in there such as keeping hedgerows. However there is no mitigation for the bird breeds (including rare breeds) that are going to be affected.

There is a field to the south of the reservoir included in the planning application site, but it doesn't say what it's for.

There is inconsistency across and within documents for the timing of phases.

There's no information on where specific buildings will be such as the supermarkets and petrol stations.

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Cllr Gladwin will finalise the response and circulate it.

It was resolved that this would be the response to the application.

Proposed: Cllr Gladwin, all in favour.

Cllr Gladwin was thanked for his hard work.

26/015 Items for next agenda or for information only.

Cllr Gladwin and Mrs Baxter had an online meeting with Mr Guiver. We spoke about current applications and the likelihood of a future appeals. They are concerned about their housing supply. Also that because we objected to the Local Plan developers may use that against us in their appeals.

There will be a second stage consultation to the Local Plan where we'll need to be a bit more nuanced.

26/016 Date of next meeting if required.

As required.

The meeting closed at 8.50pm.

Minuted by Mrs A Baxter

Contact: clerk@elmsteadparishcouncil.gov.uk

ICB	Integrated Care Board
DPD	Development Plan Document
IDP	Infrastructure Delivery Plan
NPPF	National Planning Policy Framework

Signature

Date