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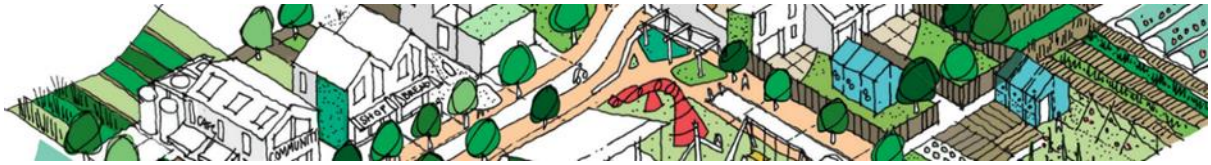


INDEPENDENT EXAMINATION

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

HEARING STATEMENT – LOCAL PLANNING AUTHORITY

Main Matter 7 – Movement and Connections (GC Policy 7: Movement and Connections)

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 to address the specific matter and issue as identified on the front page.

1.2 Each response paper includes a number of 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 7 – Movement and Connections (GC Policy 7: Movement and Connections)

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

2.1 Yes, the requirements of GC Policy 7 are justified by appropriate available evidence, having regard to national guidance, and local context.

2.2 The NPPF (2021) contains a section relating to transport and Paragraph 104 states that '*transport issues should be considered from the earliest stages of plan-making and development proposals…'*. Paragraph 105 of the NPPF (2021) requires '*significant development to be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*'. GC Policy 7 sets out the Councils' expectation for the Garden Community to be walkable, low traffic and livable, in line with requirements in the NPPF and national policy.

2.3 GC Policy 7 is also in accordance with policies contained within the Section 1 Plan including Policy SP6 which requires sustainable transport measures to be provided from first occupation to support the achievement of the target modal shares; and the principles outlined in Policy SP8 including that the Garden Community should be planned '*around a step change in integrated and sustainable transport systems for the North Essex area that put walking, cycling and rapid transit networks and connections at the heart of growth in the area, encouraging and incentivising more sustainable active travel patterns.*'

2.4 The approach taken for the Garden Community complements that set out in the Colchester Future Transport Strategy (July 2022), referenced in Transport Evidence Report (2023) Part 2: Transport Measures (EB20). The Colchester Future Transport Strategy recognises future growth and the demand for additional transport infrastructure, which should prioritise sustainable forms of transport and ensure that the infrastructure required to support growth is in place at the right time.

2.5 GC Policy 7 is justified by appropriate available evidence and a range of technical studies. The primary sources of evidence are as follows:

- Transport Evidence Part 1 – Mode Share Targets (EB19)
- Transport Evidence Part 2 – Transport Measures (EB20)
- Transport and Movement Framework Part 1: Baseline & Analysis (EB21)
- Transport and Movement Framework Part 2: Vision and Principles (EB22)
- Infrastructure Delivery Phasing & Funding Plan (EB17)

2.6 The various sources of evidence have come together as part of a strategic masterplanning process which has drawn together material on the baseline context (EB4), the development of alternative design options (EB3) the articulation of an overall strategic vision (EB2), leading to the preparation of a final 'Strategic Framework Masterplan' (EB1) which draws together all the previous work and wider work across the other relevant themes.

2.7 The Councils have been working with Latimer and National Highways (NH) to provide clarity and to address a number of suggested modifications which stem from their Regulation 19 representations. At the time of writing, a Statements of Common Ground (SoCG) with Latimer and with National Highways have not been finalised, but constructive progress has been made. Suggested modifications are detailed within the Schedule of Modifications (CC4).

Part A: Vision and Design Approach

2.8 GC Policy 7 Part A is aligned with the spatial approach set out in the Section 1 Plan which seeks to establish sustainable travel patterns and maximise use of sustainable and active modes of travel. GC Policy 7 Part A requires that proposals for the Garden Community will need to prioritise movement within the site for sustainable modes and that the design creates permeable neighbourhoods for walking, cycling and public transport.

2.9 The Policy is informed by the evidence base including that set out in 'Transport and Movement Framework Part II: Vision and Principles' (EB22).

2.10 Transport and movement has also been a key theme through the strategic masterplanning process which has drawn together material on the baseline context (EB4), the development of alternative design options (EB3) the articulation of an overall strategic vision (EB2), leading to the preparation of a final 'Strategic Framework Masterplan' (EB1).

2.11 Policy SP6 in the Section 1 Plan states that the DPD for the Garden Community will include '*Target modal shares for each transport mode and details of sustainable transport measures to support their achievement*.' GC Policy 7 Part A is in line with this requirement and sets out modal share targets for the Garden Community. GC Policy 7 requires that proposals for the Garden Community will need to demonstrate how modal share targets will be achieved, maximised and monitored in a phased approach. The modal share targets are informed and justified by the evidence set out in the 'Transport Evidence Report - Part I: Mode Share Targets' (EB19).

Part B: Active and Healthy Travel

2.12 GC Policy 7 Part B ensures that the Garden Community is planned around a network of safe and accessible walking and cycling routes and requires proposals to demonstrate how the development contributes to the ease and prioritisation of active travel through all parts of the site. It is consistent with the approach set out in NPPF paragraph 106 which states that '*Planning policies should provide for attractive and well-designed walking and cycle networks...*' It is also consistent with national guidance including the Governments vision for walking and cycling and requires cycle infrastructure to be designed having regard to Local Transport Note LTN1/20 or subsequent updated guidance.

2.13 Section 1 Plan Policy SP9 requires the DPD to address principles and requirements in the design, development and delivery of the new garden community including securing '*appropriate integration with Colchester and the nearby University of Essex campus by the provision of suitable walking and cycling links and rapid public transport systems and connections to enable residents of the new community to have convenient access to town centre services and facilities in Colchester as well as Elmstead Market.'* The Section 1 Plan Policy SP9 also requires foot and cycleways to be provided throughout the development and connecting with the surrounding areas and countryside, including seamlessly linking key development areas to the University of Essex, Hythe Station and Colchester City Centre.

2.14 GC Policy 7 Part B is in accordance with this policy and sets out details of pedestrian and cycle routes that will connect with the Garden Community and where contributions will be sought towards these routes.

2.15 The detail on active travel measures in the Policy are informed and justified by the evidence set out in the 'Transport Evidence Report - Part Two: Transport Measures' (EB20) and the evidence set out in the 'Transport and Movement Framework Part 2: Vision and Principles' (EB22). High quality active travel routes will have an important role to play in achieving the mode share targets set out in Part A of GC Policy 7.

2.16 The requirements align with the approach as set out in the 'Strategic Framework Masterplan' (EB1), have been included in the 'Infrastructure Phasing Delivery and Funding Plan' (EB17) and have been considered in the 'Financial Viability Assessment Update' (EB24).

Part C: Public Transport

2.17 GC Policy 7 Part C requires proposals to ensure that public transport is a convenient way of moving within the Garden Community and to access destinations further afield, facilitating access to high quality public transport. This accords with national policy outlined in the NPPF which states that transport issues should be considered at the earliest stages of plan making so that opportunities to promote public transport use are identified and pursued.

2.18 The approach in the DPD is also consistent with requirements set out in the Section 1 Plan which requires sustainable transport measures in place to support the achievement of the target modal shares. High quality public transport will have an important role to play in achieving the mode share targets set out in Part A of this Policy.

2.19 GC Policy 7 Part C is informed by the evidence set out in the 'Transport Evidence Report - Part I: Mode Share Targets' (EB19) and 'Part Two: Transport Measures' (EB20). The requirements

align with the approach as set out in the 'Strategic Framework Masterplan' (EB1), have been included in the 'Infrastructure Phasing Delivery and Funding Plan' (EB17) and have been considered in the 'Financial Viability Assessment Update' (EB24).

2.20 In consideration of the Regulation 19 Representations, in response to Representation ID.131 (Mr Batts-Neale) a modification is suggested to the wording of GC Policy 7 Part C, to provide clarification with regard to public transport services being aligned with the first phase of the Garden Community. The suggested modification is as detailed in the Schedule of Modifications (CC4).

Part D: Rapid Transit System (RTS)

2.21 GC Policy 7 Part D requires that the RTS will be constructed on a safeguarded alignment through the core of the Garden Community, ensuring that the RTS will be and will remain highly visible being served by high quality stops/halts to maximise accessibility.

2.22 The Policy is aligned with principles set out in national and local policy and guidance. The Government's Bus Back Better: A National Bus Strategy for England (2021) supports the introduction of RTS services, and the Government has provided funding to support the delivery of offsite RTS infrastructure to serve the Garden Community through the Housing Infrastructure Fund (HIF) administered by Essex County Council (ECC). This is funding off-site works along the proposed route of the RTS into and through the Colchester urban area. The ECCs Bus Service Improvement Plan 2021 to 2026 is its local response to the Government Bus Back Better setting out the local issues relating to the bus network and how local authorities will tackle them and identifies development of bus rapid transit systems in Essex including in Colchester.

2.23 All proposals for the Garden Community are required to enhance and integrate with the RTS, and the Policy requires that the RTS should be ready for operation during the first phase of the development to influence sustainable travel behaviour. This Policy is in line with the NPPF which requires that planning policies '*identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development*.' The RTS will have an important role to play in achieving the mode share targets set out in Part A of this Policy and is aligned with the requirements in the Section 1 Plan.

2.24 Policy GC7 Part C is informed by the evidence set out in the 'Transport Evidence Report - Part I: Mode Share Targets' (EB19) and 'Part Two: Transport Measures' (EB20), and the evidence base that supported the Section 1 Plan. The evidence base sets out the principle for an RTS service and a range of public transport measures to serve the Garden Community. Requirements to bring forward the RTS are incorporated into the 'Strategic Framework Masterplan' (EB1), have been included in the 'Infrastructure Phasing Delivery and Funding Plan' (EB17) and have been considered in the 'Financial Viability Assessment Update' (EB24) and have been considered in the 'Financial Viability Assessment Update' (EB24)

2.25 A number of representations have been made on the routing of the RTS, including by the TCBGC Community Liaison Group (CLG Reg.19 rep ID.143). The HIF routing of the RTS has been checked against 2 alternative options in the 'Transport and Movement Framework Part II: Vision and Principles' (EB22) (para 3.25). This assessment confirmed the HIF funded route which had been informed by a separate consultation exercise undertaken by ECC in Autumn 2019 prior to that. The Section 1 Plan evidence base includes evidence on routing

(Infrastructure EB5.7) - this 2016 report reviewed various routes and recommended that a route via the City Centre was the most attractive and viable. This was then developed into the scheme included in the HIF. ECC using the HIF funding is currently delivering sections of the offsite RTS route, ahead of the development of the Garden Community. A plan of the RTS Route is included at Appendix A of this Hearing Statement. Section A, linking Colchester City Centre northwards serving the main station, the hospital and the existing park and ride is on site and will be completed later this year. Section B includes minor work along the route such as kerbing, preparation for new stops and modification/installation of traffic signals. On Section C advance works have started and ECC are about to appoint a contractor following a competitive tender process for this section along the A133 Clingoe Hill between the Knowledge Gateway Junction and the Greenstead Roundabout. Following appointment of the contractor, construction will commence in Summer 2024. The Garden Community applicant will be expected to connect their section of the RTS into this scheme and provide the RTS route through the site. Further information can be found at: https://www.essexhighways.org/colchester-rapid-transit.

2.26 ECC are developing an Operational Model for the RTS service which will be used to inform future detailed discussions with the applicant and for outcomes to be considered for inclusion within the 'Public Transport Strategy' as required by Part K of the Policy.

2.27 The operation of the RTS will need to be funded through the section 106. It must integrate with other local transport services serving the development especially Crockleford Heath – being the north west area of the Garden Community. The RTS will need to integrate with the existing key public transport services in Colchester to serve a wide range of locations as efficiently as possible.

2.28 The Section 1 Plan includes appropriate safeguards to ensure that planning applications for the Garden Community would not be approved until the RTS had planning permission and funding approval (Policy SP6). The Councils propose a modification to GC Policy 7 to carry forward the adopted policy requirement from Section 1 and include reference to the delivery and funding of the RTS given that sections of the scheme have been delivered through HIF. It is therefore suggested that the following additional wording is included in GC Policy 7 Part D, which will provide appropriate safeguards as per the intent behind the Section 1 Plan policy SP6, updated to reflect the current circumstances:

> *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.*

2.29 The above suggested modification is detailed in the 'Schedule of Modifications' (CC4).

Part E: Taxis – Electric Vehicle Charging Ranks

2.30 GC Policy 7 requires that taxi ranks have access to rapid electric vehicle charging points or similar technology. This is aligned with the NPPF which requires that transport issues are considered from the earliest stages of plan-making and development proposals so that opportunities from changing technology and usage are realised. It is also aligned with national policy and guidance set out in the government's plan to transition to zero emission vehicles

and aims to ensure infrastructure will not be a barrier to the zero-emission transition, and the Government's plan for the roll out of electric vehicle charging infrastructure in the UK.

Part F: Park and Choose

2.31 The Park and Choose facility will include a choice of transport mode, work as a central hub for other modes, and will be developed as part of, and support, the delivery of the RTS. GC Policy 7 requires that all proposals plan for and integrate with the Park and Choose facility. GC Policy 7 Part F is aligned with the principles set out in national and local policy and guidance to achieve a high share of trips by active and sustainable modes of transport and with the requirement in the Section 1 Plan to introduce a package of measures including park and ride facilities and other integrated measures to mitigate the transport impacts of the proposed development on the strategic and local road network. The Policy is informed by the evidence set out in the 'Transport Evidence Report - Part Two: Transport Measures' (EB20) and the Park and Choose facility will have an important role to play in achieving the mode share targets set out in Part A of this Policy.

2.32 Requirements to bring forward the Park & Choose are incorporated into the 'Strategic Framework Masterplan' (EB1), have been included in the 'Infrastructure Phasing Delivery and Funding Plan' (EB17) and have been considered in the 'Financial Viability Assessment Update' (EB24).

Part G: Parking

2.33 GC Policy 7 Part G covers all types of parking including cycle parking and electric vehicle parking. Proposals are required to be accompanied by a parking strategy that demonstrates how the development contributes to the principles of the Garden Community. GC Policy 7 also requires provision for electric charging points associated with residential development proposals to be provided in accordance with the latest government guidance and standards.

2.34 GC Policy 7 is in accordance with national policy including that set out in the NPPF which requires any local parking standards and policies to take into account the accessibility of the development and the availability of public transport, and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. The policy is also in line with the principles outlined in the Section 1 Plan Policy SP8 which states that specific garden community parking approaches should be developed that help promote the use of sustainable transport and make efficient use of land.

2.35 The policy is informed further by evidence contained in the 'Transport and Movement Framework Part 2: Vision & Principles' EB22 and will have a role to play in place making and the mode share targets set out in Part A of this Policy.

Part H: Travel Demand Management

2.36 GC Policy 7 Part H sets out the requirements for travel demand measures that will support the infrastructure measures required in Policy and the expectation that a high share of trips will use active and sustainable modes. The Policy is in accordance with NPPF paragraph 113 which requires '*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*.'

2.37 The Policy includes requirements for development proposals to include a 'Freight Management Strategy', in line with NPPF which states that applications for development should allow for the efficient delivery of goods, and access by service and emergency vehicles.

2.38 The measures set out in GC Policy 7 Part H, including the requirement for mobility hubs, are informed by the evidence base including that set out in 'Transport Evidence Part Two: Transport Measures' (EB20).

2.39 Suitable allowances for travel planning measures have been included in the 'Infrastructure Phasing Delivery and Funding Plan' (EB17) and the 'Financial Viability Assessment Update' (EB24).

Part I: A120-A133 Link Road Connectivity

2.40 GC Policy 7 Part I requires that the A120-A133 Link Road will be constructed on a safeguarded alignment on the eastern side of the Garden Community, giving vehicle access to the Garden Community and linking together two strategic routes (the A120 and the A133).

2.41 The full Link Road has a primary function of providing new integrated transport infrastructure for the proposed Garden Community. Housing Infrastructure Fund (HIF) grant for the Link Road has been secured on the basis that it would provide necessary infrastructure to enable the Garden Community development.

2.42 There is local policy support for the Link Road in the Colchester Future Transport Strategy. The scheme also contributes to improving connectivity locally, easing congestion within the wider Colchester area and optimising the capacity of both the A133 and A120 to support future growth through the provision of a package of integrated transport measures. The Link Road would enable a proportion of existing and future traffic to access the eastern side of Colchester, including the major employment centre at the University of Essex, by following routes that avoid travelling through the urban areas of Colchester.

2.43 The reduction of traffic from the Link Road on the eastern side Colchester, in turn, supports the extension of walking, cycling and bus priority measures within the city, including infrastructure measures for the RTS service which would serve the proposed eastern Park and Choose facility.

2.44 Walking, cycling and horse-riding provisions associated with the Link Road have been designed to provide new network connections, permeability, and a safe crossing point across the Link Road for existing and future land users. This includes an underpass on the Phase 2 section of the Link Road. The Link Road received planning permission in November 2021, and through HIF funding the first phase will be delivered by 2026. The delivery of the scheme is the subject of a separate ongoing Side Roads Order process. The material for this process can be found at:

https://www.essexhighways.org/a120-a133-link-and-rapid-transit

2.45 An Orders Inquiry was held in mid-April 2024. The land having been obtained through negotiation avoided the need for CPO. At the time of submitting the hearing statement the Inquiry has now closed and the Inquiry report awaited on the Side Road Orders.

2.46 Reflecting the above benefits, Policy SP6 of the Section 1 Plan requires that planning consent and funding approval for the A120/A133 Link Road and the RTS is secured before any planning approval is granted for development forming part of the Garden Community.

Phased delivery of the A120-A133 Link Rd

2.47 A particular concern raised in the Regulation 19 Representations is in relation to the phased delivery of the Link Road. The Councils recognise that this is different to what had been originally envisaged and that concerns exist relating to the delivery of the to ensure that the road will be delivered in full Link Road.

2.48 Essex County Council (ECC) working in collaboration with Colchester City Council and Tendring District Council was awarded £99.9m from Homes England (HE) following a bid submitted to the Housing Infrastructure Fund (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.

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

2.50 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.

2.51 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).

2.52 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).

2.53 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)

2.54 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).

2.55 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".*

2.56 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.

This cost is included in the viability assessment at a very early stage alongside the development of the first houses. The conclusion of the Update is that the scheme is viable with this cost included.

2.57 The adopted Section 1 Local Plans 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".*

2.58 The Councils propose a modification to GC Policy 7 Part 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. It is proposed to include the following additional wording, which will provide appropriate safeguards as per the intent behind the Section 1 Plan policy SP6, updated to reflect the current circumstances:

> *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.*

2.59 The above suggested modification is detailed in the 'Schedule of Modifications' (CC4). The Councils recognise the issue of infrastructure and phasing has also been raised as part of Representations on Matter 9 Infrastructure Delivery, Impact Mitigation and Monitoring and further information can be found in the Councils Hearing Statement on Main Matter 9: Infrastructure Delivery, Impact Mitigation and Monitoring.

2.60 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.

Part J: Monitoring, Management and Delivery

2.61 GC Policy 7 Part J requires that monitoring of the modal share targets via the 'Garden Community Travel Plan'. The evidence and the development of the targets are set out in 'Transport Evidence Part 1 – Mode Share Targets' (EB19). The policy also provides a safeguard against the modal share targets not being met.

Part K: Planning Application Requirements

2.62 GC Policy 7 sets out a vision and has detailed evidence base that will be used to inform and test the planning application against. Part K sets out the requirements of the planning application in relation to transport infrastructure and ensuring sustainable travel patterns. A 'Transport Assessment' and a 'Travel Plan' is required which is in line with NPPF paragraph 113: *All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

The Policy requires a 'Public Transport Strategy' to be prepared and approved demonstrating how the requirements of NPPF paragraph 112 in relation to facilitating access to high quality public transport will be met.

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

2.63 Yes, GC Policy 7 provides clear direction to a decision maker when reacting to a proposal.

2.64 The policy provides a number of criteria which are to be considered in any proposal to ensure that development meets the aim set out in the vision and principles for the Garden Community to ensure neighbourhoods are walkable, low traffic and liveable and a place where active and sustainable travel is the natural choice.

2.65 The Policy provides clear criterion to ensure that development prioritises active and sustainable travel throughout the site and sets out any other documents such as Active Design principles in Building for a Healthy Life and LTN1/20 that should be taken into account in order to achieve this. It provides clear information where further work is required to be undertaken as part of the planning application, including information that will be required as part of the Transport Assessment' and criteria on the detail required in a 'Parking Strategy'.

2.66 The policy makes clear the requirement that all proposals are supported by a 'Travel Plan' and that this is required to evidence how development proposals are achieving the modal share targets.

2.67 GC Policy 7 Part K also clearly sets out the requirements for the information that will need to be submitted as part of any planning application for the Garden Community. The Policy provides clear criterion setting out the information that must be prepared and approved prior to the determination of any planning application for development of the site. The criterion includes the type of information to be provided, and where relevant, the approval mechanism.

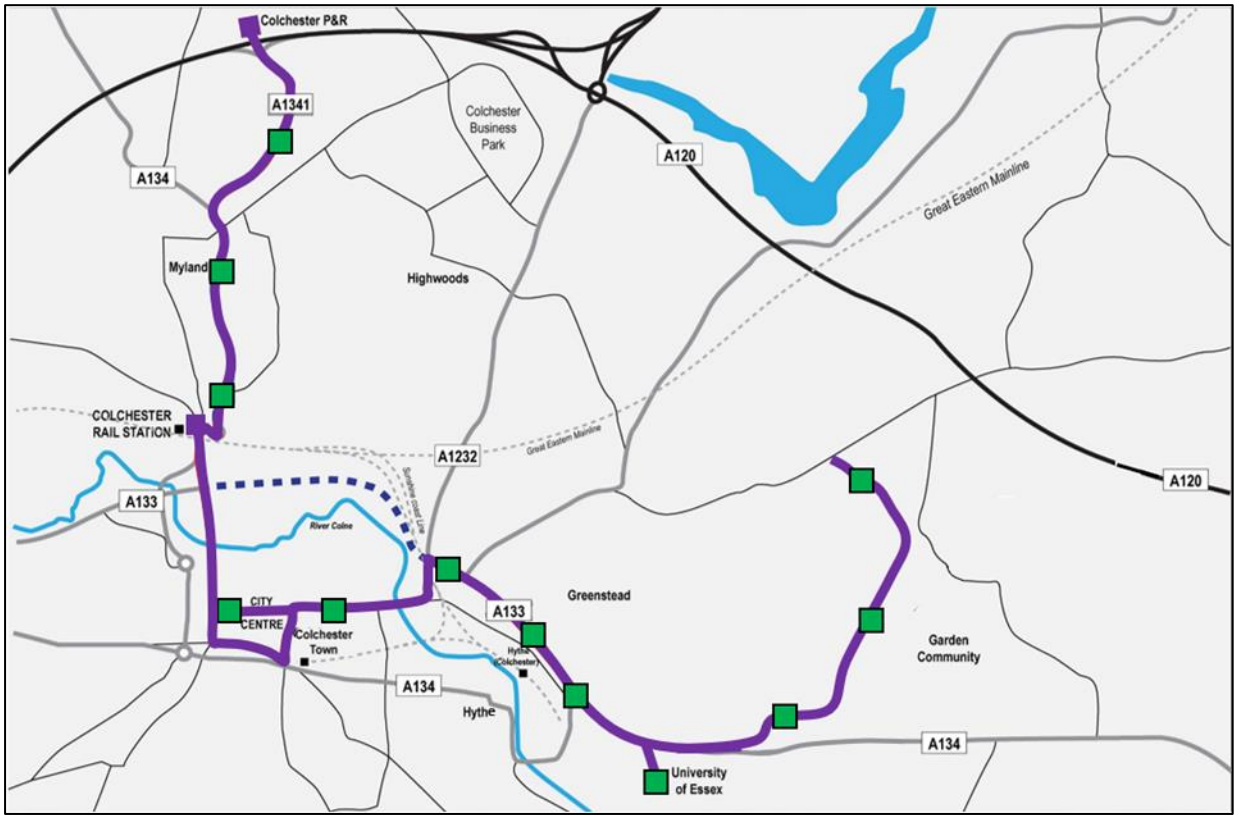
2.68 GC Policy 7 Part J also provides clear direction on monitoring modal share targets through the 'Travel Plan' and approval of the monitoring and reporting mechanisms. The Policy requires the applicant to the fund the cost of monitoring and report via a 'Transport Review Group'.

END.

Appendix A - RTS Route and Sections - Illustrative

Section A: HIF funded - Northern Approaches.

Section B: HIF funded - Kerbing, stops and modification/installation of signalised junctions at various locations along route.

Section C: HIF funded - A133 Clingoe Hill University/Knowledge Gateway to Greenstead Roundabout.

Section D: To be developer funded and delivered with connection from Section C along Clingoe Hill into and through development – exact routing to be determined as part of the future planning application/s.