LICHFIELDS

HS7.1

Tendring Colchester Borders Garden Community Development Plan Document Examination

Matters and Issues Statement

Our ref	62189/01/PR/CW
Date	19 April 2024
ID	127
Representor	Latimer (Tendring Colchester Borders Garden Community) Developments Limited
Prepared by	Stantec

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

Stantec has provided the below response to Matter 7 on behalf of Latimer.

1.0 Question 1: Are the Requirements of the Policy justified by appropriate available evidence, having regard to national guidance and local context?

1.1 Yes. The policy and transport evidence base is consistent with National Policy sustainable development requirements as set out in the National Planning Policy Framework (NPPF) (September 2023), by seeking to reduce the need to travel, exploring opportunities for sustainable transport infrastructure such that a choice of transport modes can be provided. The assessment approach used in the evidence base and policy requirements also considers the need for decarbonisation of transport and the requirements set out in paragraph 15 of the Department for Transport Circular 02/22 to:

"*moving away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including 'vision and validate,' 'decide and provide' or 'monitor and manage')*".

1.2 The transport evidence is considered consistent with Circular 02/2022 paragraph 33 with its inclusion of scenario testing of alternative forecasts and vision-led planning. This has informed the transport measures set out in the Infrastructure Delivery, Phasing and Funding Plan ('IDPFP' ref. EB17) and assessments of impacts of the Garden Community across local and strategic transport networks. However, further information is requested on how the cost estimates allocated against the transport measures were derived given these are stated in the IDPFP.

1.3 GC Policy 7 is consistent with national policy and positively prepared.

Nathaniel Lichfield & Partners Limited (trading as "Lichfields") is registered in England, no. 2778116
Registered office at The Minster Building, 21 Mincing Lane, London EC3R 7AG

1.4 The scenario testing in the transport evidence base, in combination with requirement in GC Policy 7 for monitoring reports and a Transport Review Group (TRN) provide confidence that over the construction and occupation of the development, there would not be an unacceptable impact on road safety and the residual cumulative impacts of development would not be severe with reference to paragraph 111 of the NPPF. Therefore, GC Policy 7 is effective and justified.

2.0 Question 2: Does the Policy provide clear direction as to how a decision maker should react to a development proposal?

2.1 The transport evidence base is proportionate, and Part K of Policy GC 7 provides clear direction on what is expected from a planning application, subject to the subsequent wording changes agreed within Appendix 4, Table 1 of the SoCUG between the Councils and Latimer, which includes the position on transport and highways matters. For ease of reference, these changes are also included at Appendix 1 of this matter 7 statement.

2.2 The requirements for developers set out in Section in Policy GC 7 Part K are consistent with National Policy, requiring evidence of transport impacts, promotion of sustainable transport, decarbonising transport and preparing a Transport Assessment with regard to the principles of "Vision and Validate" in Part K Point 1, consistent with requirements of Circular 02/2022. This policy is informed by a transport evidence base that meets the tests for soundness and further matters of detail between Latimer and the Councils are set out in the SoCUG.

2.3 GC Policy 7 is therefore consistent with national policy, positively prepared, effective and justified with how it sets expectations for decision makers in relation to submitted development proposals.

Appendix 1 Requested Wording Changes to GC Policy 7, Movement and Connections

LICHFIELDS

Text proposed to be inserted is ***bold, italic and underlined.*** Text proposed to be removed in ~~strikethrough~~.

The following amendments are requested by Latimer to **Movement and Connections Illustrative Framework Plan:**

For justification, see Councils/Latimer SoCUG Appendix 4, Table 1, ref 7a.

A1.1 Amend the vehicular access assumptions to add a further option for vehicular access into land south of the A133 via Colchester Road.

A1.2 Add a note to the drawing to reflect that whilst all parties agree that the RTS and active travel modes are the priority, this plan is illustrative only and work will be undertaken by the applicant to fully understand network and road capacities for each neighbourhood and how this will inform the masterplan work.

A1.3 Change footer:

*The location of specific land uses~~, facilities and activities~~ ***and the movement and connection features*** are illustrative and subject to further masterplanning ***and Transport Assessment***.

The following amendments are requested by Latimer to **GC Policy 7 Movement and Connections:**

For justification, see Councils/Latimer SoCUG Appendix 4, Table 1, refs 7b – 7 q.

A1.4 GC Policy 7, Part A [page 95, bullet point 3]

Achieve filtered permeability ***restricting the movement of*** ~~for~~ general vehicular traffic between neighbourhoods. ***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.***

A1.5 GC Policy 7, Part A [page 95, bullet point 4]

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 ***and how the targets reflect the ambitions for reducing car use over time*** as outlined in the Tendring Colchester Borders Garden Community Transport Evidence Base Report 2023, and as reflected in the table below:

A1.6 GC Policy 7, Part A [page 96, para 3]

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~~ ***enable and encourage*** sustainable travel patterns from first occupation. The required level of planning obligations will need to be agreed with the

Highways Authority and the Councils in advance of any planning application determination.

A1.7 GC Policy 7, Part D [page 99, para 2]

The Rapid Transit corridor will be constructed on a safeguarded alignment through the core of the Garden Community with the majority of the route dedicated to RTS buses/vehicles, cyclist and pedestrians, with no general vehicular access. All proposals will need to integrate with the RTS and demonstrate how the RTS can provide ~~a direct link~~ to serve each Neighbourhood Centre.

A1.8 GC Policy 7, Part D [page 99, para 3]

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) ***whilst providing for a fast service***. The halts should be an important component of centres and land/space needs to be identified and safeguarded for these stops and associated interchange and mobility hubs within development proposals.

A1.9 GC Policy 7, Part D [page 99, para 4]

In addressing the wider infrastructure requirements, proposals will need to demonstrate and ensure that the construction of the RTS and associated infrastructure can be delivered up front and aligns with the build out of the Garden Community. It should be ready for operation during the first ***residential parcels*** ~~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.

A1.10 GC Policy 7, Part G [page 101, bullet point 4]

How the design, location and amount of parking ~~ensures that there is no resulting~~ ***seeks to avoid*** overspill and inappropriate on-street parking which negatively impacts on…:

A1.11 GC Policy 7, Part 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~~ ***supporting Transport Assessment and*** processes, measures and monitoring requirements set out within the Shared Section 1 Local Plan, this Plan, ***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.

A1.12 GC Policy 7, Part I, bullet point 2 [page 104]

Subject to detailed modelling, t~~T~~he Garden Community must ***aim to*** restrict vehicular connectivity between individual junctions of the 'Link Road', except for public transport and emergency vehicles, apart from the 'Link Road' itself.

LICHFIELDS

A1.13 GC Policy 7, Part J [page 105, para 1]

The modal share targets will be actively monitored throughout the phasing of the development and upon full occupation via the Garden Community Travel Plan. ***The monitoring approach will be agreed through the planning application.*** This Travel Plan document/s will be developed ***to reflect*** ~~in accordance with~~ the latest best practice guidance ***and support the mode share ambitions set out in this Plan and the supporting transport evidence*** ~~and the transport evidence supporting this Plan~~.

Both internal ***Garden Community neighbourhood*** and external modal splits will be measured and monitored, and robust management and oversight will be activated to ensure the targets are met. The timing and scope of sustainable transport measures will be designed to achieve the modal share targets at different stages of the development build out.

A1.14 GC Policy 7, Part J [page 105, para 3]

Permission for latter phases of development may not be given if modal split targets for early phases are not being met ***and the development trips associated with that phase would result in residual impacts that are considered severe with reference to NPPF***.

A1.15 GC Policy 7, Part K [page 105, para 1)

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 above ***and will be redefined based on the findings of the Transport Assessment***. 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 ***enable and encourage*** ~~ensure~~ 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.

A1.16 GC Policy 7, Part K [page 105, point.1]

A Transport Assessment demonstrating how the development will encourage active and sustainable transport and achieve the mode share targets. Measures to mitigate traffic impacts should be incorporated into the proposed development. The Transport Assessment should have regard to the principles of 'Vision and Validate' showing how the vision for sustainable transport at the site will be achieved and must include a carbon assessment of transport related impacts of the development including the construction phase of the development. The Transport Assessment must include a Construction Logistics and Traffic Management Strategy that has regard to the latest best practice guidance ***and the principles of the Healthy Streets for Life Assessment.*** ~~and a~~ ***A*** copy of the results of the Healthy Streets for Life Assessment ***should be provided at the appropriate stage of planning***.

A1.17 GC Policy 7, Part K [point 5g, page 107]

Targets which are monitored and submitted for approval ***from the outset at a frequency as agreed with the Councils*** and review by the Councils ~~annually from the outset;~~ and of the operation of a Transport Review Group (TRG) including terms of reference.