

## **Examination of the North Essex Authorities Section 1 Plan**

### **Andrewsfield New Settlement Consortium & Countryside Properties**

#### **Matter 9: Proposed Amendments to the Section 1 Local Plan**

The Inspector has invited written responses to proposed amendment reference 58: “Policy SP5 new para A, Garden Communities”, which reads as follows:

#### **Proposed Modification Ref. 58**

##### “A. Garden Communities

1. The relevant Development Plan Document (DPD) for each Garden Community will need to include:
  - a) An infrastructure delivery strategy and phasing plan that sets out how infrastructure, services and facilities will be provided. Infrastructure delivery will need to align with each development phase and be supported by suitable mechanisms to deliver the infrastructure both on and off-site in a timely and efficient way.
  - b) Details of route design and delivery of the rapid transit system, and programme for the integration of the three Garden Communities into the rapid transit network. The routes will need to be designed to accommodate future route enhancements and technology improvements.
2. The following strategic transport infrastructure must be consented and funded<sup>5</sup> before any planning approval is granted at the following:
  - a) Colchester Braintree Borders –
    - i) A12 widening and junction improvements;
    - ii) A dualled A120 from Braintree to the A12; and
    - iii) Route 2 of the rapid transit system (as referred to in the North Essex Rapid Transit System: From Vision to Plan Document).

<sup>5</sup> As raised by the North Essex Authorities at the hearing session on 30 January 2020, the NEA’s suggested modification is that before planning approval is granted at Colchester Braintree Borders the A120 from Braintree to the A12 should be funded and a route committee (rather than consented).

- b) Tendring Colchester Borders –
    - i) A120 – A133 link road; and
    - ii) Route 1 of the rapid transit system (as referred to in the North Essex Rapid Transit System: From Vision to Plan Document).
  - c) West of Braintree -
    - i) Route 3 of the rapid transit system (as referred to in the North Essex Rapid Transit System: From Vision to Plan Document).
3. In relation to West of Braintree, the DPD and any planning application will need to be supported by measures to demonstrate that there will be no severe impacts on the highway network. Such measures may include monitoring and management of travel demand, and / or a phasing programme to deliver interim or longer term transportation improvements.
4. Provision of appropriate sustainable travel interventions will be required from first occupation to encourage and facilitate the desired modal share for each garden community, as defined in the relevant DPD.
5. Requirements for other strategic Garden Community infrastructure are outlined in sections D, E and F of Policies SP8, 9 and 10 and will be further set out in the DPD for each Garden Community. “

**Response:**

Andrewsfield New Settlement Consortium (ANSC) and Countryside Properties (CP) support proposed Policy SP5, Para A, parts 1, 3, 4 and 5.

ANSC and CP object to Policy SP5, part 2 c) for the West of Braintree Garden Community (WBGC) in its proposed form and request an amendment.

Route 3 of the Rapid Transit System (RTS) comprises the link connecting Braintree with the WBGC and Easton Park with Stansted Airport and Great Dunmow, creating an east-west rapid transit link between Braintree and Stansted Airport.

Whilst supporting the principle of the Route 3 link, delivery is reliant on a number of factors such as funding, land availability, consenting and timescales, some of which are outside the control of those with an interest in the West of Braintree Garden Community and the North Essex Authorities. This includes stages of the route 3 RTS stretching in to Uttlesford District.

Whilst it is reasonable to assume that such factors will be addressed in time, ANSC and CP believe that it would be beneficial, in terms of ensuring that delivery of the West of Braintree Garden Community is not unduly constrained, if the proposed Policy is amended to enable a more flexible approach to be taken to sustainable transport solutions.

Specifically, that the Policy enables use of enhanced public transport services to be provided, as part of a phased approach following the principle of monitoring and management of travel demand proposed in Policy SP5, para. A part 3. This may be until such time as Route 3 RTS has been fully delivered or as an alternative to the Route 3 proposals set out in the North Essex Rapid Transit System: From Vision to Plan Document.

Taking this into account, ANSC and CP submit that Policy SP5 new para A should be amended and that the appropriate wording could read as follows:

- a) West of Braintree -
  - ii) Route 3 of the rapid transit system as referred to in the North Essex Rapid Transit System: From Vision to Plan Document, **or as an alternative, an equivalent form of enhanced public transport network and services that would ensure delivery of a comparable modal share.**

The above proposed wording would ensure that an effective sustainable public transport provision could be secured before any planning approval is granted at the West of Braintree Garden Community without harming the potential delivery of the scheme.