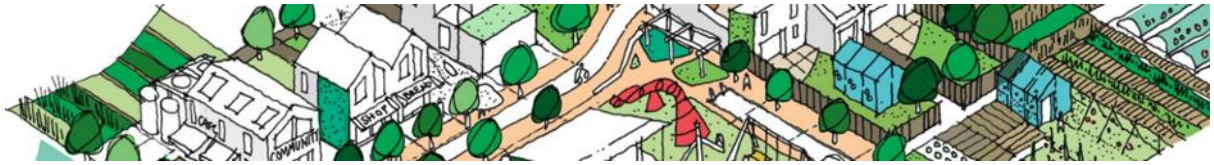
SCG07



Statement of Common Ground with National Highways

Tendring Colchester Borders Garden Community
Development Plan Document – Submission Version

April 2024

1. INTRODUCTION AND PURPOSE

The purpose of this Statement of Common Ground (SoCG) is to identify areas of common ground and any unresolved issues in relation to the representations made by National Highways (NH) to the Tendring Colchester Borders Garden Community (TCBGC) Regulation 19 Submission Version Development Plan Document (DPD) consultation (May-June 2023).

This SoCG seeks to:

- establish areas of agreement between Tendring District Council (TDC), Colchester City Council (CCC) and Essex County Council (as Highways and Transportation Authority) 'the Councils' and NH on a range of matters relating to DPD representations and wider transport issues for TCBGC;
- shows how the Councils and NH have engaged and worked together to address technical issues raised by NH on the TCBGC transport evidence base;
- shows how the Councils and NH will continue to engage and work collaboratively on TCBGC;
- provides details on the DPD evidence base and updates on a range of transport projects relevant to TCBGC; and
- confirms the Councils and NH agree there is a need to distinguish between the DPD transport evidence base and its strategic outputs; and the need to include additional specific inputs and refine assumptions for any modelling included in the Transport Assessment that will accompany the planning applications for TCBGC.

NH did not comment on the soundness of the DPD policies. Rather NH sought technical information and clarification regarding the inputs and assumptions behind the Councils TCBGC transport evidence base as it related to mode share targets and traffic modelling. These matters were contained in Technical Notes 07 and 08 appended to the NH representation to the DPD, and a follow up Technical Note 09.

The issues set out in Table 8.2 were raised following a review of the 'Transport Evidence Part 1: Mode Share Targets Report' (MSTR) and documented in AECOM Technical Note 07, prepared on behalf of NH. Further information was subsequently provided that included the Tendring Colchester Borders Garden Community Mode Share Model (MSM), which is presented in Appendix B of the 'Transport Evidence Part 1: Mode Share Targets Report' (MSTR). The issues relating to the review of the MSM were documented in AECOM Technical Note 07 and are included in Table 8.3. Table 8.4 in this SoCG that covers matters relating to NH Technical Note 08: Tendering Colchester Borders Garden Community – Review of Modelling. Table 8.5 in this SoCG concerns Design and Capacity issues.

The Councils and NH acknowledge the need to continue working collaboratively to:

- ensure the range of suitable transport solutions arising and required by the development of TCBGC are delivered; and
- achieve and maximise the mode share targets for TCBGC as the development is planned and delivered.
- recognise that the National Highways as a statutory consultee is engaged in the development and approval of the Transport Assessment

2. LIST OF SIGNATORIES AND ROLES

The Councils
Name: Amy Lester
Role: TCBGC Planning Manager

National Highways (NH)
Name: Kelly Millburn
Role: Spatial Planning Team Manager

3. SUMMARY OF AGREED POSITION

In summary, the Councils and NH:

- Shared and reviewed relevant information as it relates to the TCBGC project, the DPD and specifically the transport evidence base.
- Clarified specific points about DPD content, context and the evidence base.
- Agree that the DPD transport evidence base, which uses the Colchester Transport Model (CTM) developed by ECC, provides a sound strategic transport baseline for future development at TCBGC.
- Agree that the outstanding matters raised in the NH appended Technical Notes 07, 08 and 09 and responses by the Councils are deemed to be acceptable at this stage for the DPD.
  Agree that the detail issues that have been raised will need to be addressed as part of a future master planning, detail planning application Transport Assessment, where modelling assumptions will be refined and additional inputs included, over and above those contained in the CTM
- Acknowledge the need to continue working collaboratively (and with the site developer) to deliver the full range of suitable highway and transportation solutions for TCBGC.

4. UNRESOLVED ISSUES

While within this SoCG, **there are no unresolved issues or areas of uncommon ground for the purpose of the DPD**, there are several notable issues that need to be resolved prior to planning application stage. These have been included in this document in order to present the full current position.

5. SIGNATURES

The Councils and NH confirm that this SoCG reflects the joint working by each organisation to address the representations made to the Submission Version DPD.

Signed on behalf of the Councils by:
Name: Amy Lester Position: Garden Community Planning Manager Date: 18.04.2024
Signed on behalf of National Highways by:
Name: Kelly Milburn Position: Spatial Planning Manager Date: 19/04/24

6. TABLES OF REPS/COMMENTS

Table 8.1 - Matters relating to the Draft DPD					
Reps From NH Rep.ID 265	**Policy and Part**	**Councils Response**	**Proposed Change**	**NH Response**	**Agreed?**
NH has raised the concerns of the potential impact in building a large number of dwellings in such close proximity of the SRN. It is likely that these locations will be impacted by noise pollution from the SRN and would point out that policy is that noise barriers will not be allowed on NH land and we will work with the council to minimise the impacts of noise on residents.	GC Policy 7	Noted and recognise the potential for noise impact and that noise barriers will not be allowed on NH land.	The DPD could include the NH comment as advisory information within the justification for GC Policy 7: Movement and Connections. *TCBGC may be impacted by noise pollution from the Strategic Road Network (A120) and National Highways policy is that noise barriers will not be allowed on National Highways land. National Highways will work with the Councils and the developer to minimise the impacts of noise on residents.*	Agree with wording as suggested by the Councils.	Agreed

Table 8.2 - Matters relating to a review of the 'Transport Evidence Part 1: Mode Share Targets Report' (MSTR) raised in AECOM Technical Note 07, (prepared on behalf of NH).					
Reps From NH Rep.ID 265	**Policy and Part**	**Councils Response**	**Proposed Change**	**NH Response**	**Agreed?**
The Transport Evidence Part 1: Mode Share Targets Report (MSTR) states that a copy of the case study framework developed from the Transport and Movement Framework (TMF) is available on request. AECOM recommend that a copy of this is provided to National Highways to review.	GC Policy 7	The Councils provided NH with a copy of the case study framework developed from the TMF.	No change required.	NH has reviewed the case study framework and has identified further issues and recommendations regarding its contents. These are set out in AECOM's TN09. ***(Refer to AECOM TN09, Recommendations 1,3,4 and 5 in Table 8.3 below).***	For latest position refer to TN09, Recommendations 1,3,4 and 5, included in Table 8.3 below.
A benchmarking exercise should be undertaken to assess the mode shares achieved by garden communities or similar scale developments. Whilst understanding other developments' targets is useful, understanding the achieved mode shares would enable a better understanding of what could be achieved as part of the proposals. Additionally, the mitigation measures (if any) for each of the case study developments used in the benchmarking exercise should be	GC Policy 7	The Councils showed NH the research on interventions associated with case studies. Targets set by other Garden Communities were not used to inform the likelihood of TCBGC to achieve outcomes. But rather were reviewed to understand what other garden communities are aiming for. The mode shift model uses achieved outcomes from the case study examples to understand places that	No change required.	NH requests that further evidence is provided to support the use of each precedent city and that greater consideration should be given to the use of other cities to develop the ambitious mode share targets, as specified in AECOM's TN09. ***(Refer to AECOM TN09 Recommendation 4 in Table 8.3 below)***.	For latest position refer to TN 09 Recommendation 4, included in Table 8.3 below.

Table 8.2 - Matters relating to a review of the 'Transport Evidence Part 1: Mode Share Targets Report' (MSTR) raised in AECOM Technical Note 07, (prepared on behalf of NH).					
Reps From NH Rep.ID 265	**Policy and Part**	**Councils Response**	**Proposed Change**	**NH Response**	**Agreed?**
identified. ***(Refer to AECOM TN07 Paras 3.6 and 5.3)***		have already achieved good results (rather than just setting targets to do so). It must be recognised that existing UK garden communities are yet to achieve the most ambitious 60/40 modal share targets in practice, so we need to look elsewhere (typically in Europe) to find places that have already done this.			
An explanation of the Mode Share Model spreadsheet tool should be provided. ***(Refer to AECOM TN07 Para 4.5)***	GC Policy 7	The model was explained in a meeting	No change required.	NH and its consultants AECOM have a number of issues and concerns outstanding relating to the Mode Share Model. This matter is discussed further in Table 8.3 These are set out in AECOM's TN09. ***(Refer to AECOM TN09, Recommendations 1,3,4 and 5 in Table 8.3 below).***	For latest position refer to TN09, Recommendations 1,3,4 and 5, included in Table 8.3 below.
NH recommend that evidence is provided to demonstrate that the interventions could be successful in achieving the mode shares.	GC Policy 7	The Councils explained that it is demonstrated through the case study	No change required.	Further evidence is sought in order to provide reassurance that targets are realistic and are underpinned by a reliable	For latest position refer to TN 09 Recommendation

Table 8.2 - Matters relating to a review of the 'Transport Evidence Part 1: Mode Share Targets Report' (MSTR) raised in AECOM Technical Note 07, (prepared on behalf of NH).					
Reps From NH Rep.ID 265	**Policy and Part**	**Councils Response**	**Proposed Change**	**NH Response**	**Agreed?**
Evidence that suggests that similar mode share targets at other developments have been achieved (rather than just set) should be provided.		information referenced above.		evidence base. ***(Refer to AECOM TN09 Recommendation 4 in Table 8.3 below)***.	4, included in Table 8.3 below.
Alternative mode share targets should be identified that establish the likely mode share if the residents of TCBGC move into their homes prior to the main infrastructure interventions being implemented, as a sensitivity test. This will demonstrate the potential impact of underestimating the level of vehicle trips likely to use the SRN, should the interventions be delayed. ***(Refer to AECOM TN07 Para 5.4)***	GC Policy 7	The evidence base sets out how the delivery of infrastructure should align with phasing. It would not be practical in any development to assume that necessary infrastructure does not come forward at the right time; we are typically used to assuming that highway infrastructure will be delivered in a timely manner whereas in the case of TCBGC there is a greater emphasis on active and sustainable travel infrastructure first. We do not agree that a worst case or sensitivity test is an appropriate avenue to explore, as that	No change required.	While it is agreed that a shift towards sustainable travel is desirable a fall-back position should be identified, which would allow for the phased provision of sufficient highway capacity should the interventions fail or be delayed.	Agreed for the purpose of the DPD but NH will require this to be addressed at the planning application stage

Table 8.2 - Matters relating to a review of the 'Transport Evidence Part 1: Mode Share Targets Report' (MSTR) raised in AECOM Technical Note 07, (prepared on behalf of NH).					
Reps From NH Rep.ID 265	**Policy and Part**	**Councils Response**	**Proposed Change**	**NH Response**	**Agreed?**
		will merely show that additional highway capacity would be needed if the vision was not met. This could result in planning for more highway capacity as a form of mitigation for the worst case, which would in turn embed / encourage car use and induce demand from elsewhere.			
AECOM recommend that National Highways are consulted on at each upcoming stage of the development.	GC Policy 7	Noted and supported. National Highways are a statutory consultee and will be consulted at each stage of the development.	Change GC7 part J second paragraph from 'Highway Authority' to 'Highway Authorities'. Suggested modification reflected in the 'Schedule of Modifications'.	Noted and agreed.	Agreed

Table 8.3 - Matters relating to the review of the Tendring Colchester Borders Garden Community Mode Share Model (MSM), which is presented in Appendix B of the 'Transport Evidence Part 1: Mode Share Targets Report' (MSTR) (February 2023) as raised in AECOM Technical Note 09, (prepared on behalf of NH).					
Reps From NH (AECOM TN09)	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
(TN09 Recommendation 1, paragraph 2.9) Details should be provided regarding how the AM peak Business as Usual (BAU) mode share figures presented in the Mode Share Model (MSM) have been calculated, and it should be clarified whether the figures presented are those used in the MSM.		The mode shares are calculated by taking the trip rate for an individual mode and calculating as a percentage of the total trip rate for all modes, i.e. 0.708. In AECOM's calculations in TN09, an AM peak BAU active travel mode share of 0.058 is used. It appears that this is a carry-over from a typographical error in Table 2-1 in Appendix B of the Transport Evidence Part 1 report. In all other instances where the AM peak BAU trip rate and mode share are quoted in the report and MSM, these are shown correctly as 0.143. It is confirmed that the correct figure carries through in the other calculations in the MSM.	No change required.	Noted that the figure presented for the BAU AM peak active travel mode share in Figure 2-2 of the MSM (0.058) was a typographical error and should read 0.143. The BAU trip rates and mode share appear to be similar to those calculated by AECOM for privately owned housing. Therefore, the BAU trip rates and mode share figures used in the MSM are accepted.	Agreed
(TN09 Recommendation 2, paragraph 3.3) Further detail should be provided regarding how the amended assumptions for the trip distance proportions of internal,		In both the Central and North zones, the model assumed that effectively no trips would be internal. This is because the CTM is a strategic model and does not have a road network readily connecting these garden community zones. Furthermore, attraction of trips (e.g. for		NH welcome the explanation provided and considers this to be an acceptable approach to estimating the trip distance proportions.	Agreed

Table 8.3 - Matters relating to the review of the Tendring Colchester Borders Garden Community Mode Share Model (MSM), which is presented in Appendix B of the 'Transport Evidence Part 1: Mode Share Targets Report' (MSTR) (February 2023) as raised in AECOM Technical Note 09, (prepared on behalf of NH).					
Reps From NH (AECOM TN09)	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
hinterland, and residual trips to and from each of the three neighbourhoods have been calculated.		schools, community / leisure uses, shops, employment) is dependent on running the gravity model that is included in the VDM script. Nevertheless, the parallel masterplanning workstream provided some further direction on the mix of land uses expected in each zone and so it could be assumed that a much greater proportion of trips could be internal. The adjustments to the Central and North zones were made based on the likelihood of internal trips being slightly less than in the South zone, where there will be strategic employment alongside the local centre. Sensible reductions were made from the 40% of internal trips assumed in the South zone. The North zone has the fewest facilities proposed so the greatest reductions were assumed (i.e. from 40% to 25%). The changes to the hinterland trips were made by netting off the new assumptions on internal trip proportions and the model's assumptions on residual trips, which were not altered. For example in the Central zone, it was assumed that			

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Reps From NH (AECOM TN09)	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
		35% of trips were internal and 9% residual, which left 56% to be made in the hinterland.			
(TN09 Recommendation 3, paragraph 3.7) The MSM states that a mode share of 70-80% vehicles and 15-20% active travel is deemed realistic for hinterland trips of up to five miles. Public transport figures have not been specified. It is not specified where the hinterland mode share figures have been obtained from. Further clarification should be provided on of the hinterland trip rates and mode share. The figures for public transport trips should also be provided. the source		Appendix B of the Transport Evidence Part 1 report sets out how mode shares have been altered to account for different trip lengths: • Internal mode shares have been altered from the BAU mode shares, because a much greater proportion are likely to travel by active travel than what the BAU trip rates (taken from TRICS, which tends to count trips at a site boundary) would suggest. • The BAU trip rates for longer distance, residual trips overestimate active travel trips as these are much less likely for distances of over five miles. Hinterland trips are not mentioned in this section of Appendix B because no alterations / additional assumptions have been made; the TRICS BAU trip rates are used for hinterland trips. The unaltered public transport mode shares from TRICS are used in the hinterland mode shares.		NH welcome the clarification provided for hinterland trips and associated mode share.	Agreed

Table 8.3 - Matters relating to the review of the Tendring Colchester Borders Garden Community Mode Share Model (MSM), which is presented in Appendix B of the 'Transport Evidence Part 1: Mode Share Targets Report' (MSTR) (February 2023) as raised in AECOM Technical Note 09, (prepared on behalf of NH).					
Reps From NH (AECOM TN09)	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
(TN09 Recommendation 4, paragraph 4.5) The ambitious mode share targets calculated for the vision led approach involved establishing how the infrastructure may influence mode share with reference to other cities across the world, referred to as 'precedents'. Further evidence is required to justify the use of each precedent city and greater consideration should be given to the use of other cities to develop the ambitious mode share targets.		Step 3 of the MSM looks at precedent places to understand the level of mode shift achieved in these places, and the degree to which these changes could be achieved at TCBGC. For any one metric (e.g. active travel, public transport), several precedent places are chosen so as not to bias the development to the unique circumstances of any one precedent place. It is recognised, as highlighted in Section 4 of AECOM's TN09, that TCBGC will not be of the scale of cities such as Riga or Munster. The scale of a precedent was not in itself the deciding factor as to whether to include it in Step 3 of the MSM, although it has some relevance when considering the critical mass and range of destinations and transport options in a major city, compared with a small settlement. The selection of precedent places is guided more by the type of intervention introduced in those places and the scale of change the interventions achieved. It should be noted that the MSM does not suggest that TCBGC will achieve exactly		NH notes that the extent to which the precedent cities are comparable to the TCBGC has been factored into the calculation of the ambitious mode share target figures, although this focus has been on whether similar interventions could be achieved in TCBGCC, rather than whether the city is similar to TCBGC. While NH considers this an acceptable approach for the DPD, further analysis will be required to justify the adoption of the ambitious model share targets prior to planning application stage.	Agreed as acceptable for DPD stage but will require further assessment to justify targets prior to planning application.

Table 8.3 - Matters relating to the review of the Tendring Colchester Borders Garden Community Mode Share Model (MSM), which is presented in Appendix B of the 'Transport Evidence Part 1: Mode Share Targets Report' (MSTR) (February 2023) as raised in AECOM Technical Note 09, (prepared on behalf of NH).					
Reps From NH (AECOM TN09)	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
		the same mode shares as the precedent places, some of which have achieved exemplar active travel and public transport outcomes. The MSM shifts the baseline, BAU mode share to bring it closer to those places. It is therefore always strongly influenced by the BAU mode share of a place, and places which start with high vehicle trip rates will need to work a lot harder in terms investment in and scale of interventions to match the precedents. Where it is not felt that similar conditions to a precedent place could realistically be achieved, the neighbourhood / phase is rated poorly (i.e. with a score of 1) in the MSM and no shifts are made to the baseline mode shares. This is seen in the MSM outputs for earlier phases of development, for residual trips, and for trips made from the (less well connected) North neighbourhood			
(TN09 Recommendation 5, paragraph 4.12) The trip generation and mode share targets for	GC Policy 7	The precise land use mix was not defined through the DPD and masterplanning workstreams, although as noted above it was (and is) recognised that a level of		NH considers that this issue has been resolved for the purpose of the allocation of this site	Agreed as acceptable for DPD stage but

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Reps From NH (AECOM TN09)	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
both BAU and vision led approaches relate primarily to trips generated by the residential land use. Similar figures should be provided in respect of employment and ancillary land uses. The intended balance between the numbers of homes and jobs should also be defined.		employment, education, retail etc. will be delivered alongside the residential land use. For simplicity in the MSM exercise, which was intentionally high level, the focus was on the residential land use and demonstrating the art of the possible for what is likely to be the greatest generator of trips.		through the Local Plan process but recommend that this should be considered in more detail during the preparation of the Transport Assessment supporting the planning application for the development of this site. NH should be consulted at planning application stage.	will require further assessment prior to planning application.

Table 8.4 - Matters relating traffic modelling as raised in Technical Note 08: Tendering Colchester Borders Garden Community – Review of Modelling (prepared by AECOM on behalf of NH and submitted as an Appendix to NH Response to the Draft DPD).					
Reps From NH Rep.ID 265	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
AECOM recommends that consideration should be given to the various options for adjustments to the model to take account of the impact of Covid-19, as set out in Appendix B of TAG M4.	Evidence base	This is being considered within the documentation to support the forthcoming planning application. These comments were shared with Stantec (transport consultants for TCBGC	No change required.	NH requests that further details of the methodology for adjusting the model to take account of Covid-19 be provided in advance of	Noted that details will be provided in advance of the planning application.

Table 8.4 - Matters relating traffic modelling as raised in Technical Note 08: Tendering Colchester Borders Garden Community – Review of Modelling (prepared by AECOM on behalf of NH and submitted as an Appendix to NH Response to the Draft DPD).					
Reps From NH Rep.ID 265	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
The merits of these options should be assessed in order to provide a practical and proportionate method to factor the growth applied to the 2019 CTM matrices during forecasting.		developers) who have since approached NH for comment on their proposed methodology for the planning application's Transport Assessment, based on these comments. See appendix B of Transport Evidence part 2 – this appendix includes a review of Covid impacts on transport		the planning application so this can be reviewed.	
Aecom recommends that in line with the advice set out in paragraph B.2.3 of TAG M4 issued in May 2023, sensitivity tests should be applied to any forecasts prepared using the CTM to assess the further potential for change with respect to the long term impacts of Covid-19. This sensitivity testing should be carried out in line with the DfT's Uncertainty Toolkit.	Evidence base	This is being considered within the documentation to support the forthcoming planning application. These comments were shared with Stantec (transport consultants for TCBGC developers) who have since approached NH for comment on their proposed methodology for the planning application's Transport Assessment, based on these comments.	No change required.	NH is satisfied with the commitment to undertake sensitivity testing to assess the further potential change with respect to the long-term impacts of Covid-19 and awaits further information on the proposed methodology. NH would like to see further details in advance of the Planning application	Noted that sensitivity testing should be undertaken and results made available prior to planning application.

Table 8.4 - Matters relating traffic modelling as raised in Technical Note 08: Tendering Colchester Borders Garden Community – Review of Modelling (prepared by AECOM on behalf of NH and submitted as an Appendix to NH Response to the Draft DPD).					
Reps From NH Rep.ID 265	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
		Appendix B of Transport Evidence part 2 (EB20) this appendix includes a review of Covid impacts on transport. This will also be a requirement of the Transport Assessment			
While the Reference Case Forecasts Technical Note report provides comparisons of core scenario forecasts (2041) with base year (2019) flows, in the absence of forecasts that are specific to the TCBGC development, there is no information to assess the detailed impacts of the TCBGC proposals. These forecasts would need to be reviewed once these have been prepared.	Evidence base	The planning application modelling will provide this assessment.	No change required.	NH welcomes the commitment to provide forecasts of the core scenario and the development scenarios that would include an assessment of impacts. NH will require further details in advance of the planning application.	Detailed forecasts to be provided in advance of the planning application.
NH/AECOM have not seen details of the public transport model, nor of any actual	Evidence base	Details of the public transport model are contained in the CTM	No change required.	NH welcomes the commitment to provide details of the public	Detailed forecasts to be provided in

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Reps From NH Rep.ID 265	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
forecasts from the new model. These are also required before agreement on the modelling can be reached.		Model Development and Validation Report and CTM Reference Case Forecast Technical Note. ECC is also currently undertaking operational planning work in relation to the RTS.		transport model and forecasts which would be required before agreement on the modelling could be determined. NH would like to see further details in advance of the Planning application.	advance of the planning application.
Also, we would like to review the information on forecasts to assess impacts of TCBGC. NH requires the transport models and baseline data to be validated and assumptions underpinning the future year forecasts prior to inclusion within the TA.	Evidence base	The CTM model, along with the baseline data has been reviewed by NH/AECOM and is contained within TN08. The key findings within TN08 summarised that the CTM is informed by reliable data sources and has been developed in line with TAG best practice (Section 3.2.1) and that the highway model validation demonstrated that the model performs well against the observed data (Section 3.2.2).	No change required.	NH considers that the base year model provides a reliable base for the development of forecasts. It welcomes the commitment to provide further details of the forecast methodology including the assumptions underpinning the forecasts. NH would like to see detailed forecasts in advance of the Planning application.	Detailed forecasts to be provided in advance of the planning application.

Table 8.4 - Matters relating traffic modelling as raised in Technical Note 08: Tendering Colchester Borders Garden Community – Review of Modelling (prepared by AECOM on behalf of NH and submitted as an Appendix to NH Response to the Draft DPD).					
Reps From NH Rep.ID 265	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
		The future year forecasts will be part of the planning application and Stantec have approached NH for comment on the methodology. Clarification of forecasts used in the DPD evidence base and the Colchester Transport Model was provided in the ITP letter of the 7th Feb and subsequent correspondence			
In addition, because of the likelihood that the Link Road will be delivered in two phases, NH requires further scenarios to be tested based on the proposed phases, timescales and the buildout proposed to assess the threshold able to be accommodated before the completion of the link road –	Evidence base	These are being considered as part of the planning application and the proposed scenarios have been shared by Stantec for comment.	No change required.	NH would like to see some sensitivity testing of phasing and also a 'worse case' scenario in the event that delivery of the sustainable modes are delayed. Matter to be addressed and progressed through	Details of sensitivity tests relating to phasing will need to be provided prior to planning application.

Table 8.4 - Matters relating traffic modelling as raised in Technical Note 08: Tendering Colchester Borders Garden Community – Review of Modelling (prepared by AECOM on behalf of NH and submitted as an Appendix to NH Response to the Draft DPD).					
Reps From NH Rep.ID 265	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
this should also consider scenarios with the measures to promote sustainable modes of travel and without.				the planning application Transport Assessment.	
NH/AECOM understand that no changes have been made to the VISSIM model since it was approved for use in 2021. Confirmation should be provided that this will continue to be the case or whether changes will be made to represent the Link Road phases. Critical factor may be trip assumptions input to the model. As stated, this will follow on from NH/AECOM agreement of the CTM following its provision by ECC/ Jacobs for review.	Evidence base	No changes have been made to the VISSIM model at present	No change required.	Further information has been provided and NH's response to this is set out in AECOM TN09, where a number of queries are outstanding. As regards to the VISSIM model, this will be subject to review at planning application stage, once updated/ revised modelling of this junction is received.	To be addressed at planning application stage.
Impact of scheme on other SRN junctions - NH/AECOM acknowledge that this may be a matter for the planning	Evidence base	Agreed. This is a matter for the TA in terms of detailed impacts and agreed modelling scenarios.	No change required.	NH is satisfied with the explanation and response provided by the Councils and looks forward to	To be addressed at planning application stage.

application stage rather than DPD stage and this issue may be considered resolved at this stage: to be re-visited once the TCBGC TA is received.				receiving details of the impact on other SRN junctions. To be progressed through the planning application process and on-going engagement between NH and the Councils. No change to DPD required.	
Phasing of LR - NH/AECOM acknowledge that this may be a matter for the planning application stage rather than DPD stage, however we may need to review any information provided by ECC/Jacobs at this stage. We require all the key information to be validated and agreed at this stage before the TA.	Evidence base	New modelling will be required at an appropriate stage to establish housing triggers which can be applied to the Phase LR (in other words how many houses can be accommodated by Phase 1 only and the trigger for Phase 2). This will use both the DPD modal shares targets and 'business as usual' mode shares. The purpose of such work will be to inform the position of the planning and highway authorities and we would stress that it is for the applicant in their	No change required.	NH welcomes the commitment to carry out modelling to establish housing triggers for the Phased LR. To be progressed through the planning application process and on-going engagement between NH and the Councils. No change to DPD required.	To be progressed at planning application stage

		TA to demonstrate impacts based on a specific development proposal.			
Phasing of LR - Noted – NH/AECOM currently awaiting further information	Evidence base	See above	See above	See above	To be progressed at planning application stage.
Phasing of Park & Choose and RTS - Noted – NH/AECOM currently awaiting further information.	Evidence base	The delivery of the RTS is underway. Phase A from the A12 P&R to Albert Roundabout is already out to construction. Phase B from Albert Roundabout to Greenstead Roundabout is out to Tender. Phase C from Greenstead Roundabout to the Knowledge Gateway will be delivered by 2026. Phase D connection to and inside TCBGC will be delivered in conjunction with the Garden	No change required.	Agreed. NH is satisfied with the explanation and response provided by the Councils.	Agreed

		Community master plan and build out. The P&C will be located near the A133 likely to the north of the road requiring a new junction on the A133. The DPD work identifies this early in the Garden Community build out although a specific trigger is still to be agreed with the developer. ECC would like to see this facility delivered in phase 1 of TCBGC. The RTS bus service is still being defined operationally (frequency, hours of operation etc) and is likely to be phased, specific triggers are still to be agreed with the developer.			
Construction phase impacts - NH would like to agree the requirements/ approach for the CTMP.	Evidence base	This detail has not been worked through yet - there is not yet an outline application with a phasing plan of construction. We will engage with NH once these details begin to emerge.	No change required.	NH welcomes the commitment to share details of the construction impacts and to agree the requirements for the CTMP.	To be addressed at planning application stage.

				To be progressed through the planning application process and on-going engagement between NH and the Councils.	

Table 8.5 - Design and Capacity Issues					
Reps From NH **Rep.ID 265**	**Policy and Part**	**Councils Response**	**Proposed Change by Council**	**NH Response**	**Agreed?**
Design and capacity of new A120 junction - Acknowledge that the design has not changed from that agreed previously with NH/AECOM (Departures from Standards agreement notwithstanding). May need to be revisited once intended opening year is confirmed and revised modelling is provided.	Evidence base	This is acknowledged. ECC is proceeding with the Link Road on the assumption that the junction with the A120 is as previously agreed.	No change required.	Agreed. NH is satisfied with the explanation and response provided by the Councils. NH note that the planning consent for the new junction is time limited. The junction design would need to be revisited in the light of highway design standards when this expires. Subject to review at planning application stage, once updated/	Agreed

				revised modelling of this junction is received.	
Design and capacity of new A120 junction - NH would like to gain a clear understanding of the proposed timescales for the LR and request a CTMP be provided to support the TA which sets out the phasing of the associated works.	Evidence base	The LR is now phased. Phase 1 (A133 extending 1.8km northwards) is programmed to be delivered by March 2026. Phase 2 would see the LR extend to the A120 including the new junction. The delivery of Phase 2 is still subject to agreement with the developer of the Garden Community. Further transport modelling work to assess the housing trigger will be required which would require the LR to be completed in strict planning terms. The Councils continue to work with the developer and other parties to seek to deliver Phase 2 as soon as possible.	No change required.	Agreed. NH is satisfied with the explanation and response provided by the Councils. NH will require a CTMP before construction of Phase 2 of the link road commences.	Agreed

Design and capacity of new A120 junction - NH emphasise the importance of monitoring and a clear strategy to be developed supporting the proposed targets – ensure set targets are realistic and achievable (a well establish travel plan).	Evidence base	The Councils acknowledge and endorse this point and the DPD creates the policy position to support that approach to clear monitoring and a delivery strategy. A comprehensive Travel Plan with clear phased measures will be requirement of the planning permission as well as a monitoring approach funded through the development.	No change required.	NH looks forward to receiving further details of the monitoring strategy in support of the proposed targets. Matter to be addressed and progressed through the planning application Transport Assessment.	To be addressed at planning application stage.
Design and capacity of new A120 junction - Acknowledge that the model outputs have not yet changed from that agreed previously with NH/AECOM. These will need to be revisited once revised modelling is provided.	Evidence base	Revised modelling will be undertaken by the applicant (Latimer) as part of their Transport Assessment and these outputs will need to be acceptable in the context of agreed Link Road design (including the junction with the A120) to both ECC and NH. The LR itself has planning permission so is a committed scheme in the context of the Garden	No change required.	NH looks forward to receiving details of the revised modelling and will then take a view on the design and operation of the A120 junction. To be progressed through the planning application process and on-going engagement between NH and the Councils.	To be addressed at planning application stage.

		Community and the impacts assessed as such.			

END.