

Tendring Colchester Borders

Garden Community

Development Plan Document

Sustainability Appraisal

SA Report Addendum: Main Modifications

**Colchester Borough Council, Tendring District
Council and Essex County Council**

Final report

Prepared by LUC

August 2024

CD4a

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Chapter 1

SA of Main Modifications

Introduction

1.1 This SA Addendum report presents an assessment of the implications of the Tendring Colchester Borders Garden Community Development Plan Document (DPD) Main Modifications for the findings of the May 2023 Sustainability Appraisal (SA) that accompanied Regulation 19 Garden Community DPD and that was subsequently submitted as an Examination document. This report should be read in conjunction with the May 2023 SA report.

Modifications to the DPD

1.2 The DPD was submitted to the Secretary of State for independent examination in September 2023 along with proposed Main Modifications. The Hearings were held between 7 May and 10 May 2024. After the hearings, the Council amended their proposed Main Modifications to take into account the matters raised by representations, hearing statements and through the hearing sessions. These revised Main Modifications, which the Inspector considers to be necessary for soundness, are the subject of this SA Addendum.

1.3 LUC has also reviewed the proposed minor modifications to the DPD and does not consider that any of them would alter the previously reported SA findings. As such, the minor modifications have not been included alongside the main modifications in Appendix A.

Background

1.4 LUC was commissioned in October 2021 by Colchester Borough Council, Tendring District Council and Essex County Council to carry out Sustainability Appraisal (SA) of the Tendring Colchester Borders Garden Community Development Plan Document (DPD).

1.5 There have been four key stages in the SA of the DPD to date:

- An SA Scoping Report was prepared by the Council in November 2017.
- An SA Report that accompanied the Draft DPD was published for consultation in February 2022.
- An SA Report that accompanied the Reg 19 DPD was published for consultation in May 2023.
- This SA Addendum prepared in August 2024 in relation to the main modifications of the DPD.

Garden Community DPD

1.6 Tendring District Council and Colchester Borough Council adopted the North Essex Authorities' Shared Strategic Section 1 Local Plan in January and February 2021, respectively. Adoption of the Strategic Policies within the Section 1 Plan has allowed the Councils to proceed to the next phase of plan development: a DPD for the Garden Community. This builds upon the Section 1 Local Plan and contains further policies setting out how the new Garden Community will be designed, developed and delivered in phases, in accordance with a masterplan.

1.7 Policy SP8 of the Section 1 Local Plan allocates a new Garden Community at a defined broad location on the Tendring/Colchester border. This will deliver between 2,200 and 2,500 homes, 7 hectares of employment land and provision for Gypsies and Travellers within the Plan period (2013-2033) as part of an

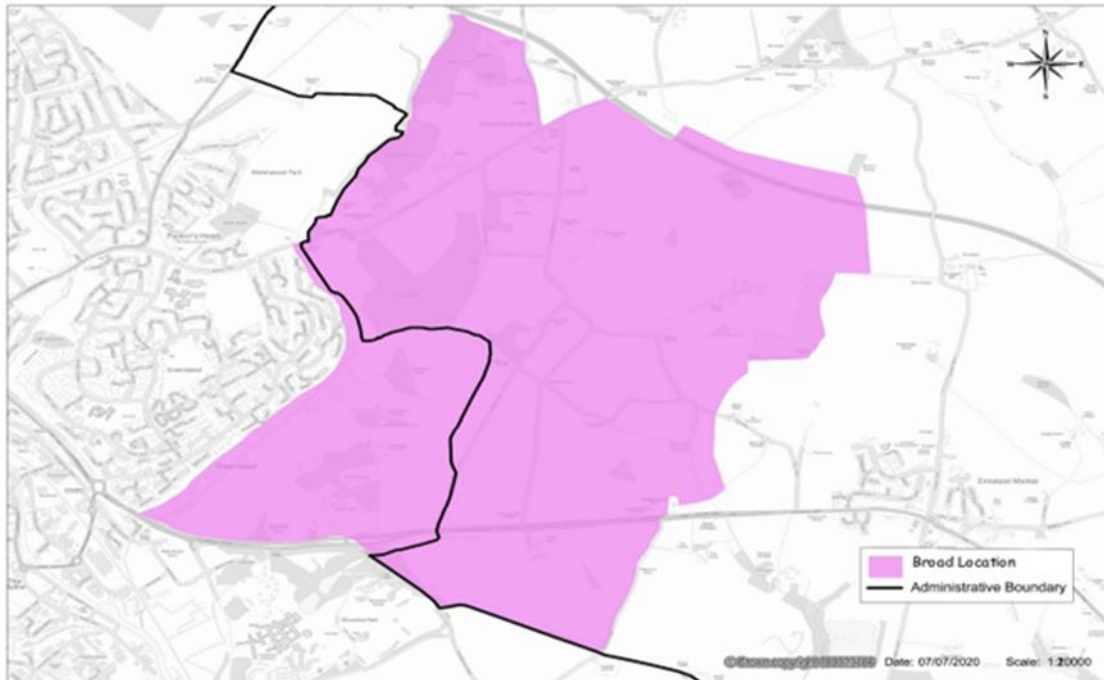
expected overall total of between 7,000 and 9,000 homes and 25 hectares of employment land to be delivered beyond 2033. It states that a DPD will be prepared for the Garden Community, containing policies setting out how the new community will be designed, developed and delivered in phases, in accordance with 14 principles set out in the policy.

1.8 Policy SP9 of the Section 1 Local Plan sets out that the DPD will define the boundary of the new community and the amount of development it will contain. This policy also includes principles that the DPD and any planning application will address and requirements for the design, development and delivery of the Garden Community.

The Plan Area

1.9 The broad location identified for the Garden Community in the Section 1 Local Plan lies to the east of Colchester and west of the settlement of Elmstead Market within Tendring District. It takes in land that lies within the districts of both Colchester and Tendring. This broad location also takes in sections of the A120 and A133. The University of Essex Colchester Campus borders the southern area of the broad location and to the south of the A133. The location of the broad location for the Garden Community is shown in Map 10.2 of the Section 1 Local Plan and reproduced in Figure 1.1 below.

Figure 1.1: Tendring Colchester Borders Garden Community - Broad Location



1.10 The DPD contains detail about the growth of the Garden Community and the specific requirements that developers will be expected to follow when applying for planning permission and carrying out the development. The structure of the DPD follows some overarching ‘themes’ from which a vision from the Garden Community has been drafted. These themes emerged from the main requirements for the Garden Community set out in the Section 1 Local Plan, the National Model Design Code, the main topics of interest raised and discussed during public engagement activities and wider evidence gathering that have fed into the masterplanning and policy writing process. Policies are set out to guide development at the site in relation to topics related to each theme. Since the appraisal of the Regulation 19 DPD, the format/numbering of the policies has changed, but the SA findings have not. The policies that were appraised in the May 2023 SA report are set out below. If a policy has been updated in any way the update is presented in parentheses.

- Policy 1: Land Uses and Spatial Approach – sets out how different parts of the site are expected to be developed and protected as well as detailing

requirements for additional future masterplanning and design codes for the site.

- Policy 2 (now Policy 4 and renamed Meeting Housing Needs): Requirements for all New Development – sets out the minimum design criteria against which the Councils will consider all development proposals for the Garden Community and any subsequent developments or changes of use.
- Policy 3 (now Policy 2): Nature – sets out requirements for the protection of habitats and designated biodiversity assets as well as the protection and enhancement of green infrastructure.
- Policy 4 (now Policy 3 and renamed Place Shaping Principles): Buildings, Places and Character – sets out the Councils' expectation for the Garden Community to be unique and distinctive in its character and appearance and for the new homes to meet high standards for a range of users.
- Policy 5: Economic Activity and Employment – sets out the approach for the economic growth of the Garden Community alongside support for the education and training of its residents, with the aim of creating at least one job per new household within or in close proximity to the Garden Community.
- Policy 6: Community and Social Infrastructure – requires the provision of a full range of services and facilities at the Garden Community with the requirement for these to be delivered to align with each phase of development.
- Policy 7: Movement and Connections – requires the movement towards net zero carbon transport by 2050, with measures including services and facilities accessible by active modes in accordance with the principle of a walkable 15-minute neighbourhood and the incorporation of a new rapid transit system.
- Policy 8: Sustainable Infrastructure – sets out the approach to provide energy efficient and sustainable buildings and create places which are resilient to change and will support decisions by residents who wish to live lower impact lives.

- Policy 9: Infrastructure Delivery and Impact Mitigation (now named Infrastructure Delivery, Impact Mitigation and Monitoring) – sets out the approach to achieve the required and appropriate level of infrastructure in a timely manner for the sustainable development of the Garden Community.

Methodology

1.11 The approach to assessing the SA implications of the proposed Main Modifications firstly involved considering each proposed modification as set out in the Schedule of Main Modifications. A column was added to the Schedule of Main Modifications to consider and record whether the proposed modification would be likely to change the SA findings presented in the Regulation 19 SA Report. Many of the proposed modifications relate to providing clarity and additional detail. The Schedule of Main Modifications with the additional SA implications column is presented in **Appendix A** of this SA Addendum. The SA findings are also summarised in the main body of this report.

1.12 In the Schedule of Main Modifications, the Council also noted minor modifications. These were reviewed but it was considered that none of them would significantly alter the previously reported SA findings.

SA framework

1.13 The assessments reported in this document used the same sustainability objectives that provided the framework for the SA work at earlier stages of plan preparation, as reproduced below. The SA objectives are set out first followed by sub questions. The sub questions are not intended to be exhaustive but helped to guide identification of the likely sustainability effects of the DPD.

Form of assessment and use of SA matrices

1.14 The SA uses colour-coded symbols to indicate the likely sustainability effects of a policy in relation to each SA objective. Table 1.1 shows how these symbols were applied during appraisals.

Table 1.1: Key to symbol and colour coding used in the SA

Symbol and Colour Coding	Description
++	Significant positive effect likely.
++/-	Mixed significant positive and minor negative effect likely.
+	Minor positive effect likely.
+/-	Mixed minor positive and minor negative effect likely.
-	Minor negative effect likely.
--/+	Mixed significant negative and minor positive effect likely.
	Significant negative effect likely.
0	Negligible effect likely.
?	Likely effect uncertain.

SA Objective 1: To create safe environments which improve quality of life, community cohesion

Appraisal questions

- Does it seek to improve / supply community facilities for young people?
- Does it seek to increase cultural activities or suitable development to stimulate them? Does it seek to support cultural identity and social inclusion?
- Will there be measures to increase the safety and security of new development and public realm where residents can partake of frequent and unplanned social interactions?
- Will it support design which reduces the potential for crime or anti-social behaviour?

SA Objective 2: To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford

Appraisal questions

- Will it increase the range and affordability of housing to support the growing population and for all social groups?
- Does it respond to the needs of an ageing population?
- Does it seek to provide appropriate rural affordable housing?
- Will it deliver well designed and sustainable housing?

- Will it contribute to meeting Gypsy and Traveller pitch requirements of the GTAA?
- Will it help to deliver a suitable mix of housing sizes, types and tenures to meet local needs?

SA Objective 3: To improve health/reduce health inequalities

Appraisal questions

- Will it ensure access to and prevent overburdening of health facilities, including primary, acute and emergency services, including through the provision of new infrastructure of this type?
- Will it ensure access to sport and recreation facilities, open space and accessible natural green space, including through the provision of new infrastructure of this type?
- Will it encourage access by walking or cycling?

SA Objective 4: To ensure and improve the vitality and viability of centres

Appraisal questions

- Does it seek to prevent loss of retail and other services or deliver these types of services in locations where they are accessible to a large number of residents?
- Does it support the creation of new viable centres while promoting and enhancing the viability of existing centres?
- Does it seek to locate development close to centres?

- Does it seek to locate development within easy public travelling distance to town centres?
- Does it seek to improve public transport networks to town centres?

SA Objective 5: To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways

Appraisal questions

- Will it improve the delivery of a range of employment opportunities to support the growing population?
- Will it tackle employment associated deprivation?
- Will it enhance the area's potential for tourism?
- Will it promote development of the ports?
- Will it support business innovation, diversification, entrepreneurship and changing economies while building on links to nearby employment sites?
- Does it seek to improve links to and enhance existing training and learning facilities and/or create more facilities?
- Will the employment opportunities available be mixed to suit a varied employment skills base?
- Will it provide new residents with appropriate space and infrastructure (including ultra-fast broadband) as to allow for homeworking?

SA Objective 6: To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity

Appraisal questions

- Will development have a potential impact on a national, international or European designated site (SPA, SAC, Ramsar, SSSI)?
- Will it maintain and enhance sites otherwise designated for their nature conservation interest?
- Will it conserve and enhance natural/semi natural habitats, including those that are not presently designated?
- Will it conserve and enhance species diversity, and in particular avoid harm to indigenous BAP priority species?
- Will it result in biodiversity net gain?

SA Objective 7: To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion

Appraisal questions

- Will it increase and/or improve the availability and usability of sustainable transport modes, including infrastructure for electric vehicles?
- Will it seek to encourage people to use alternative modes of transportation other than private vehicle?
- Will it support the viability of existing public transport and lead to the integration of different transport modes?

- Will it improve rural public transport?
- Does it seek to increase the uptake or viability of walking and cycling as methods of transportation, through new infrastructure or integration?
- Will it support an increased level of self-containment in the area through the incorporation of services and facilities and employment floorspace to meet a high proportion of residents needs in the locality?

SA Objective 8: To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development

Appraisal questions

- Will it contribute positively to reduce social exclusion by ensuring access to jobs, shopping, services and leisure facilities for all?
- Does it seek to concentrate development and facilities where access via sustainable travel is greatest?
- Does it seek to minimise congestion at key destinations / areas that witness a large amount of vehicle movements at peak times?
- Would the scale of development require significant supporting transport infrastructure in an area of identified need?
- Will it ensure adequate school places (through expansion / new facilities) and early years provision to support growth as well as supporting good access to these types of facilities?
- Will it ensure the required improvements to utilities infrastructure?
- Will it ensure access to and necessary increases in capacity to GP services?

- Will it ensure access to and necessary increases in capacity to acute healthcare services?
- Will it provide a suitable amount of sports, recreational, leisure and open space facilities?

SA Objective 9: To conserve and enhance historic and cultural heritage and assets and townscape character

Appraisal questions

- Will it protect and enhance designations, features and areas of historical, archaeological and cultural value in both urban and rural areas?
- Will it have a negative impact on the significance of a designated historic environment asset or its setting?
- Does it seek to enhance the range and quality of the public realm and open spaces?
- Will it reduce the amount of derelict, degraded and underused land?
- Does it encourage the use of high quality design principles to respect local character?
- Will / can any perceived adverse impacts be reduced through adequate mitigation?

SA Objective 10: To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation

Appraisal questions

- Will it reduce emissions of greenhouse gases by reducing energy consumption?
- Will it lead to an increased generation of energy from renewable sources?
- Will it encourage greater energy efficiency?
- Will it improve the efficient use of natural resources, minimising waste and promoting recycling?
- Will it support the siting and design of development as to adapt to climatic change through measures such as the incorporation of green infrastructure, building orientation and choice of materials?
- The contribution promoting more sustainable modes of transport can make to limiting carbon emissions is addressed through SA objective 7: sustainable travel.

SA Objective 11: To improve water quality and address water scarcity and sewerage capacity

Appraisal questions

- Will it lead to no deterioration on the quality of water bodies?
- Will water resources and sewerage capacity be able to accommodate growth?
- Does it seek to support the recycling of rainwater and greywater?

SA Objective 12: To reduce the risk of fluvial, coastal and surface water flooding

Appraisal questions

- Does it promote the inclusion of Sustainable Drainage Systems (SuDS) in new developments and will their integration be viable?
- Does it seek to avoid development in areas at risk of flooding (fluvial, coastal, surface water) and where this is not possible ensure that development is safe?
- Does it seek to avoid increasing flood risk (fluvial, surface water, groundwater) in areas away from initial development?

SA Objective 13: To improve air quality

Appraisal questions

- Will it improve, or not detrimentally affect air quality along the A12, A120 or A133?
- Will it help to limit traffic within AQMAs within Colchester and surroundings?
- Does it seek to improve or avoid increasing traffic flows generally?

SA Objective 14: To conserve and enhance the quality of landscapes

Appraisal questions

- Will landscapes sensitive to development be protected?

- Will it lead to rural expansion or development outside development boundaries/limits that increases coalescence with neighbouring settlements?
- Is the scale / density of development in keeping with important and valued features of the local landscape and the existing rural character of the site and surrounding small settlements?
- Will it help to conserve and enhance existing natural landscape features within the site?
- Will it help to conserve and enhance the existing rural urban fringe and support the integration of development within the natural context?

SA Objective 15: To safeguard and enhance the quality of soil and mineral deposits

Appraisal questions

- Will it avoid the loss of high quality agricultural land?
- Will it avoid the sterilisation of mineral deposits / is the site within a Minerals Safeguarding Area (MSA)?
- Will it support or lead to the remediation of contaminated land, avoiding environmental pollution or exposure of occupiers or neighbouring land uses to unacceptable health risk?
- Will it support the efficient use of land resources, by achieving appropriate densities of development thereby limiting the need for the development of greenfield land?

Modifications to policies

1.15 This section outlines the proposed modifications to the DPD since the Reg 19 stage and presents the SA findings for these. The proposed modifications and whether they affect the SA findings are set out in **Appendix A**.

1.16 The proposed main modifications to Policy 2: Nature alter the findings of the SA because the added requirement for development proposals to include an Air Quality Assessment will help to further limit the potential for air quality issues to arise in the Garden Community and wider area. Therefore, **the minor positive effect in relation to SA objective 13: air quality has been strengthened to a significant positive effect**. Table 1.1 below shows the revised SA findings for Policy 2: Nature.

Table 1.2: Revised SA findings for Policy 2: Nature

SA Objective	Policy 2
SA 1: Safety and community cohesion	+
SA 2: Housing	-
SA 3: Health	+
SA 4: Vitality and viability of centres	0
SA 5: Economy	-
SA 6: Biodiversity and geological diversity	++
SA 7: Sustainable travel	+
SA 8: Services and infrastructure	+
SA 9: Historic environment and townscape	+
SA 10: Energy efficiency and climate change	+

SA Objective	Policy 2
SA 11: Water resources and quality	+
SA 12: Flood risk	+
SA 13: Air quality	++
SA 14: Landscape	++
SA 15: Soils and minerals resources	+

1.17 The rest of the other main modifications will have no effect on the appraisals of the key vision themes, principles and objectives and the rest of the policies.

Summary of HRA Findings

1.18 LUC has reviewed the HRA Addendum prepared by Place Services (July 2024). This assesses the effects of the Main Modifications and concludes that those modifications will not have any Adverse Effect On Integrity (AEOI) on any Habitats sites, either alone or in combination with other plans and projects. This is the same as the conclusion of the HRA of the Reg. 19 Plan, which was reflected at paragraph 5.14 of the Reg. 19 SA report. As such, no changes are necessary to the findings of the HRA that were reported in the SA at Reg 19 stage.

Cumulative effects

1.19 This SA of the proposed Main Modifications has identified changes to the sustainability effects of one policy, as summarised above. The following changes are pertinent to the cumulative effects of the plan:

1.20 It is noted that the requirement for an Air Quality Assessment in Policy 2: Nature has now been proposed. A significant positive mixed with a minor negative effect was identified in the SA of the Regulation 19 DPD. The cumulative effects remain unchanged.

Monitoring indicators

1.21 There are also no amendments proposed to the monitoring indicators within the Schedule of Main Modifications.

Appendix A

Schedule of Main Modifications with SA implications

A.1 Just to note this appendix is not in the accessible format because LUC have taken a non-accessible Council document and amended it to include the SA implications.

Main Modifications for Consultation¹

Section	Page No.	Modification Numbers	Notes
GC Policy 1 - Land Uses and Spatial Approach	2	MM2 to MM12	
Policies Map	8	MM14 & MM17	
GC Policy 2 - Nature	9	MM18 to MM27 & MM90	Note MM90 not in numerical order.
GC Policy 3 - Place Shaping Principles	19	MM28 to MM34	
GC Policy 5 - Economic Activity and Employment	22	MM35 & MM38	
GC Policy 6 - Community and Social Infrastructure	23	MM40 to MM50	
GC Policy 7 - Movement and Connections	30	MM51 to MM70	
GC Policy 8 - Sustainable Infrastructure	39	MM71 to MM73	Note MM72 not for consultation as Inspector has not agreed modification.
GC Policy 9 - Infrastructure Delivery, Impact Mitigation and Monitoring	42	MM75 to MM84 & MM91	Note MM91 not in numerical order.
Glossary	49	MM85 & MM91	Note MM91 not in numerical order.
Appendices	50	MM89	

¹ To note this Appendix does not include Minor Modifications as LUC has reviewed them and does not consider that any of them would alter the previously reported SA findings.

GC Policy 1 - Land Uses and Spatial Approach

Mod Ref	Part	Modification	Reason	Does it affect SA findings?
MM2 (Main)	Part A	Amend first point of Part A, page 20: Delivery of circa 7,500 new homes with a range of shops, jobs, services, and community facilities, including education <i>and health and wellbeing provision</i> (see Part B below).	ESNEFT Rep ID.266 To ensure the Plan includes an effective strategy for securing identified infrastructure needs.	No change to SA findings: the change provides greater certainty in relation to required health infrastructure. The provision of health and wellbeing infrastructure reinforces the previously assessed significant positive effect in relation to SA objective 3: health and wellbeing. This is because the combination of the requirement for layout of the site to ensure that a range of services and facilities are easily accessible to residents, which is likely to help promote active modes of transport, and that key infrastructure including that relating to health is provided.
MM3 (Main)	Part B	Amend fifth para, page 22: ...The councils will work with the University of Essex and other partners as appropriate, to deliver the key infrastructure (health, education, <i>ambulance, police, firefighting</i> and other community uses)...	EEAST Rep ID.253 To add emergency services.	No change to SA findings: as above, this modification provides additional detail and clarification, but does not affect the previously assessed significant positive effect in relation to SA objective 3: health and wellbeing.

<p>MM4 (Main)</p>	<p>Part B</p>	<p>Amend last sentence of first para, page 23: <i>Accessibility to services and facilities <u>including those that support health and wellbeing</u>, utilities infrastructure and the Rapid Transit System will be key to determining the phasing of development in the ‘Crockleford Neighbourhood’.</i></p>	<p>ESNEFT Rep ID.266 to ensure that the Policy represents an effective strategy for meeting identified infrastructure needs.</p>	<p>No change to SA findings: as above, this modification provides additional detail and clarification, but does not affect the previously assessed significant positive effect in relation to SA objective 3: health and wellbeing.</p>
<p>MM5 (Main)</p>	<p>Part B</p>	<p>Amend last sentence of last para. page 21: Broad locations for two distinct but interlinked Neighbourhoods, referred to as the ‘South and North Neighbourhoods’ are shown on the Policies Map. The ‘North and South Neighbourhoods’ between them will accommodate around 6,000-6,500 new homes. Development within and across the two ‘Neighbourhoods’ will be phased to ensure housing development is aligned with infrastructure delivery, with an expectation that the early phases of development will begin in the ‘South Neighbourhood’.</p>	<p>Latimer Rep ID.225 Phasing will be agreed via an illustrative phasing plan for the Garden Community, submitted with the hybrid planning application.</p>	<p>No change to SA findings: this modification provides additional clarification and does not affect the SA.</p>
<p>MM6 (Main)</p>	<p>Part B</p>	<p>Amend first sentence of last para. page 22:</p>	<p>Latimer SoCG (SCG06) The RTS and active travel modes are the priority however some flexibility is required</p>	<p>No change to SA findings: this modification provides additional detail and clarification regarding the RTS and active travel modes and does not affect the SA.</p>

		<i>Subject to evidence-based work</i> , the 'South and North Neighbourhoods' <u>are to</u> will each be accessed independently from separate vehicular junctions on the new A120-A133 Link Road (as opposed to the A133 and A120 themselves) in order to give priority to the Rapid Transit System and active travel modes.	in the DPD to fully understand network and road capacities and how this will inform the masterplan work.	
MM7 (Main)	Part B	Amend first sentence of first para. page 23: The 'Crockleford Neighbourhood' will be developed as an individual community that is physically separated from, but connected by walking, cycling and other sustainable transport modes to the 'South and North Neighbourhoods' and the City of Colchester.	Latimer SoCG (SCG06) Depending on the outcomes of local junction modelling along Bromley Road into Colchester, some parcels of development within the Crockleford Neighbourhood may need to access to the Link Road instead of Bromley Road. Suggested wording to reflect this flexibility.	No change to SA findings: this modification provides flexibility and does not affect the SA.
MM8 (Main)	Part B	Amend last sentence of first para. page 23: Accessibility to services and facilities, utilities infrastructure and , the Rapid Transit System <u>and other public transport services</u> will be key to determining the phasing of development in the 'Crockleford Neighbourhood.	Latimer SoCG (SCG06) Acknowledging existing, enhanced and other public transport can support homes as well as the RTS removes pre-judging of phasing at Crockleford.	No change to the SA findings: this modification provides additional detail and clarification, but does not affect the previously assessed significant positive effect in relation to SA objective 7: sustainable travel.

<p>MM9 (Main)</p>	<p>Part E</p>	<p>Amend fourth para. page 24: Land east of the new A120-A133 Link Road and the new 'Business Park' south of the A120, is designated as a Strategic Green Gap. This designation will provide protection to the open countryside to the east of the Garden Community; maintain the long-term physical and visual separation to Elmstead Market, and to assist in protecting the setting of the <i>designated</i> heritage assets of the <i>Grade I Listed</i> Church of St. Anne and St. Lawrence, <i>Grade II* Listed</i> Elmstead Hall, <i>and Grade II Listed</i> Allens Farmhouse and the Round Burrow.</p>	<p>Historic England Rep ID.214 Correction is suggested which removes reference to the 'Round Burrow' due to this asset being unrelated to the context of the Elmstead Strategic Green Gap.</p>	<p>No change to SA findings: this modification provides additional clarification and does not affect the SA.</p>
<p>MM10 (Main)</p>	<p>Part F</p>	<p>Amend first para. page 25: Approximately 25 hectares of land south of the A133 and north of the proposed 'Wivenhoe Strategic Green Gap', is allocated on the 'Policies Map' for new a 'Sports and Leisure Park'. This will facilitate the enhancement of sports facilities required by the University of Essex as part of its plans for long-term expansion and will provide sports and leisure facilities which will be available for use by residents and clubs in the existing community, the proposed Garden</p>	<p>Sport England Rep ID.66 To provide clarity over scope of sports facilities.</p>	<p>No change to SA findings: this modification provides additional detail and clarification but does not affect the previously assessed significant positive effect in relation to SA objective 3: health and wellbeing.</p>

		Community and the University. <u>Where appropriate this will include the provision of indoor and outdoor floodlit facilities.</u>		
MM11 (Main)	Part F	<p>Add new para. after second para. page 25:</p> <p><u>Should the position of the A133 Park and Choose Facility be located south of the A133, its provision and position should be evidenced to demonstrate that it would not prejudice the expansion requirements of the University of Essex or the ability to meet the sports, leisure and open space requirements of the wider Garden Community.</u></p>	<p>Statement of Common Ground SCG04 with the University of Essex.</p> <p>To provide clarity over the provision of the Park and Choose facility should it be located south of the A133, to ensure the full and comprehensive expansion needs of the University could be realised and that the open space requirements of the Garden Community are met.</p>	<p>No change to the SA findings: this modification provides additional clarification regarding the Park and Choose facility and does not affect the SA.</p>

<p>MM12 (Main)</p>	<p>Part J</p>	<p>Amend last para. page 26: The ‘Park and Choose Facility’ will be brought forward alongside early phases <u>first residential phases</u> of development to coincide with the first operation of with the Rapid Transport System. It will have the ability to be expanded over time in response to future demand.</p>	<p>Latimer SoCG (SCG06) A sustainable infrastructure first approach should be adopted at TCBGC and that the RTS will be provided with a Park and Choose facility from the first development parcel phases. “first residential” is used rather than “first” as there may be a requirement for infrastructure enabling works relating to energy etc which would fall under the definition of “first phase” but wouldn’t have any homes associated with it to require an RTS.</p>	<p>No change to the SA findings: this modification provides additional clarification about phasing and does not affect the SA.</p>
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Policies Map

Mod Ref	Part	Modification	Reason	Does it affect SA findings?
MM14 (Main)	Land South of A133	Extension of grey hatching denoting “Sports & Leisure Park: General location of sports pitches, parkland...” to cover existing woodland area south of the A133.	Omission from plan. Modification would correctly illustrate the 25ha allocation for ‘Sports and Leisure Park and University of Essex Expansion’ as required by Policy GC1 Part F.	No change to the SA findings: this modification provides additional clarification on the policies map and does not affect the SA.
MM17 (Main)	Key	Footnote to be added to “30m Woodland Buffer” to clarify that this is for information only.	Reference to the ‘30m’ woodland buffer remains however the Strategic Framework Masterplan states that this is subject to agreement with Natural England at outline stage. Suggest that clarification is added to the legend with the addition of a footnote so that the figure is not seen as an absolute constraint.	No change to the SA findings: this modification provides additional clarification and does not affect the SA.

GC Policy 2 - Nature

Mod Ref	Part	Modification	Reason	Does it affect the SA?
MM18 (Main)	Part A	<p>Remove the last para. page 39 as follows from Part A:</p> <p>Proposals will be required to provide an appropriate amount of Suitable Accessible Natural Greenspace (SANG), in accordance with Natural England (NE) guidance. This will reduce the amount of day-to-day recreational trips to the sensitive Essex coast. Proposals to incorporate the SANG within the new Country Park will be supported where they conform to the principles of the Strategic Masterplan and where evidence, including visitor surveys, is provided to demonstrate that the Salary Brook Local Nature Reserve has sufficient capacity to accommodate any increased visitor usage proposed in order to count towards SANG provision.</p> <p>Create new Part B to read as follows:</p> <p><u>Part B: Suitable Alternative Natural Greenspace (SANG)</u> <u>Proposals will be required to provide an appropriate amount of Suitable</u></p>	<p>Natural England Rep ID.223</p> <p>To provide clarity and accuracy on referenced requirements.</p> <p>Note modification to substitute 'accessible with 'alternative' in 'Suitable Alternative Natural Greenspace' as per NE guidance and representation.</p>	<p>No change to SA findings: this modification provides additional detail and clarification regarding Suitable Alternative Natural Greenspace requirements and does not affect the SA.</p>

		<p><u>Alternative Natural Greenspace (SANG), in accordance with Natural England (NE) guidance. This will reduce the amount of day-to-day recreational trips to the protected habitat sites Essex coast. Proposals to incorporate SANG within the new Country Park will be supported where they conform to the principles of the Strategic Masterplan and where evidence, including visitor surveys, is provided to demonstrate that the Salary Brook Local Nature Reserve has sufficient capacity to accommodate any increased visitor usage proposed in order to count towards SANG provision.</u></p> <p><u>10 The Council will work with Natural England, landowners and stakeholders to agree the extent of SANG provision for each phase of the Garden Community, which must link into a wider network of footpaths, green infrastructure and public open space. Proposals must demonstrate how SANG, and access to it, will be provided for each relevant phase of the development, including access to temporary SANG where required.</u></p>		
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<p>MM20 (Main)</p>	<p>Part B (to become Part C)</p>	<p>Amend last para. page 39:</p> <p>A key principle and part of the distinctive character of the Garden Community will be the green-blue infrastructure network and celebration of the natural and historic environment. Proposals should take every opportunity to integrate green and blue spaces and will be required to demonstrate, both spatially and technically, how they have been integrated into the built form.</p> <p>Examples include: tree lined streets or streets that contain hedgerows appropriate to local character, habitats, and species; insect-attracting plants, hedgerows, log piles, and other places of shelter for wildlife refuge/hibernation within structural landscaping and open spaces; hedgehog friendly features in residential garden boundaries to create linked habitat; dark corridors for bat foraging; green walls and roofs and other measures of incorporating trees and plants into buildings; bat boxes, bricks or lofts and bird boxes; green roofs <i>dual purpose street furniture</i>; and Sustainable Drainage Systems (SuDS).</p>	<p>Essex County Council Rep ID.106</p> <p>Noted that ‘Green Roofs’ are reference twice in this section and recommended alternative wording as the design of street furniture and bin stores can add character to the landscape, reduce clutter, and benefit biodiversity. Modification suggested to provide clarity and correction.</p>	<p>No change to SA findings: this modification provides additional detail and clarification and does not affect the SA.</p>
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<p>MM21 (Main)</p>	<p>Part C (to become Part D)</p>	<p>Amend as follows:</p> <p>Part C<u>D</u>: Protection of Biodiversity</p> <p>Proposals will need to provide the following:</p> <ul style="list-style-type: none"> • Are supported with appropriate ecological surveys where necessary. • Where there is reason to suspect the presence of a protected species (and impact to), or Species/Habitats of Principal Importance, proposals should be accompanied by an ecological survey assessing their presence and, if present, the proposal must be sensitive to, and make provision for their needs and demonstrate the mitigation hierarchy has been followed. • Will minimise fragmentation of habitats. • Maximises opportunities for the preservation, restoration, enhancement, and connection of natural habitats in accordance with the Local Nature Recovery Strategy or future replacements. <p><i><u>Before granting planning consent, wintering bird surveys will be undertaken at the appropriate time of year to identify any offsite functional habitat. In the unlikely event that significant numbers are identified,</u></i></p>	<p>Natural England Rep ID.223</p> <p>To provide clarity and accuracy on referenced requirements with regard to functionally linked land and wintering bird surveys.</p>	<p>No change to SA findings: this modification provides additional detail and clarification regarding wintering bird surveys and does not affect the SA.</p>
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		<p><u>development must firstly avoid impacts. Where this is not possible, development must be phased to deliver habitat creation and management either on or off-site to mitigate any significant impacts. Any such habitat must be provided and fully functional before any development takes place which would affect significant numbers of SPA birds.</u></p> <p>Sensitive habitats should be buffered with additional planting or other agreed appropriate measures wherever possible to discourage access. Appropriate interpretation/signage will be required to help divert visitors away from sites that are sensitive to recreational disturbance, including the use of marketing and promotional material at the point of house sales. Ecologically rich buffer landscapes against existing and new road corridors will be required. The minimum widths of these will be agreed through an appropriate design code or similar.</p>		
MM22 (Main)	Part D (to become Part E)	Amend last point of Part on page 41: Habitat enhancement and creation for delivering biodiversity net gain	Latimer Rep ID.227	No change to SA findings: this modification provides additional detail and clarification and does not affect the SA.

		within the Strategic Green Gaps, Salary Brook Country Park, SANG, and SuDS <i>and other green infrastructure</i> will be supported, where true additionality through stacking of ecosystem services can be demonstrated. <i>Stacking of ecosystem services will be permitted where additionality can be demonstrated, taking account of emerging guidance on stacking from Natural England and Defra.</i>	To provide additional clarity for applicants and future decision maker.	
MM90 (Main)	GC Policy 2 Part D (to become Part E)	Remove last sentence of first point of Part on page 40: As such an ambition is to achieve BNG of 15% on average across the whole masterplan.	The minimum requirement of 10% will be met across the masterplan as required by Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).	No change to SA findings: this modification provides detail regarding the mandatory minimum for BNG and does not affect the SA as this point is set out in the SA.
MM23 (Main)	Part E (to become Part F)	Areas for planting or regeneration should <i>will need to</i> be set out and agreed in the appropriate landscape and green-blue infrastructure strategies and management plans.	Essex County Council Rep ID.107 Recommended minor change to wording to strengthen the policy. Modification suggested to provide clarity, consistency and to strengthen the policy.	No change to SA findings: this modification strengthens policy wording and does not affect the SA.

<p>MM24 (Main)</p>	<p>Part J (new part)</p>	<p><u>Part J: Air Quality</u></p> <p><u>Proposals that might lead to a deterioration in air quality or to an exceedance of the national air quality objectives, either by itself, or in combination with other development, will require the submission of an Air Quality Assessment to be carried out in accordance with industry best practice. This should address:</u></p> <p><u>a) The cumulative effect of further emissions and screening for air quality impacts.</u></p> <p><u>b) Where identified as being required, the proposed measures of mitigation, using good design, technical solutions and offsetting measures that prevent the deterioration of air quality and ensure that National Air Quality Objectives are not exceeded.</u></p> <p><u>c) The identification of measures to secure the safety and satisfactory quality of life for the future occupiers and existing residents. Development must not result in an increased exposure to poor air quality, including odour, fumes and dust, particularly where developments might be occupied or used by vulnerable people.</u></p>	<p>Natural England Rep ID.224</p> <p>To provide clarity with regard to requirements relating to Air Quality.</p>	<p>More sustainable (change to SA effects score):</p> <p>this modification enhances the policy by providing detailed guidance for how to not worsen air quality in the Garden Community. Minor positive effects were identified in relation to SA objective 13: air quality. The proposed Main Modifications will alter the findings of the SA for SA objective 13 as the modification includes the requirement for development proposals to include an Air Quality Assessment which could have a significant positive effect in terms of avoiding deterioration of air quality in the area. As such, the effect of Policy 2 in relation to SA objective 13: air quality has been strengthened from a minor positive effect to a significant positive effect.</p>
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		<p><u>The Air Quality Assessment must be informed by traffic scoping modelling for each relevant phase of development and is required to assess increases in traffic levels on routes that lie within 200m of European Sites whose qualifying features, or the habitats that support them, are sensitive to any related changes in air quality.</u></p> <p><u>All development proposals should promote a shift to the use of sustainable low emission transport modes, to minimise the impact of vehicle emissions on air quality.</u></p>		
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MM25 (Main)	Part I (to become Part K)	Proposals must include a green-blue infrastructure plan, which demonstrates how the scheme reflects and complies with the Strategic Masterplan; the Colchester Tendring Open Space Strategy requirements; the Healthy Living and Play Strategy required by GC Policy 6; <u>appropriate biosecurity standards for sourcing, quarantining, and inspecting plant material supplied to the development required by GC Policy 8</u> ; and demonstrate how green and blue spaces have been integrated into the built form.	Essex County Council Rep ID.115 Recommended minor change to wording to secure the submission of appropriate details at application stage. Modification suggested to provide clarity, consistency and to strengthen the policy.	No change to SA findings: this modification provides additional detail and clarification and does not affect the SA.
MM26 (Main)	Part K (was Part I)	Add: 7. Proposals must be supported by an Air Quality Assessment to be informed by traffic scoping modelling for each relevant phase of development in accordance with industry best practice.	Natural England Rep ID.224 To provide clarity with regard to requirements relating to Air Quality.	No change to SA findings: this modification provides additional detail and clarification regarding air quality requirements and does not affect the SA.

<p>MM27 (Main)</p>	<p>Justification (page 46)</p>	<p>Add additional paragraph: <i><u>Where the surveys show that mitigation is required, development must be phased to deliver habitat creation and management either on- or off-site to mitigate any significant impacts. Any such habitat must be provided and fully functional before any development takes place which would affect significant numbers of SPA birds</u></i></p>	<p>Latimer Rep ID.227 To avoid any ambiguity and allow the detailed and tailored HRA process to inform appropriate and proportionate mitigation requirements.</p>	<p>No change to SA findings: this modification provides additional clarification regarding mitigation requirements and does not affect the SA.</p>
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GC Policy 3 - Place Shaping Principles

Mod Ref	Part	Modification	Reason	Does it affect SA findings?
MM28 (Main)	Part A	It will adopt a landscape led approach to design and build, follow healthy new towns principles, <i>in accordance with Sport England Active Design principles</i> , and <i>achieving</i> secured by design certification.	Sport England Rep ID.68 To provide clarity and accuracy on referenced requirements.	No change to SA findings: this modification provides additional detail and clarification and does not affect the SA.
MM31 (Main)	Part H (was Part I)	Development that will lead to substantial harm to or total loss of significance of a listed building, conservation area, historic park or garden or important archaeological remains (including the setting of heritage assets) will only be permitted in exceptional circumstances where the harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss. Where development will lead to less than substantial harm this harm should be weighed against the public benefits of the proposal. Development affecting the historic environment should seek to conserve and enhance the significance of the heritage asset and any features of specific historic, archaeological, architectural or artistic interest. In all cases there will be an expectation that	Historic England Rep ID.215 The HIA does not consider the potential for below ground archaeology or the impact of the proposed development on archaeology. To address this the suggested wording requires that this would need to be undertaken prior to the determination of any planning application for the site.	No change to SA findings: although this modification provides additional detail regarding below ground archaeology and what is necessary to submit as part of planning applications for the site, the SA findings will not change as a minor positive effect has already been identified for SA objective 9: historic environment and townscape.

		<p>any new development will enhance the historic environment or better reveal the significance of the heritage asset unless there are no identifiable opportunities available.</p> <p><u>Future development must take into account the results and recommendations of the Councils 'Heritage Impact Assessment', and must demonstrate that any negative impacts on the significance of the Grade II* Listed Elmstead Hall, the Grade I Listed Church of St Anne and St Laurence, the Grade II Listed Allen's Farmhouse and the Round Barrows (Scheduled Monument) on Annan Road, and their settings, have been avoided and if this is not possible minimised, through appropriate masterplan design. Proposals that would enhance or better reveal the significance of these assets will be considered positively. Specific mitigation measures must be identified through the preparation of a further detailed Heritage Impact Assessment, and pre-determination Archaeological Assessment, which will inform and be submitted prior to the determination of any application at the site.</u></p>		
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<p>MM32 (Main)</p>	<p>Part H (was Part I)</p>	<p>..... In all cases there will be an expectation that any new development will <u>avoid or minimise any conflict between preserving the significance of a specific heritage asset and any aspect of the proposal</u>. It should enhance the historic environment or better reveal the significance of the heritage asset unless there are no identifiable opportunities available.</p>	<p>Latimer Rep ID.228 To provide additional clarity in line with the wording of the NPPF.</p>	<p>No change to SA findings: this modification provides additional clarification and does not affect the SA.</p>
<p>MM33 (Main)</p>	<p>Part I (was J)</p>	<p>2. A Heritage Impact Assessment and Mitigation Strategy is required to demonstrate the measures that can minimise harm and maximise the potential to enhance the heritage significance of <u>the Grade II* Listed Elmstead Hall, the Grade I Listed Church of St Anne and St Laurence, the Grade II Listed Allen's Farmhouse and the Round Barrows (Scheduled Monument) on Annan Road, and their settings.</u></p>	<p>Historic England Rep ID.215 To provide clarity and accuracy on referenced requirements.</p>	<p>No change to SA findings: this modification provides additional detail and clarification regarding heritage assets and does not affect the SA.</p>
<p>MM34 (Main)</p>	<p>Part I (was J)</p>	<p>4. Design & Access Statement <u>(incorporating an Active Design Assessment in accordance with Sport England Active Design Guidance).</u></p>	<p>Sport England Rep ID.68 To provide clarity and accuracy on referenced requirements.</p>	<p>No change to SA findings: this modification provides additional detail and clarification regarding the Design and Access Statement and does not affect the SA.</p>

GC Policy 5 - Economic Activity and Employment

Mod Ref	Part	Modification	Reason	Does it affect the SA?
MM35 (Main)	Part A	Amend first point of Part A: How delivery of the first phase of business accommodation in each employment area is tied to occupation of housing to provide an alignment between jobs and housing, and any future review of employment allocations will need to take account of market dynamics and best practice and avoid sterilisation of parcels of land.	Latimer Rep ID.229 To provide additional flexibility in providing a balanced delivery of employment and residential uses.	No change to SA findings: this modification amends some policy wording and does not affect the SA.
MM38 (Main)	Justification	Insert additional sentence/para to justification page 76 to read: <i>Student and retired households are excluded from the ambition to achieve one job per household.</i>	Latimer Main Matter 5 Hearing Statement (HS5.1) To provide additional clarity over the aim of achieving one job per household.	No change to SA findings: this modification provides additional detail and clarification and does not affect the SA.

GC Policy 6 – Community and Social Infrastructure

Mod Ref	Part	Modification	Reason	Does it affect the SA?
MM40 (Main)	Part C	Amend third para. page 83: Vehicle free ‘school zones’ must be provided around schools, with the area around the main pupil entrance entirely traffic free and away from streets and car parks , connected by safe and direct walking and cycling routes to the Neighbourhood the school serves.	Latimer SoCG (SCG06) Access will still be required by emergency vehicles and for blue badge users. The wording requires the flexibility to respond to accessible needs and “streets” and “car parks” is ambiguous.	No change to SA findings: this modification amends policy wording around access for emergency vehicles and blue badge users and does not affect the SA.
MM41 (Main)	Part C	Amend third para. page 83: Vehicle free ‘school zones’ must be provided around schools, with the area around the main pupil entrance entirely traffic free and away from streets and car parks, connected by safe and direct walking and cycling routes to the Neighbourhood the school serves. All schools should be well connected to the natural environment to provide the option of providing forest school sessions, <i>and through their design and layout encourage health and wellbeing, especially physical activity (e.g. storage facilities to support cycling, and the promotion of informal physical activity</i>	Sport England Rep ID.69 To strengthen links between health and education.	No change to SA findings: this modification provides additional detail and clarification regarding the link between health and education, but does not affect the SA.

		<i>as well as providing conventional sport and play facilities).</i>		
MM42 (Main)	Part C	<p>Include after bullet point list as paragraph:</p> <p><i><u>The capacity and quantum of schools and early years provision will be subject to an appropriate assessment of the need at the time of submission of future planning application(s).</u></i></p>	<p>Latimer Rep ID.230</p> <p>To provide additional clarity that the number of schools should be evidence led, based on need and demographic studies at the time.</p>	<p>No change to SA findings: this modification provides additional detail and clarification and does not affect the SA.</p>
MM44 (Main)	Part D	<p>The sports and recreation requirements of the Garden Community, as set out in the Colchester and Tendring Sports, Recreation and Open Space Strategy (2022) or any updates to this Strategy, must be met in full in terms of the typology, quantity, quality, and location of facilities provided. <i><u>Proposals will have regard to the potential role of the University’s existing or future sports facilities in meeting the needs of the development in view of the close proximity of the University site and the strategic shared use facilities that are or could be provided to help meet the needs of residents of both the development and the University.</u></i></p>	<p>Sport England Rep ID.69</p> <p>To strengthen links to University/shared sports facilities.</p>	<p>No change to SA findings: this modification provides additional detail and clarification around the relationship between the University and the Garden Community and does not affect the SA.</p>

		<p>Opportunities should be taken to deliver multipurpose facilities well integrated into the built environment and well designed in terms of their landscape settings. The Councils will only consider offsite provision where it is well connected to the Garden Community and/or where it will deliver multiple benefits, including benefits to existing communities.</p>		
MM45 (Main)	Part E	<p>Amend from last para. page 83:</p> <p>Appropriate health and wellbeing services must be provided to new residents and occupiers of the Garden Community from first occupation. Proposals for the development of the Garden Community must <u>reflect national and local health related strategies, consider the evidence provided through relevant Health Impact Assessments including the joint strategic needs assessment (JSNA) and align with the outcomes within the overall ‘Health Strategy’ for the Garden Community, and are anticipated to include:</u></p> <ul style="list-style-type: none"> • <u>Enhancements to existing local facilities, including improvements to primary care provision and wider healthcare services and facilities including but not limited to those at</u> 	<p>ESNEFT Rep ID.267</p> <p>To ensure that the Policy represents an effective strategy for securing all types of healthcare infrastructure (both on and off-site) required to serve the new communities.</p>	<p>No change to SA findings: this modification provides additional detail and clarification regarding the delivery of healthcare infrastructure. This does not affect the SA as the addition of detail for healthcare infrastructure supports the significant positive effects that were already recognised for this policy in relation to SA objectives 3: Health and 8: Services and infrastructure.</p>

		<p><u>Colchester Hospital which will support the provision of acute and community services.</u></p> <ul style="list-style-type: none"> • A new Health and Wellbeing Hub to be provided in the early phases of development (potentially via a phased approach to delivery) (underpinned by the most up-to date evidence base delivered via a phased approach). The facility shall be designed to deliver an integrated service for patients including a cluster of general practitioners, a wide range of diagnostic services and primary care treatment – to minimise the requirement for secondary care treatment at hospital. <u>residents and include consideration of primary, community and acute services and it</u> should be located on an accessible site close to other community facilities <u>and transport infrastructure. Any approach to health and wellbeing will include facilities that provide regard to prevention and health improvement activities.</u> • Flexible space for health provision, located within the Neighbourhood Centres and community buildings. <p>Developers must enter into early conversations with the local NHS</p>		
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		Integrated Care Board through the North East Essex Health and Wellbeing Alliance, and other relevant partners to ensure that proposals reflect current health and social care models. <u>which is the local place-based health partnership so to ensure that proposals reflect current health and social care models, local evidence and need. This partnership vehicle will also be key in supporting the development of the health impact assessment and health strategy for the GC.</u>		
MM46 (Main)	Part G	Amend point 3, page 85: 3. Proposals must be supported by bespoke demographic studies commissioned by the developer to provide a consistent evidence base for the planning of all social and community infrastructure, particularly schools <u>and healthcare facilities. These will also contribute to the health impact assessment.</u>	ESNEFT Rep ID.267	No change to SA findings: this modification provides additional detail and clarification and does not affect the SA.
MM47 (Main)	Part G	Amend point 6, page 85: 6. Proposals must be supported by a Healthy Living and Play Strategy, <u>which will be informed by the Colchester and Tendring Open Space, Playing Pitch, Outdoor Sports and Built Facility -</u>	Sport England Rep ID.69 To strengthen links with 2023 Colchester and Tendring Open Space Strategy.	No change to SA findings: this modification provides additional detail and aims to strengthen the relationship between the DPD and the Colchester and Tendring Open Space Strategy (2023) and does not affect the SA.

		<u>Overarching Strategy (2023) or any updates to this Strategy.</u> This Strategy should demonstrate how the development will be designed to encourage active lifestyles, independence, and wellbeing, through the provision of sites, facilities, and informal opportunities for people to play, socialise, play sport, keep fit and have fun. <u>It must be co-ordinated with other relevant strategies for the development such as the Green Infrastructure Strategy, the Active Travel Strategy and the Active Design Assessment.</u>		
MM48 (Main)	Part G	9. Proposals for educational use/buildings should be accompanied by a ‘Community Use Statement/ <i>Plan</i> ’ to be agreed by the authorities and <u>which must be approved as part of any planning permission granted and secured by way of a Community Use Agreement through an appropriate legal agreement.</u>	Sport England Rep ID.69 To provide clarity with regard to securing community use of education facilities.	No change to SA findings: this modification provides additional detail and clarification regarding use of education facilities by the community and does not affect the SA.
MM49 (Main)	Justification	Amend Justification Text: Para 2, Page 86 to read: “Community and social infrastructure covers a wide range of facilities, such as health; <u>ambulance; police; firefighting;</u> education; sports; recreation and	EEAST Rep ID.257 Plan text not fully ‘justified’ as the paragraph omits reference to key infrastructure in the form of ambulance, police & firefighting facilities.	No change to SA findings: this modification provides additional detail and does not affect the SA.

		greenspace; places of worship; community halls; public houses and cultural infrastructure...”		
MM50 (Main)	Justification	<p>Insertion of new paragraph after Para 3, Page 88 to read:</p> <p><i><u>The health strategy for the Tendring Colchester Borders Garden Community will be dependent on various factors including capacity in existing neighbouring primary care facilities, workforce recruitment, funding streams, NHS clinical and service strategies and NHS building design approaches. A comprehensive, evidence based HIA will be carried out engaging with all local health and care partners and local communities to ensure that a robust view of need is assessed. The strategy shall be designed to ensure that health is designed into the Garden Community and that any new infrastructure delivers an integrated service for the population. A consideration on the wider impact of the development on key health stakeholders including Public Health, primary, secondary and acute inpatient and outpatient facilities, ambulance, police, firefighting and others within the local partnership will need to be taken into account and mitigation of any impact appropriately provided.</u></i></p>	<p>SNEE ICB Rep ID.272 and 273</p> <p>Stresses the importance of the need for a robust HIA process developed through collaborative work and carried out as early as possible.</p>	<p>No change to SA findings: this modification provides additional detail regarding the need for a robust HIA process. This does not affect the SA as the addition of detail for healthcare infrastructure supports the significant positive effects that were already recognised for this policy in relation to SA objective 3: Health.</p>

GC Policy 7 - Movement and Connections

Mod Ref	Part	Modification	Reason	Does it affect the SA?
MM51 (Main)	Chapter 8 – Movement and Connections Illustrative Framework Plan	Page 93, amend footer: The location of specific land uses, facilities and activities <u>and the movement and connection features</u> are illustrative and subject to further masterplanning <u>and Transport Assessment</u> .	Latimer SoCG (SCG06) Whilst illustrative only, this is the only plan that shows vehicular access locations in the DPD so others may add significant weight to its interpretation so options and clarification need to make this clear.	No change to SA findings: this modification provides additional detail and clarification to the movement and connections illustrative framework plan and does not affect the SA.
MM52 (Main)	Part A	Amend third point, page 95: Achieve filtered permeability, restricting the movement of general vehicular traffic between neighbourhoods. <u>This includes amendments to the existing adopted lanes within the site to control and/or restrict vehicular access so the routes can become strategic active travel corridors.</u>	Latimer SoCG (SCG06) The RTS and active travel modes are the priority however some flexibility is required in the DPD to fully understand network and road capacities and how this will inform the masterplan work and vehicle access locations.	No change to SA findings: this modification provides additional detail regarding the RTP and active travel modes and does not affect the SA.
MM53 (Main)	Part A	Amend fourth point, page 95: Demonstrate how modal share targets (the number of trips by walking, cycling, public transport and private vehicle) will be achieved, maximised and monitored in a phased approach <u>and how the targets reflect the ambitions for</u>	Latimer SoCG (SCG06) The mode split targets reflect the land-use quanta tested in the DPD and the Transport Assessment will establish the targets based on detailed forecasting and will be agreed with the highway and planning authority based on the	No change to SA findings: this modification provides some flexibility for the mode split targets within the DPD and does not affect the SA.

		<i>reducing car use over time</i> as outlined in the Tendring Colchester Borders Garden Community Transport Evidence Base Report 2023, and as reflected in the table below.	transport strategy proposed and linked to the phasing strategy for both the development, Park and Choose and Link Road. Review mechanisms for the DPD will allow updates to respond to the developing evidence base.	
MM54 (Main)	Part A	Amend third para. page 96: Proposals for the development of the Garden Community must include planning obligations to support and enable the phased delivery of transport infrastructure of a high standard of design, with the provision of key infrastructure and services for early phases of development to ensure <u>enable and encourage</u> sustainable travel patterns from first occupation.	Latimer SoCG (SCG06) The policy wording change reflects that infrastructure can (alongside promotional measures) enable and encourage sustainable travel but not ensure it.	No change to SA findings: this modification slightly changes policy wording but does not affect the SA.
MM55 (Main)	Part C	Amend final point of Part C, page 98: 'Proposals must demonstrate how the development contributes to:... Ensuring that there is a convenient and high frequency bus <u>public transport</u> service operating that is aligned with the first phase of the Garden Community which will need to be appropriately funded by the developer.	Mr Tim Batts-Neale Rep ID.131 To provide consistent wording in policy.	No change to SA findings: this modification provides additional clarification and does not affect the SA.

<p>MM57 (Main)</p>	<p>Part D</p>	<p>Amend first para. of Part D, page 99: All proposals will need to integrate with the RTS and demonstrate how the RTS can <u>serve</u> provide a direct link to each Neighbourhood Centre.</p>	<p>Latimer SoCG (SCG06) How the RTS will serve each neighbourhood centre will be the subject of plot testing within detailed masterplanning. “Accessibility” rather than “a direct link” avoids introducing a potential conflict with other policies by being prescriptive about the alignment of RTS, for example around school entrance access being vehicle free.</p>	<p>No changes to SA findings: this modification relates to the flexibility needed at this stage for the RTS. This is already reflected in the SA findings for this policy and therefore does not affect the SA.</p>
<p>MM58 (Main)</p>	<p>Part D</p>	<p>Amend third para. of Part D, page 99: It should be ready for operation during the first <u>residential parcels</u> phase of the development to influence sustainable travel behaviour and embed the use of the system and align with the Essex RTS operational model, including the phased delivery plan for services.</p>	<p>Latimer SoCG (SCG06) It is agreed that a quality public transport service must be available during the first phase that generates residential trips and where possible the RTS segregated route be available early. However, flexibility is required in the wording to avoid the wording prejudging the location of the first phase, i.e. that it must be adjacent the safeguarded RTS corridor. The RTS operating route and frequency will be related to the scale and location of a first residential phase but it is agreed they must come together. “First residential” was used rather than “first” as there may be a requirement for infrastructure enabling works</p>	<p>No change to SA findings: this modification provides flexibility in the policy wording around the delivery of public transport. This is already reflected in the SA findings for this policy and therefore does not affect the SA.</p>

			relating to energy etc which would fall under the definition of “first phase” but wouldn’t have any homes associated with it to require an RTS. Alternative wording refers to residential parcels.	
MM59 (Main)	Part D	Amend second para. of Part D, page 99: Proposals should ensure the RTS will be, and will remain highly visible, serving residents of the Garden Community and beyond, and will be served by high quality stops/halts situated to maximise accessibility (including parking provisions for safe/secure/covered storage of cycles/scooters) <i>whilst providing for a fast service.</i>	Latimer SoCG (SCG06) Added wording aligns with other policy references to RTS being a fast service.	No change to SA findings: this modification provides additional policy wording to provide consistency and does not affect the SA.
MM60 (Main)	Part D	Add new para. to end of Part D page 99: <i><u>Before any planning approval is granted for development forming part of the Garden Community a relevant permission must have been secured to provide for the connection from the A133 Section C of the RTS (delivered by ECC under the HIF programme) to both the Park and Choose Facility and the route of the RTS through the Garden Community.</u></i>	To carry forward the adopted policy requirement from the Section 1 Plan to include reference to the delivery and funding of the RTS given that sections of the scheme have been delivered through HIF. The suggested modification will provide appropriate safeguards as per the intent behind the Section 1 Plan policy SP6, updated to reflect the current circumstances.	No change to SA findings: this modification provides additional detail and clarification regarding the delivery and funding of the RTS and does not affect the SA.
MM61	Part G	Amend forth point on page 101:	Latimer SoCG (SCG06)	No change to SA findings: this modification provides additional detail

(Main)		How the design, location and amount of parking seeks to avoid ensures that there is no resulting overspill and inappropriate on-street parking which negatively impacts on...	Design can seek to avoid these issues, it cannot ensure. The monitoring strategy for TCBGC will ensure that unforeseen issues with parking are picked up and addressed in subsequent design phases.	and clarification and does not affect the SA.
MM62 (Main)	Part H	Amend first para of ‘H.2’ page 103: In developing travel plans for proposals within the Garden Community, such plans will be required to take account of the necessary <i>supporting Transport Assessment and</i> processes, measures and monitoring requirements set out within the Shared Section 1 Local Plan, this Plan, <i>and reflect the ambitions set out in the supporting Strategic Masterplan and the transport evidence base for the Garden Community as well as all other relevant local and national policies and guidance.</i>	Latimer SoCG (SCG06) The Transport Assessment will define what is to be agreed for TCBGC and that this should align with the ambitions established in the evidence base. The RTS and active travel modes are the priority however some flexibility is required in the DPD to fully understand network and road capacities and how this will inform the masterplan work and ultimate transport strategy, mitigation packages and mode split targets	No change to SA findings: this modification provides additional detail and clarification regarding the transport strategy and does not affect the SA.
MM63 (Main)	Part I	Amend second point, page 104: <i>Subject to detailed modelling, the Garden Community must <u>aim to</u> restrict vehicular connectivity between individual junctions of the ‘Link Road’, except for public transport and emergency vehicles, apart from the ‘Link Road’ itself”.</i>	Latimer SoCG (SCG06) Latimer’s testing of the capacity of the A133 junction indicates that the Southern Community will require two points of vehicular access to the Link Road. This will be confirmed through detailed modelling in the Transport Assessment, but the policy wording must protect the ability for the Southern Community to have access from the	No change to SA findings: this modification provides additional flexibility regarding vehicular access to the Link Road, but this will be confirmed at a later date. As such it does not affect the SA as the SA notes uncertainty around the Link Road delivery.

			A133 and Tye Lane Roundabouts on the Link Road.	
MM64 (Main)	Part I	Add new para. to end of Part I page 104: <i><u>Before any planning approval is granted for development forming part of the Garden Community the full delivery of the A120-A133 link road must have secured planning consent and a commitment to full funding must be demonstrated.</u></i>	To carry forward the adopted policy requirement from the Section 1 Plan to include reference to the ‘full’ delivery and funding of the Link Road given its delivery is now phased. The suggested modification will provide appropriate safeguards as per the intent behind the Section 1 Plan policy SP6, updated to reflect the current circumstances.	No change to SA findings: this modification provides additional detail and clarification regarding the delivery of the Link Road and does not affect the SA.
MM65 (Main)	Part J	Amend first para. page 105: The modal share targets will be actively monitored throughout the phasing of the development and upon full occupation via the Garden Community Travel Plan. <i><u>The monitoring approach will be agreed through the planning application.</u></i> This Travel Plan document/s will be developed in accordance with to <i><u>reflect</u></i> the latest best practice guidance and support the mode share ambitions set out in this Plan <i><u>and the supporting transport evidence.</u></i>	Latimer SoCG (SCG06) Monitoring progress towards the targets will be essential over the long build out of the development and flexibility must be built into infrastructure triggers to ensure that the transport infrastructure proposed within each development phase addresses the transport conditions at the time. In accordance with” can be interpreted to mean with the modal split targets and strategy in the evidence base. All parties agree that the RTS and active travel modes are the priority however some flexibility is required in the DPD to fully understand network and road capacities and how this will inform the masterplan work and ultimate transport strategy,	No change to SA findings: this modification provides additional clarification regarding the monitoring approach to modal share targets and does not affect the SA.

			and mitigation packages which the Transport Assessment will address.	
MM66 (Main)	Part J	Add para to Part J, Page 105: <i>Both internal Garden Community neighbourhood and external modal splits will be measured and monitored, and robust management and oversight will be activated to see that the targets are met.</i>	Latimer SoCG (SCG06) The RTS and active travel modes are the priority and ambitious mode split targets are important to this and external modal split targets need to be measured and monitored. Monitoring travel patterns of internal trips is more problematic than external trip monitoring regardless of technology. Internal modal split data will be gathered, but this will rely on selfreporting as part of the Travel Plans for the on-site employment, retail, and school travel plans and self-reported travel diaries from residents so will be sample based only. Whilst technology (such as cameras) can count numbers of pedestrians and cyclists on key routes within the site, it cannot determine whether these are internal trips or external trips. This would require facial recognition which presents significant GDPR and data protection issues. The method for obtaining internal and external modal split data will be agreed with Essex and the Councils.	No change to SA findings: this modification provides additional detail regarding the monitoring of travel mode split targets and does not affect the SA.
MM67	Part K	Amend first para of Part K, page 105:	Latimer SoCG (SCG06)	No change to SA findings: this modification provides additional

(Main)		Any planning permission granted for the development of the Garden Community will include planning obligations enabling the phased delivery of transport infrastructure. Some of these have been detailed <u>above and will be redefined based on the findings of the Transport Assessment.</u>	The phased delivery of infrastructure is important. However some flexibility is required in the DPD to fully understand network and road capacities within the TA and how this will inform the masterplan work and ultimate transport strategy, mitigation packages and mode split targets.	flexibility for the transport infrastructure to be confirmed later in the Garden Community development process. This does not affect the SA.
MM68 (Main)	Part K	Amend first para of Part K, page 105: Notably, any planning permission granted for the development of the Garden Community will include a planning obligation enabling the phased delivery of transport infrastructure of a high standard of design, with the provision of key infrastructure for early phases of development to ensure <u>enable and encourage</u> sustainable travel patterns from first occupation in line with modal share targets agreed by the Councils and set out in the Transport Assessment provided by applicants.	Latimer SoCG (SCG06) The policy wording change reflects that infrastructure can (alongside promotional measures) enable and encourage sustainable travel, but not ensure it.	No change to SA findings: this modification slightly changes policy wording but does not affect the SA.
MM69 (Main)	Part K	Amend first point '1' of Part K, page 105: The Transport Assessment must include a Construction Logistics and Traffic Management Strategy that has regard to the latest best practice guidance and <u>the principles of the Healthy Streets for Life Assessment.</u> A copy of the results of the	Latimer SoCG (SCG06) To reflect that the completion of a Healthy Streets for Life Assessment may only be possible at particular stages of the planning process. New wording to be clear principles are incorporated early but the assessment will follow.	No change to SA findings: this modification provides additional detail and clarification and does not affect the SA.

		Healthy Streets for Life Assessment <i>should be provided at the appropriate stage of planning.</i>		
MM70 (Main)	Part K	Amend point '5g' of Part K, page 107: Targets which are monitored and submitted for approval <i>from the outset at a frequency as agreed with the Councils</i> and review by the Councils annually from the outset ; and of the operation of a Transport Review Group (TRG) including terms of reference".	Latimer SoCG (SCG06) For a development this scale, annual monitoring does not give time for the full cycle of monitoring, review, agreement of measures, implementation of measures and evaluation of impacts of the interventions. Wording change to reflect the frequency will be agreed at a later date.	No change to SA findings: this modification provides flexibility for the monitoring schedule and does not affect the SA.

GC Policy 8 - Sustainable Infrastructure

Mod Ref	Part	Modification	Reason	Does it affect the SA?
MM71 (Main)	Part A	Part A, first para. page 117 to read: All buildings must <i>shall</i> be net zero in operation <i>at occupation or, in exceptional circumstances, have an agreed strategy to achieve net zero within five years of occupation,</i> and achieve net zero operational energy balance onsite <i>across the Garden Community.</i>	At the request of Latimer and as discussed on Day 1 of the hearing sessions under Main Matter 8.	No change to SA findings: the new policy wording provides flexibility in relation to the construction of buildings within the Garden Community. As the buildings should still be net zero in operation at occupation or in exceptional circumstances to be achieved within five years of occupation the significant positive effect recognised by the SA for SA objective 10: energy efficiency and climate change remains unchanged.
MM72 See Inspectors Note.	Part A	Part A, second para. page 117 to read: Proposals must demonstrate how new homes <i>and buildings</i> will achieve: <ul style="list-style-type: none"> Space heating demand of <i>15 kWh/m2 GIA/yr or less (except Bungalows which must achieve 20 kWh/m2 GIA/yr or less) than</i> 30kWh/m2/per annum. Total energy consumption (energy use intensity) of <i>35 kWh/m2 GIA/yr or less</i> 40kWh/m2/annum for residential. <i>For non-residential buildings they must achieve a total energy</i> 	To reflect the findings of the most up-to-date technical evidence base and ensure alignment with the Essex Design Guide. Inspectors Note: Suggested Modification NOT agreed. The Essex Design Guide is not part of the Development Plan. Therefore, the suggested modification is not considered reasonable and would be likely to create issues in relation to deliverability.	No change to SA findings: this modification, if incorporated in the adopted DPD, provides additional detail and clarification and would not affect the SA.

		<p><i>use consumption (energy use intensity) of no more than the following (where technically feasible) by building type or nearest equivalent:</i></p> <ul style="list-style-type: none"> - <i>70 kWh/m2 GIA/year or less for offices</i> - <i>65 kWh/m2 GIA/year or less for schools</i> - <i>35 kWh/m2 GIA/year or less for light industrial</i> 		
MM73 (Main)	Part D	<p>Part D, page 118 to read:</p> <p>All buildings must include water efficiency measures and seek to achieve water neutrality. All homes must include water saving measures and, as a minimum, meet the Building Regulations optional tighter water standard of 110 litres per person per day. <u>the Government’s Environment Improvement Plan (Water Efficiency Roadmap) standard of 100 litres per person per day.</u> Proposals should submit a water efficiency calculator report to demonstrate compliance, <u>and developers are encouraged to demonstrate how they can go further utilising integrated water management and a fittings-based approach to minimise potable water use.</u></p>	<p>Anglian Water Rep ID. 123 Affinity Water Rep ID. 99</p> <p>To align with the Government’s Environment Improvement Plan (Water Efficiency Roadmap) intention to require 100 l/p/d in water stressed areas.</p>	<p>No change to SA findings: the new policy wording aligns the policy with the Government’s Environment Improvement Plan (Water Efficiency Roadmap) which will ensure that a standard of 100 litres per person per day is achieved. The significant positive effect recognised by the SA for SA objective 11: water resources and quality remains unchanged.</p>

		<p><u>Non-residential development proposals must demonstrate that water efficiency measures and water reuse have been incorporated in proposals. Where significant non-domestic water use is required, a Water Resources Assessment should be submitted with the planning application following consultation with the relevant water company to ascertain water availability and feasibility of the proposed scheme.</u></p> <p>Proposals must include clear evidence on the approach to water conservation, including the potential for the re-use of greywater and rainwater capture and re-use and should also provide the infrastructure to support options for rainwater re-use in the building design, e.g. rainwater harvesting systems, water saving devices, greywater recycling or other agreed solutions. The Councils will require safe systems and measures to be implemented for all new development within the Garden Community.</p>		
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GC Policy 9 - Infrastructure Delivery, Impact Mitigation and Monitoring

Mod Ref	Part	Modification	Reason	Does it affect the SA?
MM75 (Main)	Part A	Developers will need to make direct provision or contribute towards the delivery of relevant infrastructure as required by the development either alone or cumulatively with other developments, as set out in the <u>'Infrastructure Delivery, Phasing & Funding Plan'</u> or relevant Infrastructure Delivery Plan (IDP) and other policies in this Plan...	Consistency of terminology of documentation reference needed to align with the terminology of the evidence base document with respect to the 'Infrastructure Delivery Plan'.	No change to SA findings: this modification aims to provide consistency throughout the document and does not affect the SA.
MM76 (Main)	Part A	Amendment to fourth paragraph on page 129: “...including the A120-A133 Link Road and Rapid Transit System in accordance with <u>taking into account the conditions of</u> the Housing Infrastructure Fund”.	Latimer Rep ID.238 Modification suggested by Latimer in their representation which the Council agree is acceptable and does not change the intent of the original policy wording.	No change to SA findings: this modification provides additional clarification and does not affect the SA.
MM91 (Main)	Part A	Remove all references to Community Infrastructure Levy Point 1, Page 128: Enter into Section 106 agreements to make provisions to mitigate the impacts of the development where necessary or appropriate. Section 106 will remain the appropriate mechanism for securing land and works along with financial	The CIL charging schedule will be considered separately from the DPD.	No change to SA findings: this modification provides clarification and does not affect the SA.

	<p>Justification</p>	<p>contributions where a sum for the necessary infrastructure is not secured via CIL; and/or</p> <p>Second para, Page 129:</p> <p>The Councils will consider introducing a Community Infrastructure Levy (CIL) and will implement such for areas and/or development types where a viable charging schedule would best mitigate the impacts of growth. Section 106 will remain <u>to be</u> the appropriate mechanism for securing land and works along with financial contributions where a sum for the necessary infrastructure is not secured via CIL.</p> <p>First and second para, Page 131:</p> <p>The Councils will seek contributions from developers to fund improvements to existing infrastructure and the environment and new infrastructure. Contributions will be made through <u>Section 106 agreements which address the provision of affordable housing and the Community Infrastructure Levy (if adopted)</u>, which applies a standard charge to developers to fund supporting infrastructure such as transport, schools, community facilities and health facilities. and/or Section 106 agreements which</p>		
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		<p>address the provision of affordable housing and more site-specific infrastructure requirements. The necessary infrastructure requirements through the use of planning condition and/or planning obligation and/or financial contributions will be through Community Infrastructure Levy (CIL) charges in accordance with The Community Infrastructure Regulations 2019.</p> <p>Some infrastructure providers will fund and deliver infrastructure themselves. Other infrastructure will be funded by developers and landowners, secured by planning obligations or the CIL (if adopted) or its successor as part of the planning permission. On-site infrastructure provision will usually be secured by planning conditions or legal agreements. Off-site provision will usually be secured by legal agreements and through other financial contributions.</p>		
MM78 (Main)	Justification	<p>Amend para 1, Page 129 to read:</p> <p>“The Garden community will require the provision of new physical infrastructure such as footways, cycleways, roads, and sewers; social infrastructure such as health, <i>ambulance, police, firefighting,</i></p>	<p>EEAST Rep ID.259</p> <p>Plan text not fully ‘justified’ as paragraph omits reference to key infrastructure in the form of ambulance, police & firefighting facilities</p>	<p>No change to SA findings: this modification provides additional detail and does not affect the SA.</p>

		education and community facilities, and green infrastructure such as open and recreational spaces.”		
MM79 (Main)	Justification	Amend second paragraph on page 130: “ In negotiating <u>Where</u> planning obligations <u>are required by planning policy and/or to mitigate the impacts of development but are not agreed for development viability reasons</u> , the Councils will require a fully transparent open book viability assessment and that all possible steps have been taken to minimise the residual level of unmitigated impacts. Developers may be required to enter into obligations that provide for appropriate additional mitigation in the event that viability improves prior to completion of the development, <u>provided the additional obligations are required to mitigate the impact of the development.</u> ”	Latimer Rep ID.238 Modification suggested by Latimer in their representation which the Council agree is acceptable and does not change the intent of the original policy wording. The amended wording provides additional clarity that viability assessment would only be required if proposals were not achieving requirement due to viability matters.	No change to SA findings: this modification provides additional clarification and does not affect the SA.
MM80 (Main)	Justification	Amend final paragraph on page 130: “The Councils have prepared an <u>‘Infrastructure Delivery, Phasing & Funding Plan’ which performs the role as the ‘Infrastructure Delivery Plan’...</u> ”	Consistency of terminology of documentation.	No change to SA findings: this modification aims to provide consistency throughout the document and does not affect the SA.
MM81 (Main)	Justification	Amend third paragraph on page 131:	For clarity in relation to the current position in respect of the works that the	No change to SA findings: this modification provides additional clarification and does not affect the SA.

		<p>“Essex County Council, working with CCC and TDC, were successful in attracting funding under the Housing Infrastructure Fund (administered by Homes England) for the delivery of <u>the first phase of the A120-A133 Link Road...</u>”</p>	<p>Housing Infrastructure Fund was being related to.</p>	
MM82 (Main)	Monitoring	<p>Add additional paragraphs before the table of objectives & indicators:</p> <p>Monitoring is a way of assessing the effectiveness of a plan once it is adopted. It helps to identify if plan policies are not being implemented and whether an early review of the plan is required. Monitoring indicators for the Plan will reflect <u>a combination of policy requirements</u>, the indicators monitored in the Councils Authority Monitoring Reports (<u>AMR</u>) and will be <u>are</u> linked to the Sustainability Appraisal (SA) Framework. The table below outlines the Councils monitoring objectives and will evolve over time as the monitoring indicators evolve, <u>relevant Plan policies and monitoring indicators. The AMRs will be used to report the performance of the Plan as well as recommending any actions required to ensure the delivery of the DPD.</u></p> <p><u>Monitoring will be undertaken on an annual basis, with the result being</u></p>	<p>The Councils consider the additional text provides further clarity as to how the effectiveness of the DPD will be monitored over time.</p>	<p>No change to SA findings: this modification provides additional information regarding monitoring of the DPD but these amendments do not affect the SA.</p>

	<p><u>published at the end of each calendar year within both Colchester City Council and Tendring District Council 'Authority Monitoring Reports' (AMRs).</u></p> <p><u>Information on the following objectives and indicators will be collated and assessed by the Councils. The AMRs will contain consistent information on the implementation of policies and the delivery of new development and supporting infrastructure. Where necessary the information will be tailored to the need of each separate Council and AMR approach. The monitoring will have a particular focus on the delivery of development, floorspace and land use change, alongside securing wider policy objectives in relation to infrastructure delivery.</u></p> <p><u>The Councils will also ensure that appropriate monitoring frameworks and approaches are established through the determination and approval of planning applications for the Garden Community, with the associated use of planning conditions and other control mechanisms such as S106 agreements to ensure that appropriate monitoring is undertaken and information provided as the Garden Community is built out.</u></p>		
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<p>MM83 (Main)</p>	<p>Monitoring</p>	<p>Monitoring Indicator of SA Objective 9 on page 134, to be updated as follows:</p> <p>Percentage of journeys to work, <u>to education (and other land uses)</u> by walking and cycling and percentage of journeys to work by public transport.</p>	<p>Tim Batts-Neale Rep ID.249</p> <p>Clarification of text.</p>	<p>No change to SA findings: this modification provides additional clarification and does not affect the SA.</p>
<p>MM84 (Main)</p>	<p>Monitoring</p>	<p>Monitoring Indicator of SA Objective 7 on page 133, to be updated as follows:</p> <p><u>All permissions granted which affect a designated and/or non-designated heritage asset, and/or archaeology sites are in accordance with the policy</u></p> <p>Recorded loss of listed buildings Grade I and II+ (by demolition), Scheduled Monuments or nationally important archaeological sites and assets on the Colchester Local List to development</p>	<p>Philip Robinson Rep ID.179</p> <p>Clarification of text.</p>	<p>No change to SA findings: this modification provides additional clarification and does not affect the SA.</p>

Glossary

Mod Ref	Part	Modification	Reason	Will this affect the SA?
MM85 (Main)	Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily <i>or permanently</i> , but excluding members of an organised group of travelling showpeople or circus people travelling together as such. In determining whether persons are "gypsies and travellers" consideration will be given to the following issues amongst other relevant matters: a) whether they previously led a nomadic habit of life b) the reasons for ceasing their nomadic habit of life c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.	To reflect the outcome of the 'Lisa Smith v SSLUHC [2022] EWCA Civ 1391 dated 31st October 2022' judgement and the 19 December 2023 Government update to the PPTS (notwithstanding the transitional NPPF arrangements).	No change to SA findings: this modification updates text to reflect the outcome of recent judgements and government updates and does not affect the SA.
MM91 (Main)	Community Infrastructure Levy (CIL)	Remove all references to Community Infrastructure Levy Community Infrastructure Levy (CIL) A mechanism by which Councils can set a standard charge on specified development in their area to pay for new infrastructure required to support growth.	The CIL charging schedule will be considered separately from the DPD.	No change to SA findings: this modification provides clarification and does not affect the SA.

Appendices

<p>Mod Ref: MM89</p> <p>(Main)</p>	<p>Does it affect SA findings?</p>																								
<p>Add 'Appendix 4'</p>	<p>No change to SA findings: this modification provides additional detail and does not affect the SA.</p>																								
<p>Appendix 4: Section 2 Plan Status</p> <p>For the purposes of all land within the Site Allocation Boundary of the Garden Community, all policies within the Tendring District Council (TDC) and Colchester City Council (CCC) Section 2 Local Plans will be replaced by the Tendring Colchester Borders Garden Community Development Plan Document (DPD). None of the Section 2 Plan policies will apply to land within the Site Allocation Boundary of the DPD.</p> <p>With regard to the TDC Section 2 Local Plan the following policies will NOT apply to the Site Allocation Boundary of the Garden Community:</p> <table border="1" data-bbox="300 954 1261 1396"> <tr> <td>Policy SPL 1</td> <td>MANAGING GROWTH</td> </tr> <tr> <td>Policy SPL 2</td> <td>SETTLEMENT DEVELOPMENT BOUNDARIES</td> </tr> <tr> <td>Policy SPL 3</td> <td>SUSTAINABLE DESIGN</td> </tr> <tr> <td>Policy HP 1</td> <td>IMPROVING HEALTH AND WELLBEING</td> </tr> <tr> <td>Policy HP 2</td> <td>COMMUNITY FACILITIES</td> </tr> <tr> <td>Policy HP 3</td> <td>GREEN INFRASTRUCTURE</td> </tr> <tr> <td>Policy HP 4</td> <td>SAFEGUARDED OPEN SPACE</td> </tr> <tr> <td>Policy HP 5</td> <td>OPEN SPACE, SPORTS AND RECREATION FACILITIES</td> </tr> <tr> <td>Policy LP 1</td> <td>HOUSING SUPPLY</td> </tr> <tr> <td>Policy LP 2</td> <td>HOUSING CHOICE</td> </tr> <tr> <td>Policy LP 3</td> <td>HOUSING DENSITY AND STANDARDS</td> </tr> <tr> <td>Policy LP 4</td> <td>HOUSING LAYOUT</td> </tr> </table>	Policy SPL 1	MANAGING GROWTH	Policy SPL 2	SETTLEMENT DEVELOPMENT BOUNDARIES	Policy SPL 3	SUSTAINABLE DESIGN	Policy HP 1	IMPROVING HEALTH AND WELLBEING	Policy HP 2	COMMUNITY FACILITIES	Policy HP 3	GREEN INFRASTRUCTURE	Policy HP 4	SAFEGUARDED OPEN SPACE	Policy HP 5	OPEN SPACE, SPORTS AND RECREATION FACILITIES	Policy LP 1	HOUSING SUPPLY	Policy LP 2	HOUSING CHOICE	Policy LP 3	HOUSING DENSITY AND STANDARDS	Policy LP 4	HOUSING LAYOUT	
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Policy LP 5	AFFORDABLE HOUSING	
Policy LP 6	RURAL EXCEPTION SITES	
Policy LP 7	SELF-BUILD AND CUSTOM-BUILT HOMES	
Policy LP 8	BACKLAND RESIDENTIAL DEVELOPMENT	
Policy LP 9	GYPSY AND TRAVELLER SITES	
Policy LP 10	CARE, INDEPENDENT ASSISTED LIVING	
Policy LP 11	HMO AND BEDSITS	
Policy PP 1	NEW RETAIL DEVELOPMENT	
Policy PP 2	RETAIL HIERARCHY	
Policy PP 3	VILLAGE AND NEIGHBOURHOOD CENTRES	
Policy PP 4	LOCAL IMPACT THRESHOLD	
Policy PP 5	TOWN CENTRE USES	
Policy PP 6	EMPLOYMENT SITES	
Policy PP 7	EMPLOYMENT ALLOCATIONS	
Policy PP 8	TOURISM	
Policy PP 9	HOTELS AND GUESTHOUSES	
Policy PP 10	CAMPING AND TOURING CARAVAN SITES	
Policy PP 11	HOLIDAY PARKS	
Policy PP 12	IMPROVING EDUCATION AND SKILLS	
Policy PP 13	THE RURAL ECONOMY	
Policy PP 14	PRIORITY AREAS FOR REGENERATION	
Policy PPL 1	DEVELOPMENT AND FLOOD RISK	
Policy PPL 2	COASTAL PROTECTION BELT	
Policy PPL 3	THE RURAL LANDSCAPE	
Policy PPL 4	BIODIVERSITY AND GEODIVERSITY	
Policy PPL 5	WATER CONSERVATION, DRAINAGE AND SEWERAGE	
Policy PPL 6	STRATEGIC GREEN GAPS	
Policy PPL 7	ARCHAEOLOGY	
Policy PPL 8	CONSERVATION AREAS	
Policy PPL 9	LISTED BUILDINGS	
Policy PPL 10	RENEWABLE ENERGY GENERATION AND ENERGY EFFICIENCY MEASURES	

Policy PPL 11	THE AVENUES AREA OF SPECIAL CHARACTER, FRINTON-ON-SEA
Policy PPL 12	THE GARDENS AREA OF SPECIAL CHARACTER, CLACTON-ON-SEA
Policy PPL 13	ARDLEIGH RESERVOIR CATCHMENT AREA
Policy PPL 14	SAFEGUARDING OF CIVIL TECHNICAL SITE, NORTH EAST OF LITTLE CLACTON/SOUTH OF THORPE-LE-SOKEN
Policy PPL 15	SAFEGUARDING OF HAZARDOUS SUBSTANCE SITE, SOUTH EAST OF GREAT OAKLEY/SOUTH WEST OF HARWICH
Policy CP 1	SUSTAINABLE TRANSPORT AND ACCESSIBILITY
Policy CP 2	IMPROVING THE TRANSPORT NETWORK
Policy CP 3	IMPROVING THE TELECOMMUNICATIONS NETWORK
Policy SAMU1	DEVELOPMENT AT EDME MALTINGS, MISTLEY
Policy SAMU2	DEVELOPMENT AT HARTLEY GARDENS, CLACTON
Policy SAMU3	DEVELOPMENT AT OAKWOOD PARK, CLACTON
Policy SAMU4	DEVELOPMENT AT ROUSES FARM, JAYWICK LANE, CLACTON
Policy SAMU5	DEVELOPMENT SOUTH OF THORPE ROAD, WEELEY
Policy SAH2	DEVELOPMENT LOW ROAD, DOVERCOURT
Policy SAE1	CARLESS EXTENSION, HARWICH
Policy DI1	INFRASTRUCTURE DELIVERY AND IMPACT MITIGATION

With regard to the CCC Section 2 Local Plan the following policies will **NOT** apply to the Site Allocation Boundary of the Garden Community:

SG1	Colchester’s Spatial Strategy
SG2	Housing Delivery
SG3	Economic Growth Provision
SG4	Local Economic Areas

SG5	Centre Hierarchy	
SG6	Town Centre Uses	
SG6a	Local Centres	
SG7	Infrastructure Delivery and Impact Mitigation	
SG8	Neighbourhood Plan	
ENV1	Environment	
ENV2	Coastal Areas	
ENV3	Green Infrastructure	
ENV4	Dedham Vale Area of Outstanding Natural Beauty	
ENV5	Pollution and Contaminated Land	
CC1	Climate Change	
PP1	Generic Infrastructure and Mitigation Requirements	
TC1	Town Centre Policy and Hierarchy	
TC2	Retail Frontages	
TC3	Town Centre allocations	
TC4	Transport in Colchester Town centre	
NC1	North Colchester and Severalls Strategic Economic Areas	
NC2	North Station Special Policy Area	
NC3	North Colchester	
NC4	Transport in North Colchester	
SC1	South Colchester Allocations	
SC2	Middlewick Ranges	
SC3	Transport in South Colchester	
EC1	Knowledge gateway and University of Essex Strategic Economic Area	
EC2	East Colchester / Hythe Special Policy Area	
EC3	East Colchester	
EC4	Transport in East Colchester	
WC1	Stanway Strategic Economic Area	
WC2	Stanway	
WC3	Colchester Zoo	
WC4	West Colchester	

WC5	Transport in West Colchester	
SS1	Abberton and Langenhoe	
SS2	Boxted	
SS3	Chappel and Wakes Colne	
SS4	Copford	
SS5	Eight Ash Green	
SS6	Fordham	
SS7	Great Horkesley	
SS8	Great Tey	
SS9	Langham	
SS10	Layer de La Haye	
SS11	Marks Tey	
SS12a	West Mersea	
SS12b	Coast Road West Mersea	
SS12c	Mersea Island Caravan Parks	
SS13	Rowhedge	
SS14	Tiptree	
SS15	West Bergholt	
SS16	Wivenhoe	
OV1	Development in Other Villages	
OV2	Countryside	
DM1	Health and Wellbeing	
DM2	Community Facilities	
DM3	Education Provision	
DM4	Sports Provision	
DM5	Tourism, leisure, Culture and Heritage	
DM6	Economic Development in Rural Areas and the Countryside	
DM7	Agricultural Development and Diversification	
DM8	Affordable Housing	
DM11	Gypsies, Travellers and Travelling Showpeople	
DM12	Housing Standards	
DM13	Domestic Development	

	DM14	Rural Workers Dwellings	
	DM15	Design and Amenity	
	DM16	Historic Environment	
	DM17	Retention of Open Space	
	DM18	Provision of Open Space and Recreation Facilities	
	DM19	Private Amenity Space DP16	
	DM20	Promoting Sustainable Transport and Changing Travel Behaviour	
	DM21	Sustainable Access to development	
	DM22	Parking	
	DM23	Flood Risk and Water Management	
	DM24	Sustainable Urban Drainage Systems	
	DM25	Renewable Energy, Water Waste and Recycling	

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