



Suggested Modifications to the Publication Draft Braintree, Colchester and Tendring Local Plans: Section One

FEBRUARY 2018

SD002a

Mod Ref (to be added post examination)	Policy / Para	Modification Bold new text strikethrough deleted text	Reason	Ref/Source (first list of mods, Inspector's Matters Issues Questions/Statements of Common Ground/Other)
	Colchester Local Plan Front Cover	The Publication Draft stage of the Colchester Borough Local Plan 2013 2017-2033	Align start date with start dates for Braintree and Tendring Local Plans	Addresses issues raised in hearings
	Tendring Local Plan	Change numbering to match Braintree and Colchester numbering for Section 1	To ensure consistency between all plans	Addresses issues raised in hearings
	Para 1.9	Consequently, Braintree, Colchester and Tendring, together referred to in this plan as the North Essex Authorities , have agreed to come together and prepare a common Section1 Local Plan because of their shared desire to promote a sustainable growth strategy for the longer term; and the particular need to articulate the strategic priorities within the wider area and how these priorities will be addressed. Central to this is the effective delivery of planned strategic growth, particularly housing and employment development, with the necessary supporting infrastructure.	To clarify terminology and role of Section 1 Local Plan	Addresses issues raised in hearings

	Para 1.12	1.12 This strategic chapter Section 1 of the authorities' Local Plans reflects the Duty to Co-operate as it concerns strategic matters with cross-boundary impacts in North Essex. Section 2 of each plan contains policies and allocations addressing authority-specific issues.	To clarify terminology and role of Section 1 Local Plan	Addresses issues raised in hearings
	Para 1.18	The Great Eastern Main Line provides rail services between London Liverpool Street and the East of England, including Witham, Chelmsford, Colchester and Clacton-on-Sea. It also carries freight traffic to and from the Haven Ports including Harwich International Port, which handles container ships and freight transport to and from the rest of the UK. Harwich is also one of the major UK ports for ferry and cruise departures.	Change required for clarification. The key generator of freight on the GEML is the Port of Felixstowe although Harwich contributes to this demand.	List of Modifications SD/002
	Section heading prior to para 1.25	Key Strategic Issues: Opportunities and Challenges	To clarify issues considered in Section 1	Addresses issue raised at hearings
	Para 1.26 last sentence	... does not erode the special environment, continues to conserve and where possible enhance the historic environment (Mod A) and will also seek net environmental gains where possible, (Mod B) heritage and urban assets...."	To ensure that development considers net environmental gains where possible, consistent with NPPF paragraph 9.	Mod A –addresses issue raised by Historic England Mod B -SOCG with Natural England (SCG001)

	Para 1.30 New third sentence	...The vision for North Essex sets this out at a strategic level and provides a context for the more detailed vision for the growth of each individual authority's area. The joint vision set out below should be read in conjunction with the vision for each local authority set out in Part 2 of each Local Plan.... ... as part of the strategy for the development, has led to the Local Plans proposing standalone new settlements that follow the principles of Garden Communities.	To clarify the role of Sections 1 and 2 of the Plan.	Addresses issues raised in hearings.
	Para 1.32 Final sentence	...Policies that address local matters are included in the following section of the plan. The Plan as a whole, including both Sections 1 and 2, will supersede previous Local Plan policies and allocations upon its adoption. A full list of superseded policies is included as an appendix following Section 2 of the plan. (Appendix 2 below provides a list of Colchester and Tendring policies that will be superseded by the new plan. (already included in Braintree plan))	To meet national requirements	MIQ Matter 1 Question 6
	Vision	North Essex will be an area of significant growth over the period to 2033 and beyond, embracing positively the need to build well-designed new homes, create jobs and improve and develop infrastructure for the benefit of existing and new communities. It will continue to be an attractive and vibrant area in which to live and work, making the	To ensure the following clarifying points: Mod A - Highlight the strategic issues relevant to Section 1	Mods A, C, F and H– Addresses issue raised in hearings Mod B -MIQ Matter 1, Question 10(c) Mod D - SOCG with Natural England (SCG001)

		<p>most of its rich heritage, town centres, natural environment, coastal resorts, excellent educational facilities and strategic transport links which provide access to the ports, Stansted Airport, London and beyond. Rural and urban communities will be encouraged to thrive and prosper and will be supported by adequate community Infrastructure. (Mod A)</p> <p>Sustainable development principles will be at the core of the strategic area's response to its growth needs, balancing social, economic and environmental issues. Green and blue infrastructure and new and expanded education and health care facilities enabling healthy and active lifestyles (Mod B) will be planning and provided along with other facilities to support the development of substantial new growth; while the undeveloped countryside, (Mod C) natural environment (Mod D) and the countryside and heritage assets historic environment will be protected preserved and enhanced. Key to delivering sustainable development is that new development will address the requirement to protect and enhance be informed by an understanding of the historic environment and settlement character (Mod E)</p> <p>At the heart of our strategic vision for North Essex are new garden communities, the delivery of which is based on Garden City principles covered by</p>	<p>Mod B -Include high level strategic objective on the need to support healthy and active lifestyles</p> <p>Mod C – To clarify definition of countryside to be protected.</p> <p>Mod D- Include high level strategic objective on the need to protect and enhance the natural environment.</p> <p>Mod E - Include high level strategic objective on the need to protect and enhance the historic environment.</p> <p>Mod F – Clarify role of Garden Communities in</p>	<p>Mod E –issue raised by Historic England, Mod G issue raised by respondents</p>
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		<p>policy SP7. The garden communities provide an opportunity to create the right balance of jobs, housing and Infrastructure in the right locations and (Mod F) will attract residents and businesses who value innovation, community cohesion and a high quality environment, and who will be provided with opportunities to take an active role in managing the garden community to ensure its continuing success.</p> <p>Residents will live in high quality, innovatively designed, contemporary-homes, (Mod G) accommodating a variety of needs and aspirations, located in well-designed neighbourhoods where they can meet their day-to-day needs. There will be a network of tree-lined streets and green spaces, incorporating and enhancing existing landscape features and also accommodating safe and attractive routes and space for sustainable drainage solutions; and leisure and recreation opportunities for both residents and visitors of the garden communities.</p> <p>Suitable models for the long term stewardship of community assets will be established and funded to provide long term management and governance of assets. All Garden City principles as specified in the North Essex Garden Communities Charter will be positively embraced including new approaches to delivery and partnership working for the benefit of the new communities. Central to this is the</p>	<p>meeting planning objectives.</p> <p>Mod G -Reference to 'contemporary' is deleted for limiting flexibility.</p> <p>Strengthen references to importance of comprehensive planning for Garden Communities.</p> <p>Mod GH– Clarify role of Garden Communities in meeting planning objectives.</p>	
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		comprehensive planning and development of each garden community, and the aligned delivery of homes and the supporting infrastructure. (Mod H)		
	Strategic Objectives - Ensuring High Quality Outcomes	<p>Providing New and Improved Transport & Communication Infrastructure – to make efficient use of existing transport infrastructure and to ensure sustainable transport opportunities are promoted <u>to support new and existing communities.</u> (Mod A)</p> <p>Add sentence to end of paragraph ‘Ensuring High Quality Outcomes’- New development needs to be informed by an understanding of the historic environment resource gained through the preparation of Historic Impact Assessments and to conserve and enhance the significance of the heritage assets and their settings. (Mod B)</p>	<p>Mod A – To clarify new transport infrastructure will benefit both new and existing communities</p> <p>Mod B -To clarify requirements to conserve and enhance the historic environment.</p>	<p>Mod A – Addresses issue raised in hearings</p> <p>Mod B - Addresses issues raised by Historic England</p>
	Policy SP1	<p>Presumption in Favour of Sustainable Development</p> <p>When considering development proposals the Local Planning Authorities will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. They will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved</p>	To clarify policy wording to distinguish between reference to national policy and its application in local policy.	MIQ Matter 2 Questions 1 and 2

		<p>wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</p> <p>Sustainable development in North Essex will demonstrably contribute to the strategic and local vision and objectives and will accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans).</p> <p>Development that complies with the Plan in this regard will be approved without delay, unless material considerations indicate otherwise.</p> <p>Where there are no policies relevant or the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise—taking into account whether:</p> <ul style="list-style-type: none"> • Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole or • Specific policies in that Framework or the Plan that indicate that development should be restricted. 		
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	New Policy SP1A to follow after Policy SP1	<p>SP 1A Delivering Sustainable Development through the planning system Explanatory Text Development that is in accordance with the policies in this Plan will normally be sustainable and will be permitted.</p> <p>The policies in this strategic common part of the Local Plan are common to and important to each authority. Accordingly policy SP 1A seeks to make sure that development which would prejudice the delivery of any of the policies in Section 1 will be refused. Examples of prejudice might include a failure to meet the high standards proposed in the place making principles, a lack of comprehensive development or prematurity. Policy Development that demonstrably contributes to the achievement of the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will normally be permitted unless material considerations indicate otherwise.</p>	To clarify policy wording to distinguish between reference to national policy and its application in local policy.	MIQ Matter 2 Questions 1 and 2

		Development that is not in accordance with, or which will prejudice the delivery of, the strategic scale development or the achievement of the place making principles, in this Local Plan will not normally be permitted.		
	New Policy SP1B	<p>SP1B Recreational disturbance Avoidance and Mitigation Strategy (RAMS)</p> <p><u>Explanatory Text</u></p> <p>A Habitat Regulations Assessment (HRA) was completed for the Shared Strategic Plan. The loss of off-site habitat, water quality and increased recreational disturbance were identified as issues with the potential to result in likely significant effects on European Sites, without mitigation, to address the effects.</p> <p>The Appropriate Assessment (AA) identified a number of avoidance and mitigation measures to be implemented, to ensure that development proposals in the Plan will not result in adverse effects on the integrity of the Blackwater Estuary SPA and Ramsar site, Colne Estuary SPA and Ramsar Site, Colne Special Area of Conservation Abberton Reservoir SPA and Ramsar, Hamford Water SPA and Ramsar Essex Estuaries SAC and the Stour and Orwell SPA/Ramsar sites and are HRA compliant.</p> <p>To mitigate for the loss of off-site habitat, the AA identified the need for wintering bird surveys for</p>		

		<p>the Tendring/Colchester Borders Garden Community as part of any project level development proposals and masterplanning. To protect water quality, the AA recommended the inclusion of policy safeguards to ensure that adequate water and waste water treatment capacity or infrastructure upgrades are in place prior to development proceeding. Recreation activities can potentially harm European Sites. The Shared Strategic Plan AA identified disturbance of water birds from people and dogs, and impacts from water sports/watercraft as the key recreational threats to European Sites. Other threats include bait-digging; fishing, wildfowling, military overflight training, physical damage caused by trampling and erosion, littering, fire and vandalism linked to population centres. The threats for each sites are set out in an Appendix. (attached below as Appendix 2 to this document)</p> <p>To mitigate for any increases in recreational disturbance at the European Sites listed in Appendix 4, the AA identified the need for a Recreational disturbance Avoidance and Mitigation Strategy (RAMS).</p> <p>Natural England's West Anglian Team has identified the Essex coast as a priority for a strategic and proactive planning approach as it is rich and diverse ecologically, and many of the</p>		
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		<p>coastal habitats are designated as European Sites. There are also a high number of emerging Local Plans in Essex, which either alone or in combination have the potential to increase recreational disturbance at the European Sites listed in Appendix 4.</p> <p>RAMS are a strategic solution driven by challenges and opportunities arising from planning issues and are a mechanism to enable sustainable housing growth to be delivered alongside the protection of European Sites from harm, linked to increased recreational activities.</p> <p>The Essex Coast RAMS will set out specific mitigation measures by which disturbance from increased recreation can be avoided and mitigated thus enabling the delivery of growth proposed in emerging Local Plans to proceed. These will be deliverable, realistic, underpinned by robust up to date evidence, be precautionary and provide certainty for developers around deliverability and contributions.</p> <p>Natural England has issued guidance, set out below, on the HRA interim approach to be followed by the NEAs until the Essex Coast RAMS is complete.</p> <p>For applications coming forward, ahead of the adoption of the Shared Strategic Plan and until the Essex Coast RAMS is completed, the NEAs will require financial payments, set out in S106</p>		
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		<p>agreements, to fund the necessary recreational disturbance avoidance and mitigation measures, including strategic measures identified, through HRAs or otherwise. Such measures must be implemented from the first occupation of dwellings, thereby ensuring that the level of recreational disturbance is not increased by future residential development. It must also be demonstrated that such measures would be effective, deliverable and proportionate to the level of housing being proposed.</p> <p>Any mitigation proposed should relate to the planning permission being granted, provide certainty that the development can proceed without adverse effects on the European Sites and be proportionate to the potential impacts that may arise. The mitigation measures implemented will be monitored and reviewed to ensure that they are effective.</p> <p>This is necessary to ensure that recreational impacts are properly assessed and where necessary mitigation measures applied in a consistent way to ensure that developer contributions can be collected to pay for the mitigation measures required.</p> <p>The HRA has identified a number of Zones of Influence. These determine the distance at which new development may result in changes in recreational use and where mitigation may be</p>		
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		<p>necessary. Any residential development falling within a Zone of Influence from any of the European Sites listed in Appendix 4 will be subject to HRA.</p> <p>The three NEAs are committed to implementing the recommendations identified in the Section 1 HRA and subsequent strategic solutions including, RAMS, to ensure that proposals in the Shared Strategic Plan and future Garden Community DPDs comply with the Habitats Directive and Habitat Regulations.</p> <p>Policy SP1B Recreational disturbance Avoidance and Mitigation Strategy (RAMS)</p> <p>An Essex Coast Recreational disturbance Avoidance and Mitigation Strategy will be completed in compliance with the Habitats Directive and Habitat Regulations.</p> <p>Contributions will be secured towards mitigation measures identified in the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMs) which will be completed by the time the Local Plan is adopted.</p> <p>Prior to RAMS completion, the NEAs will seek contributions from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance</p>		
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		impacts in compliance with the Habitat Regulations and Habitats Directive.		
	Para 3	3. Spatial Strategy Context	Clarifies that Section 1 establishes the spatial context for new development but does not specify a spatial strategy which is found in Section 2	MIQ Matter 7 Question 3
	Para 3.1	Future growth will contribute to maintaining and enhancing a well-connected network of sustainable settlements across North Essex. New homes, jobs, retail and leisure facilities serviced by new and upgraded infrastructure will be accommodated as part of existing settlements according to their scale, sustainability and role, and by the creation of strategic scale new settlements based on the North Essex Garden Community Charter principles . The countryside will be protected and enhanced.	To clarify basis of Garden Community strategy	MIQ Matter 7 Question 6
	Para 3.2	3.2 For the majority of settlements these issues are addressed in the second part of the Local Plan dealing with each authority's area. However, it is relevant here to set out the spatial strategy at an	Clarifies that Section 1 establishes the spatial context for	MIQ Matter 7 Question 3

		appropriate level, spatial context of the North Essex Area as it relates to the main settlements and strategic-scale new development.	new development but does not specify a spatial strategy which is found in Section 2	
	New para 3.6	The three new Garden Communities are identified as new settlements in each of the Section 2 settlement hierarchies. Over time each of the Garden Communities will grow to influence the area’s spatial hierarchy and will be included in the tiers underneath the sub-regional centre role played by Colchester. Future reviews of the plans will address this point, but the Garden Communities will not grow to a size that will affect the spatial hierarchy within the plan period to 2033.	To clarify the relationship of new Garden Communities to the spatial hierarchy	Addresses issue raised in hearings
	Policy SP2	Policy SP2 –Spatial Planning Strategy for North Essex (Mod A) Existing settlements will be the principal focus for additional growth across the North Essex Authorities area within the Local Plan period. (Mod B) Development will be accommodated within or adjoining settlements according to their scale, sustainability and existing role both within each individual district and, where relevant, across the wider strategic area.	Mod A – To clarify policy does not specify a spatial strategy Mod B -To clarify locational scope of plan. Mods C-D – To clarify terminology and cross-references within plan	Mods A-D, F and H – Addresses issues raised in hearings Mod E- List of Modifications SD/002 Mod G - MIQ Matter 7, question 6

		<p>Policy SP6 (Place Shaping Principles), Policies SP7-10 (in respect of the Garden Communities) and Section 2 of the plan provide detail on how future growth will be planned to ensure existing settlements maintain their distinctive character and role. (Mod C) Re-use of previously-developed land within settlements is an important objective, although this will be assessed within the broader context of sustainable development principles, particularly to ensure that development locations are accessible by a choice of means of travel.</p> <p>Each local authority will identify a hierarchy of settlements in Section 2 of its Local Plan where new development will be accommodated according to the role of the settlement, sustainability, its physical capacity and local needs. (Mod D)</p> <p>Beyond the main settlements the authorities will support diversification of the rural economy and conservation and enhancement of the natural environment.</p> <p>Three new garden communities will be developed and delivered as part of the sustainable strategy for growth at the locations shown on Map 3.3 below and the Proposals Map the Key Diagram and the Policies Map. (Mod E) These new</p>	<p>Mod E – To provide clarification of references to spatial illustrations.</p> <p>Mod F – To strengthen references to supporting employment growth</p> <p>Mod G - To be consistent with other references in the document to Garden Communities Charter (e.g. Policy SP7, penultimate paragraph).</p> <p>Mod H – To clarify position of rural areas in settlement hierarchy</p>	
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		<p>communities will provide strategic locations for employment and at least 7,500 additional homes within the Plan period in North Essex.</p> <p>Employment development will also be progressed with †The expectation is that substantial additional housing and employment development will be delivered in each community beyond the current Local Plan periods. (Mod F) As specified in Policy SP7, they will be planned and developed drawing based on North Essex Garden-City Community Charter principles, with necessary infrastructure and facilities provided and a high quality of place-making and urban design. (Mod G)</p> <p>Beyond the main settlements the authorities will support diversification of the rural economy and conservation and enhancement of the natural environment. (Mod H)</p>		
	Additional Paragraph 4.8	<p>New Paragraph 4.8 The North Essex authorities will identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their individual housing requirements set out in Policy SP3 below. Each authority will incorporate an additional buffer as required by national planning policy to ensure choice and competition for land.</p>	Include reference to a Buffer as referenced in the NPPF	Addresses issue raised in hearing

	Policy SP3	<p>The local planning authorities will identify sufficient deliverable sites or broad locations for their respective plan period, against the requirement in the table below and will incorporate an additional buffer to ensure choice and competition for land. (Mod A)</p> <p>Each authority will maintain a sufficient supply of deliverable sites to provide for at least five years' worth of housing and will work proactively with applicants to bring forward sites that accord with the overall spatial strategy and relevant policies in the plan. The annual housing requirement figures set out below will be used as a basis for a five-year supply subject to any adjustments in Section 2 of each plan to address any undersupply since 2013. (Mod B)</p> <p>The local planning authorities will review housing numbers regularly in accordance with national policy requirements, and in doing so will have regard to the housing needs of the wider area. (Mod C)</p>								
		<table border="1"> <thead> <tr> <th data-bbox="645 1050 862 1230">Local Authority</th> <th data-bbox="862 1050 1086 1230">Objectively Assessed Need for Housing per annum</th> <th data-bbox="1086 1050 1366 1230">Total minimum housing supply in the plan period (2013 – 2033)</th> </tr> </thead> <tbody> <tr> <td data-bbox="645 1230 862 1268">Braintree</td> <td data-bbox="862 1230 1086 1268">716</td> <td data-bbox="1086 1230 1366 1268">14,320</td> </tr> </tbody> </table>	Local Authority	Objectively Assessed Need for Housing per annum	Total minimum housing supply in the plan period (2013 – 2033)	Braintree	716	14,320	<p>Mod A- To include reference to a Buffer as referenced in the NPPF.</p> <p>Mod B – To clarify role of Section 2 in addressing undersupply issues.</p> <p>Mod C – To address national requirement to have regard to wider housing needs</p>	<p>Mods A and B Addresses issue raised at hearings.</p> <p>Mod C -List of Modifications SD/002–</p>
Local Authority	Objectively Assessed Need for Housing per annum	Total minimum housing supply in the plan period (2013 – 2033)								
Braintree	716	14,320								

		Colchester	920	18,400		
		Tendring	550	11,000		
		Total	2,186	43,720		
	Para 5.9	<p>5.9 As part of the work to assess housing requirements, an analysis of economic forecasts was undertaken together with demographic projections to establish the inter-relationship between population growth, forecasts of new jobs and the number of new homes needed to accommodate these levels of growth.</p> <p>Employment forecasts have been developed using two standard models (East of England Forecasting Model (EEFM) and Experian 2016) which forecast total job growth for each of the local authorities based on past trends. Each local authority has been advised on the most appropriate modelling figure to use in the context of reconciling job and housing demand. These figures are set out for the housing market as follows for the period 2013-2037, as are set out in Policy SP4. Employment Land Needs Assessments have been carried out by each authority which set out the amount of employment land that is required within the Plan period. In terms of specific B use land provision, each local authority has undertaken work to establish what quantum of employment land would be required within the Plan period to meet the demand identified</p>			To provide more focussed wording for the policy by moving explanatory wording to the supporting text.	Matter 4, Question 9

		<p>below for additional B use employment land. These B use employment areas are distributed between each local authority area and based on achieving a sustainable balance between jobs and the available labour force through population growth. As noted above, calculations of employment land required are affected by a range of issues that lead to different employment land portfolios for each local authority area, resulting in a proportionately greater quantum of new floorspace per job in Braintree and Tendring than in Colchester. This is a function of the prominence of higher density office requirements in Colchester and lower density logistics and industrial uses in Braintree and Tendring. The table in Policy SP4 below sets out the three authorities' employment land (B Class uses) requirements for the period 2016 – 33 for two plausible scenarios, baseline and higher growth. These two bookends provide flexibility to allow for each authority's supply trajectory to reflect their differing requirements. Site specific employment allocations meeting the needs of different sectors in each local authority are set out in the section 2 of the Local Plan.</p>		
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	Policy SP4 Title	Employment and Retail	To accurately reflect the content of the policy.	MIQ –Matter 4 Q8						
	SP4	<p>A strong, sustainable and diverse economy will be promoted across North Essex with the Councils pursuing a flexible approach to economic sectors showing growth potential across the Plan period.</p> <p>Jobs provision is reconciled with housing demand and is informed by modelling. The following forecasts will apply to the North Essex Authorities; (Mod A)</p> <p>Annual Jobs Forecast:</p> <table border="1"> <tr> <td>Braintree (EEFM)</td> <td>490</td> </tr> <tr> <td>Colchester (EEFM)</td> <td>928</td> </tr> <tr> <td>Tendring (Experian)</td> <td>490</td> </tr> </table> <p>Relocate second paragraph to supporting text – see above modifications to para 5.9 (Mod B)</p> <p>In order to meet the needs of the three authorities’ employment land requirements for the period 2016 – 33 for B class employment uses and maintain appropriate flexibility in provision to meet the needs of different sectors, Section 2 of each plan will allocate employment land within the ranges set out below. (Mod C)</p> <p>Hectares of B use employment land required:</p>	Braintree (EEFM)	490	Colchester (EEFM)	928	Tendring (Experian)	490	<p>Mod A – To clarify link between housing and jobs provision</p> <p>Mod B –To provide a more clearly focussed policy, leaving explanatory detail to the supporting text</p> <p>To provide more focus and clarity to policy wording.</p> <p>Mod C -The additional sentence is to make it clear that site allocations are included in section 2 plans to meet the target in policy SP4.</p> <p>Mod D – to update table with corrected figures</p>	<p>Mod A – MIQ Matter 4, Question 2</p> <p>Mod B -MIQ Matter 4, question 9</p> <p>Mod C -</p>
Braintree (EEFM)	490									
Colchester (EEFM)	928									
Tendring (Experian)	490									

		<p>Baseline (2012 Based SNPP)</p> <p>Braintree 23 20.9 Colchester 22.0 Tendring 2012.0 North Essex 65 54.9ha</p> <p>(Mod D)</p>	<p>Higher Growth Scenario</p> <p>43.3 55.8 3820.0 137.1119.1 ha</p>		
	Para 6.1	<p>A coordinated and integrated approach to infrastructure planning and delivery is required to implement the vision for North Essex. Provision of appropriate and timely infrastructure to support growth will be central to the area's continuing prosperity, attractiveness and sustainability. Planned growth is proposed that includes proposed large scale Garden Community (Mod A) infrastructure with a particular focus will be on transport, education, healthcare, telecommunications (including broadband), water supply and wastewater. (Mod B)</p> <p>Section 1 of the plan highlights strategic and cross-boundary infrastructure, identifying the strategic transport infrastructure projects required to underpin delivery of the planning growth in the area including the proposed Garden Communities, and sets priorities for other infrastructure requirements. Section 2 of the plan contains the detailed infrastructure</p>	<p>Mod A -To clarify wording and role of different sections of the plan. Mod B -to ensure water supply and wastewater issues are highlighted.</p>	<p>Mod A – Addresses issues raised at hearing Mod B -SOCG with Environment Agency (SCG/003)</p>	

		requirements for allocations made in that section of the plan. The Infrastructure Delivery Plan (IDP) provides more detail about the phasing and costing of infrastructure requirements for the Garden Communities and the Section 2 allocations required within the Local Plan period. (Mod A)		
	Para 6.3 significantly improve connectivity across and within the area. A focus on sustainable transport in and around urban areas and the Garden Communities will positively alter travel patterns and behaviour to reduce reliance on the private car.'	Change required for clarification. Sustainable transport will play an important role in and around urban areas and the Garden Communities.	List of Modifications SD/002
	Para 6.4	The Local Plans seek to improve transport infrastructure to enable the efficient movement of people, goods (Mod A) and ensure that new development is accessible by sustainable forms of transport. Measures and provision of cycle links and walk footways (Mod B) will also be required...	Mod A -Change strengthens linkages to the Essex Transport Plan (LTP) Mod B – Updates terminology	Mod A -List of Modifications SD/002 Mod B -Minor modification suggested by NEA
	Para 6.5	Braintree, Colchester and Tendring will continue to work closely with government departments, Highways England, Essex County Council, Network Rail, rail operators and other partners to	To clarify delivery process for infrastructure	Addresses issues raised in hearings

		better integrate all forms of transport and improve roads and public transport and to promote cycling and walking. Key projects during the plan period will see improvements to the A12, A120, Great Eastern Main Line including rail services, and provision of rapid transit connections in and around urban areas and the Garden Communities. An integrated and sustainable transport system will be delivered that supports economic growth and helps deliver the best quality of life. Although the funding for some of these improvements is not guaranteed the authorities will work with providers to ensure that investment commitments will be are made, and investment subsequently provided at the appropriate time to support the proposed growth.		
	Para 6.6	On the inter-urban road network traffic levels have increased significantly in recent years with parts of the A12 around Colchester and Marks Tey carrying up to 90,000 vehicles per day, which is high for an A-class trunk road.	To delete text which is overly detailed for a strategic section of the plan.	Minor modification suggested by NEA
	Para 6.7	Most of the inter-urban road network, particularly the capacity of the A12, is constrained by the operation of the junctions and sub-standard slips, and periods of congestion. The East of England Route Based Strategy (March 2017) provides a review of the state of the network in the East of England (including A120 Harwich to the A12 and	To clarify terminology used.	Minor modification suggested by NEA

		A12 from the M25 to A14), and will inform a Strategic Road Network Initial Report (late 2017), which will outline the ambitions for the network across 2020 – 2025 (ie Road Investment Strategy (RIS) 2 period) and beyond. Consultation on plans to improve both the A12 and A120 has taken place, and the decisions made on these proposals should be informed by the planned growth, identified in Local Plans given the connection between new planned growth and the infrastructure needed to support it.		
	Para 6.8	<p>The A12 is set to have major improvements as part of the Government’s Roads Investment Strategy (2015-2020) (RIS1), with the aim of improving capacity and relieving congestion. The plans were announced in December 2014 and will represent the largest investment in road infrastructure received by Essex. The RIS1 confirmed</p> <ul style="list-style-type: none"> • investment in a technology package for the length of the A12 from the M25 to the junction with the A14; • phased improvement of the road to a consistent dual 3 lane standard; and • improvement to the A12/M25 junction. <p>Consultation on route improvement options between junction 19 and junction 25 of the A12 concluded in March 2017. A decision by the</p>	To clarify terminology used.	Minor modification suggested by NEA

		Planning Inspectorate on the preferred improvement option is expected in 2019.		
	Para 6.10	Consultation on A120 route improvement options between Braintree and the A12 ended in March 2017 and ECC will make a recommendation for a preferred option to the Secretary of State for Transport and Highways England in Autumn 2017. ECC will recommend the preferred route to Government for inclusion in the next Route Investment Strategy 2 , which will run from 2020 to 2025. In addition a series of short term interventions will be delivered along the route to improve safety and relieve congestion . The final alignment may influence the final boundaries and scale of the proposed Garden Community on the Colchester Braintree border. The A120 from the A12 to Harwich is subject to a Highways England Route Based Strategy and improvements to this section of road are expected over the plan period.	To clarify terminology used.	Minor modification suggested by NEA
	Para 6.11	Route-based strategies are prepared and delivered by the County Council for main strategic road corridors....	The change replaces 'strategic' with 'main' to differentiate from the Highways England network. This terminology is also consistent with the Res	List of Modifications SD/002

			Jeffries study proposals for an English network of 'main roads'.	
	Title preceding para 6.16	Bus; Public transport , walking and cycling	To better reflect contents of following paragraphs	Minor modification suggested by NEA
	Para 6.17	Within the urban areas, bus networks are available although some are currently underutilised. Essex	To better reflect current situation	Minor modification suggested by NEA
	Titles preceding para 6.19 and 6.21	Achieving Sustainable Transport Policies and Delivery Mechanisms for Sustainable Transport Sustainable travel & major new developments	To better reflect contents of following paragraphs	Minor modification suggested by NEA
	Para 6.22	To maximise the use of public transport new forms of high quality rapid transit networks will be provided to connect the proposed Garden Communities to existing urban centres such as Colchester and Braintree; key destinations such as the University of Essex; and key transport interchanges in North Essex. To achieve the desired step change in sustainable transport this infrastructure will be identified in subsequent development plan documents and need required to be funded and provided early in the development phase to enable subsequent housing and employment delivery.	To clarify delivery process for infrastructure	Addresses issues raised in hearings

	Para 6.24	6.24 The new Garden Communities will seek to manage travel demand, providing retailing, jobs, services and facilities within the site to help reduce the need to travel, and integrate and connect with the rest of North Essex and beyond through public transport to promote sustainable travel patterns and reduce adverse impacts on the highway network. The North Essex Garden Communities Charter seeks to ensure that land use planning of the new communities maximises the provision and use of sustainable transport internally and connects externally to key urban centres. Given the Charter's commitment to the timely delivery of infrastructure, policies SP7-10 local plan policy will ensure that key transport projects align with housing and employment delivery.	To clarify delivery process for infrastructure	Addresses issues raised in hearings
	Para 6.25	6.25 To maximise the use of public transport new forms of high quality rapid transit networks will be provided to serve existing urban centres such as Colchester and Braintree; key destinations such as the University of Essex; and key transport interchanges in North Essex. To achieve the desired step change in sustainable transport, policy will require that this infrastructure will need to be funded and delivery phased to align with provided early in the development phases.	To clarify delivery process for infrastructure	Addresses issues raised in hearings

	Para 6.26	Consistent with healthy living, safe, attractive and convenient walking and cycling routes (and where appropriate access for all routes) will maximise active mode choice. Connectivity will be improved across barriers such as rail lines and major roads to bring together communities. Provision for car travel will include an emphasis on the use of new technology such as electric and ultra-low emission vehicles. Strategies for car usage will include car sharing, car clubs and appropriate car parking provision and management strategies.	To clarify flexible nature of alternative routes to be provided	Addresses issues raised at hearings.
	Para 6.30	Where provision is possible broadband must be installed on an open access basis and which will need to be directly accessed from the nearest British Telecom exchange and threaded through resistant tubing to enable easy access to the fibre optic cable for future repair, replacement or upgrading.	The change provides clarification of current practice.	List of Modifications SD/002
	New Section E and para 6.31	E. Water Supply and Wastewater The provision for water supply and new and improved wastewater treatment is a plan priority. The local authorities will work with relevant providers to assess the quality and capacity of infrastructure and its ability to meet forecast demands to ensure improvements are made that reflect demands arising from all new developments.	To ensure a wide range of infrastructure requirements is reflected.	SOCG with Environment Agency (SCG/003)

	Policy SP5 First section	All development must be supported by provision of infrastructure, services and facilities that are required to serve the needs arising from new development. The requirements in section A apply to only the Garden Communities whilst the remaining sections apply to all allocations in the North Essex Area considerations apply to Garden Communities and Section 2 allocations:	To clarify coverage of policy.	Addresses issues raised in hearing
	Policy SP5 A.Garden Communities	A. Garden Communities <ul style="list-style-type: none"> • Funding and route commitments for the following strategic transport infrastructure will be required to be in place in advance of the start of the following developments: <ul style="list-style-type: none"> ○ Colchester/ Braintree Borders – <ul style="list-style-type: none"> ▪ A12 widening and junction improvements ▪ A120 capacity improvements from Braintree to the A12 ○ Tendring /Colchester Borders – <ul style="list-style-type: none"> ▪ A120-A133 Link road • A scheme and specification for a phased rapid transit network and programme for the integration of the 	To clarify essential requirements for Garden Communities	Addresses issues raised in hearings

		<p>Garden Communities into the rapid transit network</p> <ul style="list-style-type: none">• Requirements for other strategic Garden Community infrastructure are outlined in sections D-F of Garden Community Policies SP8, 9, and 10 and will be further detailed in the Development Plan Documents for each Garden Community		
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	<p>Policy SP5 B.Transport</p>	<p>B. Transport</p> <ul style="list-style-type: none"> • New and improved infrastructure required to support economic growth, strategic and site-specific priorities outlined in the second part of each Local Plan • Substantially improved connectivity by promoting and enabling more sustainable travel patterns, introducing urban transport packages to increase transport choice, providing better public transport infrastructure and services, and enhanced inter-urban transport corridors • Increased rail capacity, reliability and punctuality; and reduced overall journey times by rail • Support changes in travel behaviour by applying the modal hierarchy and increasing opportunities for sustainable modes of transport that can compete effectively with private vehicles • Prioritise public transport, particularly in the urban areas, including new and innovative ways of providing public transport including; <ul style="list-style-type: none"> ○ high quality rapid transit networks and connections, in and around urban areas with links to the new Garden Communities as required by policy SP5 (A) above and policies SP8, 9, and 10 	<p>To clarify transport requirements and cross-references to other policies in the plan.</p>	<p>Addresses issues raised in hearings</p>
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		<ul style="list-style-type: none"> ○ maximising the use of the local rail network to serve existing communities and locations for large-scale growth ○ a bus network that is high quality, reliable, simple to use, integrated with other modes and offers flexibility to serve areas of new demand ○ promoting wider use of community transport schemes ● Improved road infrastructure and strategic highway connections including the requirements for Garden Communities specified by policy SP5 (A) above and in policies SP8, 9 and 10 to reduce congestion and provide more reliable journey times along the A12, A120, and A133 to improve access to markets and suppliers for business, widen employment opportunities and support growth ● Improved junctions on the A12 and other main roads to reduce congestion and address safety ● A dualled A120 between the A12 and Braintree ● A comprehensive network of segregated walking and cycling routes linking key centres of activity contributing to an attractive, safe, legible and prioritised walking/cycling environment ● Develop innovative strategies for the management of private car use and parking 		
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		including support for electric car charging points.		
	SP 5 – C. Education D. Broadband	C. Education.... D. Health....	To clarify organisation of policy wording.	Minor modification suggested by NEA

	SP5 – E. Broadband section	E. Broadband Roll-out of superfast ultrafast broadband across North Essex to secure the earliest availability for universal broadband coverage and fastest connection speeds for all existing and new developments (residential and non-residential), where all new properties allow for the provision for superfast ultrafast broadband in order to allow connection to that network as and when it is made available.	To reflect latest terminology	NA
	SP5 – add to end of policy new section F. Wastewater	F. Water & Waste water Provision of improvements to water infrastructure and waste water treatment and off-site drainage improvements to ensure that there is resilient capacity in the system.	To ensure a wide range of infrastructure requirements is reflected.	SOCG with Environment Agency (SCG/003)
	Para 7.2	Networks of green and blue infrastructure should be provided across new developments, linking new developments within existing networks of open space. These areas can be multi use, providing space for natural species and habitats as well as space for informal recreation and walking, cycling and equestrian links.	To clarify range of multi-use links required.	To address issues raised in hearings.
	Para 7.3	Strategic scale and more local green infrastructure can make a vital contribution to quality of place, biodiversity gains, alleviating recreational pressure, and health outcomes if properly	To clarify benefits of green infrastructure	SOCG with Natural England (SCG001)

		integrated into the design and delivery of new development.		
	Policy SP6	<p>All new development must meet the highest high (Mod A) standards of urban and architectural design. The local authorities encourage the use of Development frameworks, masterplans, design codes, and other design guidance documents and will be prepared in consultation with stakeholders where they are needed to support this objective. use design codes where appropriate for strategic scale development. (Mod B)</p> <p>All new developments should, where applicable, (Mod C) reflect the following place shaping principles:</p> <ul style="list-style-type: none"> • Respond positively to local character and context to preserve and enhance the quality of existing communities places (Mod D) and their environs. • Provide buildings that exhibit individual architectural quality within well-considered public and private realms; • Protect and enhance assets of historical or natural value; • Incorporate biodiversity creation and enhancement measures; (Mod E) • Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above use of the private car; 	<p>Mod A – Modified to align with NPPF guidance and to suggest a proportionate design response.</p> <p>Mod B – Clarifies the use of design guidance documents</p> <p>Mod C - Clarifies not all the principles are applicable to some developments.</p> <p>Mod D - Clarifies a wider definition of areas covered by the requirement to preserve and enhance.</p> <p>Mod E - To ensure that development considers net environmental gains, consistent</p>	<p>Mod A- MIQ Matter 2, Question 4</p> <p>Mod B – Addresses issue raised at hearings</p> <p>Mod C -MIQ Matter 2 Question 7</p> <p>Mod D - MIQ Matter 2, Question 8b</p> <p>Mod E - SOCG with Natural England (SCG001) / MIQ Matter 6, Question 14</p> <p>Mod F -Addresses issues raised in hearings.</p> <p>Mod G - SOCG with Natural England (SCG/001)</p> <p>Mod G - SOCG with Environment Agency (SCG/003)</p> <p>Mod H – SOCG with Anglian Water Addresses issues raised in hearings</p>

		<ul style="list-style-type: none"> • Where possible, provide a mix of land uses, services and densities with well-defined public and private spaces to create sustainable well-designed neighbourhoods; • Enhance the public realm through additional landscaping, street furniture and other distinctive features that help to create a sense of place;(Mod F) • Provide streets and spaces that are overlooked and active and promote inclusive access; • Include parking facilities that are well integrated as part of the overall design and are adaptable if levels of private car ownership fall; • Provide an integrated and connected network of multi-functional public open space and green and blue infrastructure that connects with existing green infrastructure where possible that delivers multiple benefits, including alleviating recreational pressure on designated sites; (Mod G) • Include measures to promote environmental sustainability including addressing energy and water efficiency and provision of appropriate wastewater and flood mitigation measures including the use of open 	<p>with NPPF paragraph 9. Mod F- To provide consistent level of detail Mod G To strengthen the policy to ensure that new development incorporates biodiversity creation and enhancement into its design. Mod G – To highlight importance of alleviating recreational pressure on designated sites Mod H – To highlight potential for sustainable water management solutions</p>	
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		<p>space to provide sustainable drainage solutions...; (Mod H) and</p> <ul style="list-style-type: none"> • Protect the amenity of existing and future residents and users with regard to noise, vibration, smell, loss of light, overbearing and overlooking. (Mod I) 	Mod I – To clarify factors affecting amenity	
	Paragraphs 8.3 – 8.7	Remove paragraph number and bullet point as sub sections of paragraph 8.3. Renumber paragraphs in rest of section as appropriate	To reflect new policy SP1B and supporting explanatory text which replaces existing text on environmental impact assessment and mitigation	Addresses issues raised in hearings
	New Para 8.7	Heritage Impacts – To ensure that the significance of designated and undesignated heritage assets and their settings within and adjoining development areas is conserved and where possible enhanced, the detailed nature, form and boundary of new development is to be informed by the site selection methodology set out within Historic England’s Advice Note 3 (2017) (The Historic Environment and Site Allocations in Local Plans) or any subsequent replacement. Heritage Impact Assessments will be undertaken to ensure that the detailed form of development proposals is informed by an	To clarify requirements for conserving and enhancing heritage assets and their settings.	Addresses issues raised by Historic England

		understanding of the assets and any adverse impacts mitigated appropriately.		
	Para 8.14, First two sentences	At least two of the three garden communities will be cross-boundary, and the continued close joint working between the authorities involved will be required to secure their successful delivery. Each of the authorities is committed to ensuring that the new garden communities are as sustainable and high quality as possible and that the infrastructure needed to support them is delivered at the right time.	Duplicates the first two sentences of 8.11	typo
	Para 8.15	Based on the partnership working between the North Essex authorities to date and their continuing commitment to the projects, each of the three proposed garden communities is planned to deliver 2,500 dwellings during the Local Plan to 2033. Delivery of 2,500 dwellings in the cross border garden communities, no matter where they are physically built, within the Local Plan period to 2033 will be attributed as set out in section 2 of each of the individual Local Plans, or if more dwellings are built then 50:50 between the two districts concerned. A detailed mechanism will be developed to attribute housing completions to the local planning authorities to deal with the possibility that fewer than 2,500 dwellings are completed in any of the communities during the plan period to 2033; it will be informed by the DPD	To ensure a consistent approach to plan making.	Addresses issue raised in hearings.

		and agreed through a Memorandum of Understanding. A Memorandum of Understanding will need to be entered into with Uttlesford District Council in respect of West of Braintree if UDC allocate land to form an addition to the West of Braintree proposal. Any Memorandum It will take into account a range of factors including;...		
	SP7, first section	<p>The following three new garden communities are proposed in North Essex.</p> <p>Tendring/Colchester Borders, a new garden community will deliver 2,500 homes within the Plan period (as part of an overall total of between 7,000-9.000 homes to be delivered beyond 2033), with employment land to be determined through the Development Plan Document process.</p> <p>Colchester/Braintree Borders, a new garden community will deliver 2,500 within the Plan period (as part of an overall total of between 15,000 – 24,000 homes to be delivered beyond 2033) with employment land to be determined through the Development Plan Document process.</p>	To strengthen references to providing for employment growth	Addresses issue raised in hearings.

		<p>West of Braintree in Braintree DC, a new garden community will deliver 2,500 homes within the Plan period (as part of an overall total of between 7,000-10,000 homes to be delivered beyond 2033) with employment land to be determined through the Development Plan Document process.</p> <p>Each of these will be an holistically and comprehensively planned new community with a distinct identity that responds directly to its context and is of sufficient scale to incorporate a range of homes, employment, education & community facilities, green space and other uses to enable residents to meet the majority of their day-to-day needs, reducing the need for outward commuting. Each new garden community will be comprehensively planned from the outset with Delivery of each new community will be being phased as part of that whole and underpinned by a comprehensive package of infrastructure. The Councils will need to be confident, before any consent is granted, that the following requirements have been secured either in the form of appropriate public ownership, planning agreements and obligations and, if necessary a local infrastructure tariff.</p>		
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	SP7 criteria (ii)	The public sector working pro-actively and collaboratively with the private sector to design, and bring forward these garden communities, deploying new models of delivery where appropriate and ensuring that the cost of achieving the following is borne by landowners and those promoting the developments: : (a) securing a high-quality of place-making, (b) ensuring the timely delivery of both on-site and off-site infrastructure required to address the impact of these new communities, and (c) providing and funding a mechanism for future stewardship, management, maintenance and renewal of community infrastructure and assets. Given the scale of and time period for development of these new garden communities, the appropriate model of delivery will need to secure a comprehensive approach to the delivery of each new community in order to achieve the outcomes outlined above, avoid a piecemeal approach to development, provide the funding and phasing of both development and infrastructure, and be sustainable and accountable in the long term.	To clarify requirements for delivery models.	Addresses issue raised at hearings
	SP7 criteria (v)	To meet the requirements of those most in need including a minimum of 30% affordable housing in each garden community.	To provide consistency with wording of Garden Community policies on	MIQ Matter 6 Question 9

			affordable housing in SP8, 9 and 10	
	SP7 criteria (vi)	In accordance with the Garden Community Charter principle of providing one job per household within the new community or within a short distance by public transport, provide and promote opportunities for employment within each new community and within sustainable commuting distance of it, with floorspace requirements and allocations to be defined within Development Plan Documents for each Garden Community.	To strengthen references to providing for employment growth and clarify process for identifying allocations	Addresses issue raised in hearings
	SP7 –criteria (xi)	Secure a smart and sustainable approach that fosters climate resilience and a 21st century environment in the design and construction of each garden community to secure net gains in local biodiversity, highest standards of energy efficiency and innovation in technology to reduce impact of climate change, the incorporation of innovative water efficiency/re-use measures (with the aim of being water neutral in identified areas of serious water stress), and sustainable waste and mineral management.'	Clarification of water measures required.	SOCG with Anglian Water Services Ltd (SCG/002)
	SP7 - Criterion (iv) of policy SP7, F17 of SP8 and F18	Add wording to end of section: To ensure new development does not have an adverse effect on any European Protected sites, the required waste water treatment capacity must be	To provide a policy safeguard to ensure that phasing of development does	SOCG with Natural England (SCG/001)

	of policy SP9 and F18 of SP10	available including any associated sewer connections in advance of planning consent.	not exceed capacity.	
	SP7 final paragraph	A Development Plan Document will be developed for each of the garden communities to set out how they will deliver the above principles as well as further detail of their design, development and phasing. as well as a A mechanism to appropriately distribute housing completions to the three Councils and this will be agreed through a Memorandum of Understanding.	To clarify role of DPDs	Addresses issue raised in hearing
	Policy SP8 First para	The adopted policies map identifies the broad location for the development of a new garden community of which the details and final number of homes along with allocations supporting employment creation will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Colchester BC and Tendring DC and which will incorporate around 2,500 dwellings within the Plan period (as part of an overall total of between 7,000-9,000 homes); and provision for Gypsy and Travellers; and employment land allocations.	To strengthen references to employment in line with Section 1 objectives	Addresses issue raised in hearing
	Policies SP8, SP9 and SP10 second para,	The DPD will need to be in place before any consent is granted for the new garden community. The DPD and any planning application will address the following principles and requirements in	To clarify plan-making process for Garden Communities	Addresses issue raised in hearing.

	new last sentence	the design, development and delivery of the new garden community		
	Policies SP8, SP9 and SP10 Para A.2.	Detailed masterplans and design guidance will be put in place to inform and guide development proposals and planning applications. Planning applications for this garden community will be expected to be consistent with, and follow on from , the approved DPDs and subsequent masterplans and design and planning guidance. A Heritage Impact Assessment for each DPD in accordance with Historic England guidance will be required in order to assess impact of proposed allocations upon the historic environment, to inform the appropriate extent, nature and form of the development and establish any mitigation measures necessary.	To clarify plan-making process for Garden Communities, including requirements for assessment of historic environment impacts.	Addresses issues raised in hearing and by Historic England.
	Policies SP8, SP9 and SP10 C.5.	Provision for a wide range of job, skills and training opportunities will be created in the garden community, with floorspace requirements and allocations to be defined within the Development Plan Document for the Garden Community....	To clarify process for determining employment land allocations	Addresses issues raised in hearing
	Policies SP8, Para D.7	A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel. As highlighted in Policy SP5(A) funding and route commitments for the following strategic	To clarify requirement for essential transport infrastructure in Garden Communities.	Addresses issues raised in hearing

		<p>transport infrastructure will be required to be in place in advance of the Tendring / Colchester Borders Garden Community starting:</p> <p>A120-A133 Link road</p> <p>A scheme and specification for a phased rapid transit network and programme for the integration of the Garden Community into the rapid transit network</p> <p>Additional transport priorities including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining areas; commitment to initial phases of a public rapid transit system connecting the garden community to Essex University and Colchester town centre park and ride facilities and other effective integrated measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic and local road transport network and fully mitigate any environmental or traffic impacts arising from the development. These shall include bus/rapid transit (or other public transit provisions) priority measures between the site, University of Essex, Hythe station and Colchester Town Centre;</p>		
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	Policy SP8 D.9	Primary vehicular access to the site will be provided off the A120 and A133. Further road improvements will be proposed as part of the masterplanning process to address both local needs and strategic movements between the A120 and A133.	Referenced in Hearing Statement. Matter 8	
	Policies SP8 and SP10 Para E.13 SP9 Para 14	Increased primary healthcare facilities capacity will be provided to serve the new development as appropriate. This may be by means of new infrastructure or improvement, reconfiguration, extension or relocation of existing medical facilities ’.	Clarifies delivery options for new healthcare provision.	SOCG with CBC, TDC, NE Essex Clinical Commissioning Group and Colchester Hospital University Trust (SCG/006) SOCG with BDC and Mid Essex CCG and NHS England
	Policy SP8, Para F.17 and SP9, Para F.18	The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply, water and waste water treatment and flood risk management. Provision of improvements to waste water treatment plant including an upgrade to the Colchester Waste Water Treatment Plan and off-site drainage improvements aligned with the phasing of the development within the plan period and that proposed post 2033.	Changes required for consistency with changes recommended to policy SP7.	SOCG with Anglian Water Services SCG002
	Policy SP8 Para F.20,	Avoidance , protection and/or enhancement of heritage and biodiversity assets within and surrounding the site, including Bullock Wood	Additions to first sentence are to ensure the	SOCG with Natural England (SCG001)

		<p>SSSI, Ardleigh Gravel Pits SSSI, Wivenhoe Pits SSSI and Upper Colne Marshes SSSI and relevant European protected sites. Contributions will be secured towards mitigation measures identified in the Essex wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), which will be completed by the time the Local Plan is adopted. Wintering bird surveys will be undertaken at the appropriate time of year as part of the DPD preparation to identify any offsite functional habitat. Should any be identified, development must firstly avoid impacts. Where this is not possible, it must be phased to deliver habitat creation and management either on- or off-site to mitigate any significant impacts</p>	<p>protection of SSSIs and for consistency with policies SP9 & SP10. The 2nd sentence highlights the mitigation measures to be secured through the RAMS and the 3rd sentence clarifies the requirement for wintering bird surveys for the Tendring Colchester Borders area.</p>	<p>NEA response MIQ Matter 6, Question 14</p>
	<p>SP9 title (only in BDC version)</p>	<p>Colchester/Braintree Boarders Borders Garden Community</p>	<p>typo</p>	<p>List of Modifications SD/002</p>
	<p>SP9 – B3 Housing</p>	<p>A mix of housing types and tenures including self- and custom-build and starter homes affordable housing will be provided on the site.</p>	<p>Change required for consistency with SP8 and SP10.</p>	<p>MIQ – matter 8, question 29</p>
	<p>SP9 Para D.7.</p>	<p>A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the</p>		

		<p>opportunities for sustainable travel. As highlighted in Policy SP5(A) funding and route commitments for the following strategic transport infrastructure will be required to be in place in advance of the Colchester/Braintree Borders Garden Community starting:</p> <p>A12 widening and junction improvements A120 capacity improvements from Braintree to the A12</p> <p>A scheme and specification for a phased rapid transit network and programme for the integration of the Garden Communities into the rapid transit network</p>		
	<p>SP9 Para F.21 and SP10 Para F.20</p>	<p>Avoidance, protection and/or enhancement of heritage and biodiversity assets within and surrounding the site. Contributions will be secured towards mitigation measures identified in the Essex wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), which will be completed by the time the Local Plan is adopted.</p>	<p>The addition of the word 'avoidance' reflects the ecological mitigation hierarchy. The 2nd sentence highlights the mitigation measures to be secured through the RAMS</p>	<p>SOCG with Natural England (SCG001) NEA response MIQ Matter 6, Question 14</p>
	<p>SP10 Para C.5</p>	<p>Employment – additional wording pending further evidence base findings. ...</p>	<p>typo</p>	<p>Addresses issue raised at hearings</p>

	Policy SP10 Para F.17	The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply, water and waste water treatment and flood risk management. Provision of improvements to waste water treatment and off-site drainage improvements aligned with the phasing of the development within the plan period and that proposed post-2033.	Change required for consistency with changes recommended to policy SP7.	SOCG with Anglian Water Services SCG002
	Paragraph 9.4 Table 1	Amend Table 1 – Monitoring Requirements of Section One as shown in Appendix 1	To provide clarity	As referenced in the Inspector’s initial Questions and Observations letter 16.10.17
	Glossary in section 2 Plans	Add new definition - Blue Infrastructure – Water assets and features including rivers, streams, estuaries, ponds, culverts, and the North Sea which deliver a wide range of environmental and quality of life benefits for local communities and wildlife.	To ensure the definition of the term is made clear.	List of Modifications SD/002

Appendix 1

Revisions to address clarity

As Attached to 27.10.17 letter NEA response to Inspector
9.4 Table 1 Monitoring Requirements for Section1

Part One Objectives	Part One Policies	Targets	Key Indicators in Authority Monitoring Reports
Providing sufficient new homes	SP1 Presumption in favour of Sustainable Development	Delivery of new development in accordance with the Development Plan	Record of planning decisions including appeals
Fostering economic development	SP2 Spatial Strategy for North Essex	Deliver Garden Communities as the most sustainable options for large scale, long term growth	Local authority agreement and delivery of governance, community involvement, stewardship arrangements and funding arrangements for Garden Communities
Providing new and improved infrastructure			

<p>Addressing education and healthcare needs</p> <p>Ensuring high quality outcomes</p>	<p>SP3 Meeting Housing Needs</p>	<p>Deliver new housing in line with spatial strategy and Objectively Assessed Need targets</p>	<p>Market and affordable housing completions per annum (net)</p>
	<p>SP4 Providing for Employment</p>	<p>Deliver new employment land in line with spatial strategy and evidence base targets</p>	<p>Amount of floorspace development for employment and leisure by type.</p>
	<p>SP5 Infrastructure and Connectivity</p>	<p>Delivery of identified infrastructure schemes including transport, education, community, healthcare, green/blue infrastructure and</p>	<p>Identify and monitor progress of strategic infrastructure projects</p>

		environmental protection Increase modal share of non-motorised transport.	Monitor modal splits and self-containment via Census and measure traffic levels on key routes
	SP5 Place Shaping Principles	Approved DPDS, masterplans & other planning & design guidance in place for each community prior to the commencement of development it relates to	Monitor availability of DPDs and other planning guidance relative to the submission & determination of planning applications for the development it relates to
	SP7 Garden Communities	Deliver Garden Communities as the most sustainable options for large	Local authority agreement and delivery of governance, community involvement, stewardship arrangements and

		scale, long term growth	funding arrangements for Garden Communities
	SP8 Tendring Colchester Borders Garden Community		

Appendix 2

(to be inserted as Appendix 1 to Section 1)

Recreational Pressures at Essex/Suffolk European Sites

European site	Recreational Pressure
Abberton Reservoir SPA/Ramsar	Recreational disturbance not a threat at this
Blackwater Estuary SPA/Ramsar	The key threat to this site relates primarily to disturbance of water birds from people and dogs, in addition to water sports such as use of jet skis and motorboats.
Colne Estuary SPA/Ramsar	The key threat to this site relates primarily to disturbance of water birds from people and dogs, in addition to water sports such as use of jet skis and motorboats.
Hamford Water SPA/Ramsar	The key recreational threat identified at the screening stage relates primarily to disturbance of water birds from people and dogs in addition to water sports such as use of jet skis and motorboats.
Stour and Orwell Estuaries SPA/Ramsar	Breeding and overwintering waterbirds are susceptible to human disturbance from a range of land and water-based activities, including boating and watersports; walking; bait-digging; fishing; wildfowling, and military overflight training. Some activities, such as powerboating, may produce physical disturbance to habitats.

Essex Estuaries SAC	The SAC is vulnerable to physical damage which can be caused by trampling and erosion associated with terrestrial recreation and wave damage caused by water based recreation. The SAC is also vulnerable to the effects of other negative factors associated with recreation such as littering, fire and vandalism.
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Appendix 3

List of Superseded Policies – Colchester and Tendring

Colchester

List of Colchester Policies- Core Strategy Focussed Review Version (July 2014) / Site Allocations Adopted October 2010 /
Development Policies Focussed Review Version (July 2014) - Superseded by the Colchester Local Plan 2013-2033

New Policy Number	Policy ref on 2017-2033 Local Plan	Replaces Policy
SP1	Presumption in Favour of Sustainable Development	SD1
SP2	Spatial Strategy for North Essex	H1
SP3	Meeting Housing Needs	H1
SP4	Providing for Employment	CE1
SP5	Infrastructure and Connectivity	SD2
SP6	Place Shaping Principles	-
SP7	Development and Delivery of New Garden -Communities in North Essex	-
SP8	Tendring/Colchester Borders Garden Community	-

SP9	Colchester/Braintree Borders Garden Community	-
SP10	West of Braintree New Garden Community	-
SG1	Colchester's Spatial Strategy	H1
SG2	Housing Delivery	H1
SG3	Economic Growth Provision	CE3 /DP5
SG4	Local Economic Areas	CE3 / DP5
SG5	Centre Hierarchy	CE1
SG6	Town Centre Uses	DP6
SG6a	Local Centres	CE2c / DP7
SG7	Infrastructure Delivery and Impact Mitigation	SD2 / SD3
SG8	Neighbourhood Plan	ENV2
ENV1	Environment	ENV1/ DP 21
ENV2	Coastal Areas	ENV1 / DP23
ENV3	Green Infrastructure	ENV1/ PR1
ENV4	Dedham Vale Area of Outstanding Natural Beauty	ENV1 / DP22

ENV5	Pollution and Contaminated Land	-
CC1	Climate Change	ER1
PP1	Generic Infrastructure and Mitigation Requirements	DP3
TC1	Town Centre Policy and Hierarchy	CE1
TC2	Retail Frontages	DP6
TC3	Town Centre allocations	SA TC1
TC4	Transport in Colchester Town centre	TA4 / DP18
NC1	North Colchester and Severalls Strategic Economic Areas	CE1/ SA NGA1/ SA NGA3
NC2	North Station Special Policy Area	SA TC1
NC3	North Colchester	-
NC4	Transport in North Colchester	TA4 / DP18
SC1	South Colchester Allocations	CE3*
SC2	Middlewick Ranges	-
SC3	Transport in South Colchester	TA4 / DP18
EC1	Knowledge gateway and University of Essex Strategic Economic Area	CE1/ SA EC7

EC2	East Colchester / Hythe Special Policy Area	SA EC2/ SA EC3 Area 1/ SA EC4 Area 2/ SA EC6 Area 4
EC3	East Colchester	SA H1/ SA EC1/ SA EC5 Area 3/ CE3
EC4	Transport in East Colchester	TA4 / DP18. SA EC8
WC1	Stanway Strategic Economic Area	CE1/ SA STA1/ SA STA3
WC2	Stanway	SA STA1/ SA STA5
WC3	Colchester Zoo	-
WC4	West Colchester	-
WC5	Transport in Colchester	TA4 /DP18/ SA STA4
SS1	Abberton and Langenhoe	CE3*
SS2	Boxted	-
SS3	Chappel and Wakes Colne	-
SS4	Copford	-
SS5	Eight Ash Green	-
SS6	Fordham	-
SS7	Great Horkesley	CE3*
SS8	Great Tey	CE3*

SS9	Langham	CE3*
SS10	Layer de La Haye	-
SS11	Marks Tey	CE3*
SS12a	West Mersea	-
SS12b	Coast Road West Mersea	DP23
SS12c	Mersea Island Caravan Parks	DP10/ DP21/ DP23
SS13	Rowhedge	-
SS14	Tiptree	SA TIP2
SS15	West Bergholt	-
SS16	Wivenhoe	-
OV1	Development in Other Villages	ENV2
OV2	Countryside	ENV2 / DP9
DM1	Health and Wellbeing	DP2
DM2	Community Facilities	DP4
DM3	Education Provision	SD3
DM4	Sports Provision	DP15
DM5	Tourism, leisure, Culture and Heritage	DP10

DM6	Economic Development in Rural Areas and the Countryside	DP5 / DP9
DM7	Agricultural Development and Diversification	DP8
DM8	Affordable Housing	H4
DM9	Development Density	H2
DM10	Housing Diversity	H3
DM11	Gypsies, Travellers and Travelling Showpeople	H5/ SA H2
DM12	Housing Standards	DP12
DM13	Domestic Development	DP11/ DP13
DM14	Rural Workers Dwellings	H6
DM15	Design and Amenity	UR2 /DP1
DM16	Historic Environment	UR2 /DP14
DM17	Retention of Open Space	DP15
DM18	Provision of Open Space and Recreation Facilities	PR1/ PR2/ DP16
DM19	Private Amenity Space	DP16

DM20	Promoting Sustainable Transport and Changing Travel behaviour	TA1 / TA2 / TA3 / DP17
DM21	Sustainable Access to development	PR2 / TA2 / DP17
DM22	Parking	TA5 / DP19
DM23	Flood Risk and Water Management	ENV1/ DP20
DM24	Sustainable Urban Drainage Systems	DP20
DM25	Renewable Energy, Water Waste and Recycling	ER1 / DP25

* Please note that the housing allocation elements of the policy are new and do not supersede adopted policies. However, these policies include reference to Local Employment Areas and this part of the policy supersedes adopted policy CE

