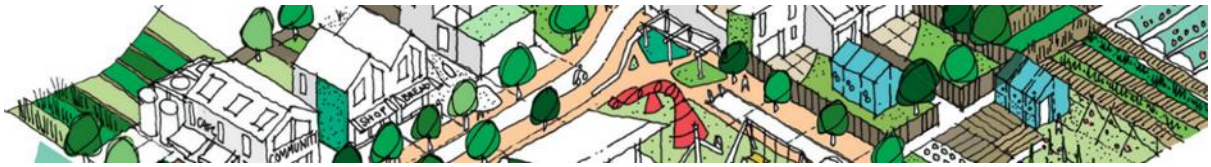
LPAHS9



INDEPENDENT EXAMINATION

Tendring Colchester Borders Garden Community (TCBGC)
Development Plan Document (DPD)

HEARING STATEMENT – LOCAL PLANNING AUTHORITY

Main Matter 9 – Infrastructure Delivery, Impact Mitigation and Monitoring (GC Policy 9: Infrastructure Delivery, Impact Mitigation and Monitoring)

April 2024

Tendring District Council

Colchester City Council

1. INTRODUCTION

1.1 This document is Tendring District Council (TDC) and Colchester City Council (CCC) "the Councils" response to the Matters, Issues and Questions identified for examination by Inspector Graham Wyatt of the Planning Inspectorate, as published on 4 March 2024 (IC3). This is one of nine separate response papers produced by the Councils to address the specific matter and issue as identified on the front page.

1.2 Each response paper includes references to specific evidence which has been relied upon in answering the matters, issues and questions. These reference numbers relate directly to the Examination Library website, where all evidence is published:

Tendring Colchester Borders Garden Community Development Plan Document: Examination Library | Creating a Place for Life (tcbgardencommunity.co.uk)

1.3 As a result of a full and comprehensive review by the Councils of all Regulation 19 representations, and following positive and cooperative engagement with statutory bodies and stakeholders through Statements of Common Ground (SoCG), a series of modifications have been recommended to the DPD Policies and supporting text. Where relevant these modifications are referred to throughout the Councils' Hearing Statements and a full schedule can be found in the 'Schedule of Modifications' (CC4).

2. RESPONSE TO INSPECTOR'S QUESTIONS

Main Matter 9 – Infrastructure Delivery, Impact Mitigation and Monitoring (GC Policy 9: Infrastructure Delivery, Impact Mitigation and Monitoring)

Are the requirements of the Policy justified by appropriate available evidence, having regard to national guidance, and local context?

2.1 Yes, GC Policy 9 is justified by appropriate available evidence, having regard to national guidance, and local context.

2.2 GC Policy 9 comprises of two separate parts. Part A is primarily related to setting out the mechanisms through which infrastructure will come forward in relation to the Garden Community. Part B sets out the statements and assessments that would be required with future planning applications.

2.3 The policy is therefore an overarching infrastructure delivery and impact mitigation policy for the Garden Community. The separate and specific items of infrastructure and the requirements to mitigate impacts of development are set out within the other DPD thematic policies (CD1) and are drawn together as part of the evidence base within the 'Infrastructure Delivery Phasing & Funding Plan' (EB17). As explained within the 'Infrastructure Delivery Phasing & Funding Plan', this plan performs the role as the 'Infrastructure Delivery Plan' (IDP) that is referred to in the DPD.

2.4 The importance of infrastructure is highlighted in national planning policy and guidance. The National Planning Policy Framework (NPPF) states that policies should make provision for a

range of infrastructure, and that policy makers should engage with a wide range of stakeholders including infrastructure providers to understand impacts and requirements.

2.5 GC Policy 9 complies with the NPPF (paragraph 16) as the DPD has been shaped by early, proportionate and effective engagement with all key stakeholders including infrastructure providers. Engagement has occurred both as part of preparing the DPD, with formal consultation as per Regulation 18 (on the Draft Plan) and Regulation 19 (on the Submission Version Plan), as well as specifically in the preparation of topic based evidence base documents. Spatial implications and requirements have been considered throughout the process of preparing the 'Strategic Masterplan' (EB1), and the related stages of establishing the Masterplan Vision (EB2), initial design options and implications (EB3) and the baseline understanding (EB4)

2.6 The policy (and other policies in the DPD which define specific infrastructure needs) complies with the NPPF (paragraph 34) which states that plans should set out the types of infrastructure and contributions required, whilst also ensuring that such requirements do not undermine the deliverability of the plan. In doing so, GC Policy 9 sets out the appropriate mechanisms through which contributions for infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure) are sought.

2.7 Collectively, the infrastructure requirements and levels of anticipated developer contributions have been considered through the 'Financial Viability Assessment Update' (Gerald Eve, April 2023, EB24) which concludes that the proposals are viable and deliverable.

2.8 The policy complies also with the NPPF (paragraph 16) which also advices that plans should avoid the unnecessary duplication of policies, hence the thematic policies set out elsewhere in the DPD refer to specific and general infrastructure needs by theme, but that these need not be duplicated directly within GC Policy 9 which is focussed on setting out the appropriate mechanisms to secure such requirements.

2.9 Several representations express concern over the delivery of specific items of infrastructure. As mentioned above, general and specific requirements are set out throughout the DPD related to the thematic approach to policies. As an overall checklist, Appendix A of this Hearing Statement sets out how specific and general infrastructure requirements have been referenced in the other policies in the DPD, as well as where such items are referred to in the 'Infrastructure Delivery Phasing & Funding Plan' (EB17) and other evidence base documents.

2.10 The Councils would also draw attention to the long-term nature of the Garden Community with development anticipated over a number of phases and anticipated delivery taking in excess of 30 years. The Councils would also note that the proposals will evolve further through the preparation and consideration of planning applications, with the lead developers having responsibility to prepare more detailed proposals and assessments. National Planning Practice Guidance states that "*Where plans are looking to plan for longer term growth through new settlements, or significant extensions to existing villages and towns, it is recognised that there may not be certainty and/or the funding secured for necessary strategic infrastructure at the time the plan is produced. In these circumstances strategic policy-making authorities will be expected to demonstrate that there is a reasonable prospect that the proposals can be developed within the timescales envisaged.* (Paragraph: 059 Reference ID: 61-059-20190315).

2.11 The Section 1 Plan for TDC and CCC included the policy SP6, Part A.1 (a) requiring the DPD to be accompanied by *"An infrastructure delivery strategy and phasing plan that sets out how*

infrastructure, services and facilities will be provided. Infrastructure delivery will align with each development phase and be supported by suitable mechanisms to deliver the infrastructure both on and off-site". The Councils consider that the 'Infrastructure Delivery Phasing & Funding Plan' (EB17) satisfies this requirement and provides an appropriate and proportionate level of detail and assessment of overall infrastructure needs, including information on phasing and costing. The 'Infrastructure Delivery Phasing & Funding Plan' draws all the information together on the range of infrastructure requirements needed to support future development and growth relating to the Garden Community. It includes commentary on its phasing, funding and responsibilities for delivery.

2.12 Work undertaken for the Section 1 Plan provided a thorough baseline position of infrastructure needs, with work related to the Garden Community fully considered and tested via that Examination, with the Garden Community proposal ultimately found sound. A range of additional evidence has been gathered by the Councils to support the DPD, to both update and supplement previous material prepared for Section 1. All this material informed the preparation of the DPD and 'Infrastructure Delivery Phasing & Funding Plan' (EB17) alongside further engagement with key agencies and infrastructure providers.

2.13 Each infrastructure category has been examined in turn identifying the specific infrastructure requirements to support sustainable growth at the Garden Community. The evidence base reflects the available inputs and data as of February 2023. It seeks to provide the most accurate picture of infrastructure requirements and costs at this point in time, and the known and potential sources of funding.

2.14 The information set out should be considered as a 'snapshot in time'. It has also been prepared aligned to the Councils preparation of the 'Strategic Framework Masterplan (EB1). At this stage the work in the strategic masterplan shows how the Garden Community could come forward, with key policy requirements established in the DPD. The Councils recognise, however, that the illustrative approach which forms the basis of the 'Strategic Framework Masterplan' will be reviewed and updated as more detailed design and planning work is undertaken to define proposals, consider impacts and mitigation measures in relation to future planning applications.

2.15 The Councils consider that the DPD has taken an appropriate approach to the definition of both general and specific infrastructure needs within the policies of the DPD, backed by suitable evidence. And that the approach as set out in GC Policy 9 will enable appropriate mitigation to be secured through appropriate planning mechanisms.

2.16 GC Policy 9 is similar in form, scope and wording to policies the CCC and TDC Section 2 Plans which have been examined, found sound and adopted. Equivalent policies are Policy SG7 'Infrastructure Delivery and Impact Mitigation' in the Colchester Borough Council Local Plan 2017-2033, and Policy DI1 'Infrastructure Delivery and Impact Mitigation' in the Tendring District Local Plan 2013-2033 and Beyond: Section 2.

2.17 There were 19 representations on GC Policy 9. A number of these are objections on the basis that there should be greater detail and commitment on the infrastructure required, and that the actual phasing and timing of such items should be set out in the policy.

2.18 As set out above and in Appendix A, the Councils consider that requirements for infrastructure have been appropriately identified throughout the policies in the DPD and align with the information set out in the wider evidence base.

2.19 Several Representations at Regulation 19 noted concerns on scheme viability. These included representation ID.101 (Mr Robinson), 196 (Mr Sunnucks), 247 (Wivenhoe Town Council) and 187 (Elmstead Parish Council). Other representations noted concerns about the general deliverability of infrastructure and its funding. The Councils consider that the 'Financial Viability Assessment Update' (EB24) provides robust and appropriate evidence on the viability of the proposals and has been prepared to include appropriate allowances for all policy and infrastructure costs as set out in the 'Infrastructure Delivery, Phasing & Funding Phasing Plan' (EB17). The wider context and position of the Councils on all viability considerations has been set out in the 'Viability Topic Paper' (TP2).

2.20 The Councils consider that a modification is appropriate in relation to contributions needing to take into account the conditions of the Housing Infrastructure Fund (HIF) (rather than 'be in accordance with') which is considered similar in intent, and recognises that any such conditions cannot take precedence over planning law and practice. The Councils also consider that a modification is appropriate to provide clarity that the reference to requiring and 'Open Book Viability Assessment' would only be necessary in a situation where planning obligations to mitigate the impact of development were not agreed for viability reasons. Both proposed modifications have been included in the 'Schedule of Modifications' (CC4) and are set out in the Statement of Common Ground being prepared with Latimer.

2.21 Several representations question the reference to the use of the 'Community Infrastructure Levy'' (CIL) as a mechanism to secure funding for infrastructure. The introduction of CIL is optional for Local Authorities. The Councils consider that the policy wording in GC Policy 9 is appropriate as CIL remains an option that can be considered by the Councils. Were the Councils to pursue CIL at a later date, this would follow the prescribed approach to consider appropriate rates, for what types of development and over what areas. The process would need to be supported by evidence on viability, involve consultation and be subject to public examination, in line with established planning law and regulations.

Approach to the A120-A133 Link Rd

2.22 The approach to the delivery of the A120-A133 Link Road in light of the Housing Infrastructure Fund (HIF) position has been considered as part of Hearing Statement for Matter 7 on GC Policy 7: Movement & Connections.

2.23 The Councils recognise this to be a particular concern raised in the Representations at Regulation 19 in response to GC Policy 9, as the Link Road is an important element of infrastructure related to the Garden Community. The Councils recognise that the position is different to what had been originally envisaged and that concerns exist relating to the delivery of the full Link Road.

2.24 As set out in the Councils Hearing Statement for Matter 7, Essex County Council (ECC) working in collaboration with CCC and TDC, was awarded £99.9m from Homes England (HE) following a bid submitted to the HIF. The bid covered the construction of a Link Road between the A120-A133 which would provide access to the Garden Community, and the provision of initial works of the RTS linking the Garden Community into the wider area. Such works were scheduled to be completed by March 2025.

2.25 Planning Permission for the Link Road was granted in November 2021 (application ref: CC/TEN/31/21).

2.26 In early 2022, ECC advised HE that there was an estimated increased cost of £21.25m to enable delivery of the full Link Road, and an elongation of the anticipated delivery programme to the end of March 2026. An alternative approach was agreed between ECC and HE, whereby the Link Road was now to be constructed in two phases, with monies secured via HIF to enable delivery of a first phase of the Link Road (maintaining all access junctions to the Garden Community and the A133 connection to the south; A120 connection to the north to be a second phase), alongside unchanged RTS works.

2.27 Given the change in circumstances, and the consequent funding shortfall between the HIF award and cost of the full Link Road, a 'Memorandum of Understanding' (MoU) was agreed between the Councils and Latimer (the master developer of the Garden Community) dated 24th February 2023 (EB18).

2.28 The MoU acknowledged that: *"the adopted Local Plan policy requires a legally binding agreement (s.106 or other suitable legal agreement) to be in place in respect of the funding of the entire Link Road ahead of the approval of planning applications for development at TCBGC*" (para 1.3).

2.29 The MoU went on to confirm that: "*Under this MOU, Latimer as master developer of TCBGC, confirms its commitment to fund the delivery of the second phase of the Link Road as soon as is practically and financially possible to do so in accordance with the emerging Development Plan Document and the general 'infrastructure first' ethos and garden community principles that TCBGC is being planned upon*." (para 1.4)

2.30 The MoU confirms that the parties "*agree to work together to identify future funding opportunities*" (para 1.4) and "*express their preference to fund the second phase of the Link Road through external grant funding opportunities if available and the Parties commit to work together to explore any such opportunities as they arise*." (para 1.7).

2.31 Material presented to the Tendring Colchester Borders Garden Community Joint Committee by the developers on 27th February 2023 stated that: *"Latimer are absolutely committed to the full delivery of the new Link Road" and make specific reference to "including developer contributions towards the funding of the northern connection if necessary".*

2.32 The stated funding requirement of £21.25m has been included in the 'Financial Viability Assessment Update' (EB24) to reflect the additional stated cost escalation of the Link Road. The conclusion of the Update is that the scheme is viable with this cost included.

2.33 The adopted Section 1 Local Plan includes appropriate safeguards to ensure that planning applications for the Garden Community would not be approved until the Link Road had planning permission and funding approval (Policy SP6). The overall deliverability of the scheme and the importance specifically of the Link Rd was an issue considered fully and carefully by the Inspector at Section 1. Paragraph 93 of the Inspector's final report following the Section 1 Examination in Public (dated 10th December 2020) stated that *"In order to secure sustainable development in accordance with national policy, it is necessary for the Plan to set clear strategic guidance on infrastructure requirements for the GC and on the timing and funding of their provision".* The Inspector himself set out Main Modification 11 to insert new text into Policy SP5 (SP6) which referred to the need for planning consent and funding approval of the Link Road before any planning approval could be granted for development forming part of the Garden Community. The Inspector was satisfied that the modification was appropriate to

"*ensure provision of the necessary infrastructure at the right time to meet the needs of the GC".*

2.34 The Councils propose a modification to GC Policy 7 to carry forward the adopted policy requirement from the Section 1 Plan and include reference to the 'full' delivery and funding of the Link Road given its delivery is now phased and the delivery of the RTS connection. It is suggested to include the following additional wording to GC Policy 7 Part I:

> *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.*

It is suggested to include the following additional wording to GC Policy 7 Part D:

> *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.*

The above suggested modifications are considered to provide appropriate safeguards as per the intent behind the Section 1 Plan policy SP6, updated to reflect the current circumstances, and are detailed in the 'Schedule of Modifications' (CC4).

2.35 The Councils consider that delivery of the full Link Road has been assessed appropriately as part of the wider evidence base, that suitable safeguards will be set by the DPD, and that all reasonable measures have been taken to secure appropriate commitments to delivery given the stage that this project is in the planning and delivery process. Future planning applications will need to be considered in relation to detailed consideration of transport matters and implications including the assessment of when the full Link Road will need to be in place in light of impacts and necessary mitigation.

Does the Policy provide clear direction as to how a decision maker should react to a development proposal?

2.36 Yes, the requirements of the GC Policy 9 provide clear direction as to how a decision maker should react to a development proposal.

2.37 GC Policy 9 provides a clear indication of the appropriate planning mechanisms that a decision maker should use to secure the necessary infrastructure requirements for the Garden Community and that this must be in accordance with national policy and the legal tests.

2.38 GC Policy 9 Part A lists criteria that should be considered to ensure infrastructure provision and mitigation requirements are addressed. The policy sets out why contributions are needed, what sort of contributions they could be, how they will be secured and how the Councils will work with other bodies to ensure the right infrastructure needs are met. The policy provides flexibility noting the potential future arrangements around a 'Community Infrastructure Levy' (CIL) charging schedule.

2.39 The policy and supporting text are clear that all proposals for development will be required to make contributions to the cost of infrastructure improvements and/or community facilities,

arising from the need and/or mitigation generated by the proposal, and that contributions will be secured to an appropriate level as part of the planning application process.

2.40 The policy is supported by the 'Infrastructure Delivery Phasing & Funding Plan' (EB17), which has been prepared in accordance with national planning policy and guidance and outlines the process for the delivery and phasing of infrastructure.

2.41 In line with national policy contained in the 2010 CIL Regulations (122) and Planning Practice Guidance, all planning obligations are required to meet the tests of being necessary; directly related to the development; and fairly and reasonably related in scale and kind. All planning obligations concerning infrastructure provision will therefore be justified based on the circumstances of each case. The Councils will expect to support each request for development to contribute to infrastructure provision to be tied to a clear evidence base demonstrating its necessity and relationship to the Garden Community, and that the amount requested is proportionate to the scale of development proposed.

Will the Council's monitoring and review processes for the DPD be effective in assessing the success or failure of delivery and what alternatives might reasonably be provided if necessary?

2.42 Local Planning Authorities (LPAs) have a duty to produce annually an 'Authority Monitoring Report' (AMR). The primary purpose is to share the performance and achievements of the local planning service with the local community. The AMR would generally focus on key areas of delivery, including monitoring progress in plan making and in assessing the success of policies concerned with delivery of development (such as new housing, jobs and infrastructure), protection of the environments and responding to climate change.

2.43 Councils can choose which targets and indicators to include in their monitoring reports as long as they are in line with the relevant UK legislation. The monitoring report also needs to demonstrate how Councils are meeting the requirement to cooperate with other authorities on strategic issues.

2.44 The DPD sets out a monitoring framework that covers a range of important objectives and indicators. These were established in line with the approach considered as part of the preparation of the Sustainability Appraisal (CD4). They were also considered against the matters and indicators that are monitored by the separate TDC and CCC AMRs.

2.45 For completeness, monitoring measures were proposed in the Sustainability Appraisal in relation to all of the Sustainability Appraisal objectives in the Sustainability Appraisal framework. As the proposals move forward into greater detail through the preparation and determination of planning applications, the likely impacts and significance of effects will be able to be identified with more certainty. The Councils consider that a number of the indicators will be key priorities to be monitored and need to be reported in the respective AMRs. Others may be less of a priority over time and hence it may be appropriate to narrow down the monitoring framework as the scheme moves forward through the next planning stages and into delivery.

2.46 At Regulation 19, two Representations noted concern with regard to the 'Monitoring Indicators'. These being ID.179 (Mr Robinson) relating to Heritage Assets and green infrastructure, and 249 (Mr Batts-Neale) relating to sustainable travel behaviour. The Councils

have reviewed and considered the approach to the Monitoring Indicators as set out in the DPD and consider that modifications are appropriate to provide clarity on these indicators. Both suggested modifications have been included in the 'Schedule of Modifications' (CC4).

2.47 The Garden Community is a location specific cross boundary proposal. It will deliver development and outcomes relevant to both CCC and TDC administrative areas. It will therefore need to be monitored and reported as part of preparation of both the Colchester and Tendring AMRs.

2.48 The Councils recognise the importance of the Garden Community and have established a dedicated and shared approach to planning and governing the project. This includes a joint 'Project Team' with Officers from CCC, TDC and ECC, and a statutory 'Joint Committee' with Member representatives from all 3 authorities. The Councils will continue with this shared approach to both decision making going forward and to the monitoring of delivery.

2.49 Monitoring will be undertaken on an annual basis, with the result being published at the end of each calendar year within both CCC and TDC AMRs. Relevant information across the objectives and indicators as set out in the DPD will be collated and assessed by the Councils through this process.

2.50 The separate 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.

2.51 It is anticipated that planning applications will be forthcoming for the Garden Community soon after the DPD is adopted. Various policies within the DPD require more detailed strategies to establish the approach to a range of matters, some of which will also define the most appropriate approach to monitoring and reporting. The Councils will 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.

END.

Appendix A: Infrastructure requirements set out in the DPD & IPDF

Appendix A: Infrastructure requirements set out in the DPD & IPDF

DPD Policy	Infrastructure requirements directly referenced in the DPD policies	Comments from the 'Infrastructure Delivery, Phasing & Funding Plan' (February 2023, evidence base document EB17)
GC Policy 2: Nature	- Creation of green-blue infrastructure network including new open spaces & and green corridors (Part A). - High Quality public realm (Part A). - Tree planting (Part E). - Allotments & productive landscapes (Part F). - Sustainable Urban Drainage & blue infrastructure (Part G). - Contributions required to the Essex Coast recreational Disturbance Avoidance & Mitigation Strategy (RAMS) (Part I).	Section 4.5 of the IDPF sets out the approach to open spaces & green infrastructure. This includes: - Open space standards by typology. - Sports & playing pitch assessments. - Latest RAMS contributions. In relation to phasing, the IDPF sets out the following: - Early delivery of additional open space associated with creating the new Salary Brook Country Park as part of Phase 1. - Advance planting and early provision of sports and leisure uses as part of the Sports and Leisure park located on land south of the A133, as part of Phase 1. - Green corridors to distinguish between the three neighbourhoods, with the east-west corridor delivered late in phase 1/ early phase 2, and the northern corridor between the northern neighbourhood and Bromley Rd Neighbourhood late in phase 3/ early phase 4. - The provision of sports and leisure facilities for the northern neighbourhood (phase 3) and Bromley Road neighbourhood (phase 4). - Local open spaces and facilities throughout and in sync with housing delivery. - The RAMS contribution would be payable in line with the requirements of the Supplementary Planning Document and throughout the delivery all phases.
GC Policy 3: Place Shaping	- Network of integrated green & blue infrastructure (Part B).	As above, green infrastructure elements covered by Section 4.5 in the IDPF. Utilities

	- High quality streets & public open spaces (Part C). - Solutions for waste minimisation, collections, storage & recycling (Part C). - Clear and uniform signage (Part D).	(including waste) is covered in Sections 4.2.& 4.4. The costs of the works have been included within the 'Financial Viability Assessment Update (April 2023, evidence base document EB24) which sets out allowances for waste provision, as well as general allowances in building construction for associated external works. The costs in relation to creating a network of new streets and routes throughout the Garden Community are also included as enabling costs. Elements would come forward in sync with housing delivery and the neighbourhoods across the Garden Community.
GC Policy 5: Economic Activity & Employment	- Active travel integrated into employment areas (Part A). - RTS to link into employment areas (Part A). - Affordable employment space (Part A).	Section 4.1 of the IDPF sets out the approach to transport. This is covered below with respect to GC Policy 7 (Movement & connections). Section 4.6.1 of the IDPF refers to economic development measures. Costs to help attract and create jobs have been included within the 'Financial Viability Assessment Update' (April 2023, evidence base document EB24) which could be used for a range of potential measures.
GC Policy 6: Social & Community infrastructure	- Creation of 'centres' containing services & community facilities (Part A). - Multifunctional community buildings (Part B) - Education, early years & childcare facilities (Part C), including either 1 or 2 secondary school/s, up to 5 primary schools with collocated early years provision and additional stand-alone early years facilities. Additional space must also be provided for co-located Special Education Needs provision. - Sports, recreation & open spaces (Part D)	Section 4.3 of the IDPF sets out the approach to social & community infrastructure. This includes: - Standards (where available) for community meeting spaces & libraries. - Educational needs as advised by Essex County Council (as the lead authority for education) based upon anticipated child yields and demand, and in accordance with other related guidance including the 'ECC Developers' Guide to Infrastructure Contributions' (as revised in 2023, available via ECC here). Proposals will be confirmed through a bespoke demographic study commissioned by the developer.

	- Health & wellbeing services (Part E). - Stewardship arrangements (Part F)	- Health & emergency services based upon engagement with service providers, and to set out a working assumption on potential planning obligations but recognising that this would be subject to refinement and change through subsequent work on a 'Health Impact Assessment' and preparation of a 'Health Strategy' in relation to more detailed masterplanning and proposals to be set out in planning applications. - Sports & Leisure – drawing upon the separate work in the 'Colchester & Tendring Open Space, Playing Pitch, Outdoor Sports and Built Facility – Overarching Strategy' (KKP, January 2023) which has reviewed overall provision across the City and District areas, and also assessed the needs of the Garden Community. In relation to phasing, the IDPF sets out the following: - A first new primary school (and associated early years) anticipated to be required shortly after commencement, early in Phase 1. - Additional primary schools (and early years provision) to be provided for each subsequent phase with appropriate and specific trigger points to be negotiated and resolved through subsequent negotiations on planning obligations. - The new secondary school will anticipated to be needed to be delivered before circa 1,500-2,000 homes are occupied, anticipated early in Phase 2. - Community & health provision to be provided in line with the delivery of each neighbourhood and phase, with a working assumption that Phase 1 and Phase 3 provide enhanced services and facilities, subject to more detailed assessment and

		agreement with key stakeholders and service providers. - Sports & Leisure Park with facilities for both the University and Garden Community residents as part of phase 1. Oher sports facilities provided alongside delivery of the Garden Community neighbourhoods. Stewardship arrangements are not an 'infrastructure' requirement, but the IDPF acknowledges at section 4.6.2 that stewardship will have an important role to play in maintaining and managing elements of local infrastructure. The IDPF assumes developer contributions throughout the delivery of the Garden Community to enable a stewardship body to become operational.
GC Policy 7: Movement and Connections	- Prioritisation of active travel and achievement of modal shift targets (Part A) - High quality public realm around key destinations & facilities (Part A). - Phased delivery of transport improvements to embed sustainable movement patterns from first occupations (Part A). - High quality walking & cycling routes & associated infrastructure (Part B). - Improvements to specific pedestrian & cycle routes (Part B): - Direct links to Knowledge Gateway/University of Essex. - Enhanced connectivity to Colchester City centre including improvements to shared routes between Hythe Station and central Colchester and improvements to Elmstead Road/ Greenstead Road.	Section 4.3 of the IDPF sets out the approach to transport infrastructure. This includes: - Consideration and identification of a range of transport improvements and measures drawing from the additional work undertaken by Essex County Council, Jacobs & ITP and set out in the 'Transport Evidence Base Part 2 – Transport Measures' (evidence base document EB20). This identifies measures across five categories and combined into packages relating to specific areas, routes and corridors. Measures are identified across the following categories: - Active travel. - Public transport. - Traffic management. - Highway capacity. - Travel planning. In relation to phasing, the IDPF (drawing from the work set out in the Transport Evidence Base document) sets out the measures and improvements across a series of 'mitigation phases', namely:

	- Cycle links to St Johns Road and Ipswich Road. - Links to existing and planned routes such as those in the Colchester Local Cycling and Walking Infrastructure Plan. - Colchester Orbital enhancements. - Direct connectivity between any Park and Choose site and the pedestrian and cycle network. - Creation of links to Garden Community green spaces, as well as existing local provisions. - Links to existing communities such as Elmstead Market, Ardleigh and Wivenhoe. - High quality public transport & active travel routes, mobility hubs, bus stops & RTS halts (Parts C and H4). - Convenient & high frequency bus services (Part C). - Rapid Transit Corridor through core of the Garden Community, with works up front and aligned to providing services alongside the build out of the Garden Community (Part D). - Electric vehicle charging taxi ranks (Part E). - Park & Choose facility integrated with the RTS network (Part F). - Electric vehicle charging across the whole development (Part G) - Integration with the A120-A133 Link Road (Part I).	- Mitigation Phase 1 aligned with first completions in 2026 through to the end of the Local Plan period in 2033, with measures required broadly in line with Phase 1 of the Garden Community. - Mitigation Phase 2 aligned to the subsequent period 2033 to 2041, broadly aligned with delivery of Phase 2 of the Garden Community. - Mitigation Phase 3 aligned to the subsequent period 2041 to 2050, broadly aligned with the delivery of Phase 3 of the Garden Community. - Additional measures are anticipated to run beyond the end of Mitigation Phase 4, albeit most measures are expected to be in place prior to Phase 4 of the Garden Community.
GC Policy 8: Sustainable Infrastructure	- Onsite renewable generation (where possible) (Parts A & C). - Digital & future proofed technologies (Part F)	The IPDF addresses wider implication on utilities including electricity, gas and water. This includes allowances for connections and upgrades as appropriate.

		The wider cost planning work which has fed into the Financial Assessment Update' (EB24) has included these costs, together with additional allowances for site enabling, servicing, telecoms ducting and chambers.