



Suggested Amendments to the Publication Draft Braintree, Colchester and Tendring Local Plans: Section One

July 2019

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
1	Colchester Local Plan Front Cover	The Publication Draft stage of the Colchester Borough Local Plan 2013 2017 -2033	Align start date with start dates for Braintree and Tendring Local Plans
2	Tendring Local Plan	Change numbering to match Braintree and Colchester numbering for Section 1	To ensure consistency between all plans
3	Para 1.9 1 st line	Consequently, Braintree, Colchester and Tendring, together referred to in this plan as the North Essex Authorities , have agreed to come together and prepare a common Section1 Local Plan because of their shared desire to promote a sustainable growth strategy for the longer term; and the particular need to articulate the strategic priorities within the wider area and how these priorities will be addressed.	To clarify terminology and role of Section 1 Local Plan
4	Para 1.12	This strategic chapter Chapter Section 1 of the authorities' Local Plans reflects the Duty to Co-operate as it concerns strategic matters with cross-boundary impacts in North Essex. Section 2 of each plan contains policies and allocations addressing authority-specific issues.	To clarify terminology and role of Section 1 Local Plan
5	Para 1.18 2 nd line	It also carries freight traffic to and from the Haven Ports including Harwich International Port, which handles container ships and freight transport to and from the rest of the UK.	Change required for clarification. The key generator of freight on the GEML is the Port of Felixstowe although Harwich contributes to this demand.

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6	Section heading prior to para 1.25	Key Strategic Issues: Opportunities and Challenges	To clarify issues considered in Section 1
7	Para 1.26 last sentence	... does not erode the special environment, continues to conserve and where possible enhance the historic environment (Mod A) and will also seek net environmental gains where possible, (Mod B) heritage and urban assets...."	To ensure that development considers net environmental gains where possible, consistent with NPPF paragraph 9.
8	Para 1.30 New 3 rd sentence	...The vision for North Essex sets this out at a strategic level and provides a context for the more detailed vision for the growth of each individual authority's area. The joint vision set out below should be read in conjunction with the vision for each local authority set out in Part 2 of each Local Plan. The high housing need identified for North Essex, constraints in many existing urban areas and the desire to support a sustainable form of development in the long term as part of the strategy for the development, has led to the Local Plans are proposing standalone new settlements that follow the principles of Garden Communities.	To clarify the role of Sections 1 and 2 of the Plan.
9	Para 1.32 Final sentence	...Policies that address local matters are included in the following section of the plan. The Plan as a whole, including both Sections 1 and 2, will supersede previous Local Plan policies and allocations upon its adoption. A full list of superseded policies is included as an appendix following Section 2 of the plan.	To meet national requirements (Appendix 2 below provides a list of Colchester and Tendring policies that will be superseded by

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			the new plan. (already included in Braintree plan))
10	Vision for North Essex	<p>North Essex will be an area of significant growth over the period to 2033 and beyond, embracing positively the need to build well-designed new homes, create jobs and improve and develop infrastructure for the benefit of existing and new communities.</p> <p>It will continue to be an attractive and vibrant area in which to live and work, making the most of its rich heritage, town centres, natural environment, coastal resorts, excellent educational facilities and strategic transport links which provide access to the ports, Stansted Airport, London and beyond. Rural and urban communities will be encouraged to thrive and prosper and will be supported by adequate community Infrastructure. (Mod A)</p> <p>Sustainable development principles will be at the core of the strategic area's response to its growth needs, balancing social, economic and environmental issues. Green and blue infrastructure and new and expanded education and health care facilities enabling healthy and active lifestyles (Mod B) will be planned and provided along with other facilities to support the development of substantial new growth; while the undeveloped countryside, (Mod C) natural environment (Mod D) and the countryside and heritage assets historic environment will be protected preserved and enhanced. Key to delivering sustainable development is that new development will address the requirement to protect and enhance be informed by an understanding of the historic environment and settlement character (Mod E)</p> <p>At the heart of our strategic vision for North Essex are new garden communities, the delivery of which is based on Garden City principles covered by policy SP7.</p>	<p>To ensure the following clarifying points:</p> <p>Mod A - Highlight the strategic issues relevant to Section 1</p> <p>Mod B - Include high level strategic objective on the need to support healthy and active lifestyles</p> <p>Mod C – To clarify definition of countryside to be protected.</p> <p>Mod D- Include high level strategic objective on the need to protect and enhance the natural environment.</p> <p>Mod E - Include high level strategic</p>

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		<p>The garden communities provide an opportunity to create the right balance of jobs, housing and Infrastructure in the right locations and (Mod F) will attract residents and businesses who value innovation, community cohesion and a high quality environment, and who will be provided with opportunities to take an active role in managing the garden community to ensure its continuing success. Residents will live in high quality, innovatively designed, contemporary homes, (Mod G) accommodating a variety of needs and aspirations, located in well-designed neighbourhoods where they can meet their day-to-day needs. There will be a network of tree-lined streets and green spaces, incorporating and enhancing existing landscape features and also accommodating safe and attractive routes and space for sustainable drainage solutions; and leisure and recreation opportunities for both residents and visitors of the garden communities. Suitable models for the long term stewardship of community assets will be established and funded to provide long term management and governance of assets. All Garden City principles as specified in the North Essex Garden Communities Charter will be positively embraced including new approaches to delivery and partnership working for the benefit of the new communities. Central to this is the comprehensive planning and development of each garden community, and the aligned delivery of homes and the supporting infrastructure. (Mod H)</p>	<p>objective on the need to protect and enhance the historic environment. Mod F – Clarify role of Garden Communities in meeting planning objectives. Mod G -Reference to 'contemporary' is deleted for limiting flexibility. Strengthen references to importance of comprehensive planning for Garden Communities. Mod H– Clarify role of Garden Communities in meeting planning objectives.</p>
11	Strategic Objectives	Providing New and Improved Transport & Communication Infrastructure – to make efficient use of existing transport infrastructure and to ensure sustainable transport	Mod A – To clarify new transport infrastructure will

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		<p>opportunities are promoted in all new development <u>to support new and existing communities.</u> (Mod A)</p> <p><i>Add sentence to end of paragraph 'Ensuring High Quality Outcomes'-</i> New development needs to be informed by an understanding of the historic environment resource gained through the preparation of Historic Impact Assessments and to conserve and enhance the significance of the heritage assets and their settings. (Mod B)</p>	<p>benefit both new and existing communities</p> <p>Mod B -To clarify requirements to conserve and enhance the historic environment.</p>
12	Policy SP1	<p>Presumption in Favour of Sustainable Development</p> <p>When considering development proposals the Local Planning Authorities will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. They will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</p> <p>Sustainable development in North Essex will demonstrably contribute to the strategic and local vision and objectives and will accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans).</p> <p>Development that complies with the Plan in this regard will be approved without delay, unless material considerations indicate otherwise.</p> <p>Where there are no policies relevant or the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:</p>	<p>To clarify policy wording to distinguish between reference to national policy and its application in local policy.</p>

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		<ul style="list-style-type: none"> Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole or Specific policies in that Framework or the Plan that indicate that development should be restricted. 	
13	New Policy SP1A to follow after Policy SP1	<p>SP 1A Delivering Sustainable Development through the planning system</p> <p><i>Explanatory Text</i></p> <p>Development that is in accordance with the policies in this Plan will normally be permitted.</p> <p>The policies in this strategic Section 1 of the Local Plan are common to and important to each North Essex Authority. Accordingly policy SP 1A seeks to make sure that development which would prejudice the delivery of any of the policies in Section 1 will be refused. Examples of prejudice might include a failure to meet the high standards proposed in the place making principles, a lack of comprehensive development or prematurity.</p> <p><i>Policy</i></p> <p>Development that demonstrably contributes to the achievement of the policies in this Local Plan (and, where relevant, of policies in neighbourhood plans) will normally be permitted unless material considerations indicate otherwise.</p> <p>Development that is not in accordance with, or which will prejudice the delivery of, the strategic scale development or the achievement of the place making principles, in this Local Plan will not normally be permitted.</p>	To clarify policy wording to distinguish between reference to national policy and its application in local policy.
14	New Policy SP1B	<p>SP1B Recreational disturbance Avoidance and Mitigation Strategy (RAMS)</p> <p><i>Explanatory Text</i></p>	The Essex Coast RAMS Strategy

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		<p>A Habitat Regulations Assessment (HRA) was completed for Section 1 of the Plan. The loss of off-site habitat, water quality and increased recreational disturbance were identified as issues with the potential to result in likely significant effects on European Sites, without mitigation, to address the effects.</p> <p>The Appropriate Assessment (AA) identified a number of avoidance and mitigation measures to be implemented, to ensure that development proposals in the Plan will not result in adverse effects on the integrity of the Blackwater Estuary SPA and Ramsar site, Colne Estuary SPA and Ramsar Site, Colne Special Area of Conservation Abberton Reservoir SPA and Ramsar, Hamford Water SPA and Ramsar Essex Estuaries SAC and the Stour and Orwell SPA/Ramsar sites and are HRA compliant.</p> <p>To mitigate for the loss of off-site habitat, the AA identified the need for wintering bird surveys for the Tendring/Colchester Borders Garden Community as part of any project level development proposals and masterplanning.</p> <p>To protect water quality, the AA recommended the inclusion of policy safeguards to ensure that adequate water and waste water treatment capacity or infrastructure upgrades are in place prior to development proceeding.</p> <p>Recreation activities can potentially harm Habitats Sites. The Shared Strategic Plan AA identified disturbance of water birds from people and dogs, and impacts from water sports/watercraft as the key recreational threats to Habitats Sites.</p> <p>To mitigate for any increases in recreational disturbance at Habitats Sites, the AA identified the need for a mitigation strategy. Natural England's West</p>	Document is complete and the NEAs are collecting contributions from development within the Zones of Influence. The update to the text reflects the latest position.

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		<p>Anglian Team identified the Essex coast as a priority for a strategic and proactive planning approach as it is rich and diverse ecologically, and many of the coastal habitats are designated as Habitats Sites. Consequently, 12 local planning authorities in Essex have prepared an Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS). The Essex Coast RAMS sets out specific avoidance and mitigation measures by which disturbance from increased recreation can be avoided and mitigated thus enabling the delivery of growth without adversely affecting Habitats sites. These measures are deliverable, realistic, underpinned by robust up to date evidence, precautionary and provides certainty for developers around deliverability and contributions. The Essex Coast RAMS Strategy Document was completed in 2019 and will be supported by an SPD.</p> <p><i>Policy</i> SP1B Recreational disturbance Avoidance and Mitigation Strategy (RAMS)</p> <p>An Essex Coast Recreational disturbance Avoidance and Mitigation Strategy will be completed in compliance with the Habitats Directive and Habitat Regulations.</p> <p>Contributions will be secured towards mitigation measures identified in the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMs) which will be completed by the time the Local Plan is adopted. Prior to RAMS completion, the NEAs will seek contributions from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations and Habitats Directive.</p>	

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15	Para 3	3. Spatial Strategy Context	Clarifies that Section 1 establishes the spatial context for new development but does not specify a spatial strategy which is found in Section 2
16	Para 3.1 2 nd line	New homes, jobs, retail and leisure facilities serviced by new and upgraded infrastructure will be accommodated as part of existing settlements according to their scale, sustainability and role, and by the creation of strategic scale new settlements based on the North Essex Garden Community Charter principles . The countryside will be protected and enhanced.	To clarify basis of Garden Community strategy
17	Para 3.2 2 nd line	However, it is relevant here to set out the spatial strategy at an appropriate level, spatial context of the North Essex Area as it relates to the main settlements and strategic-scale new development.	Clarifies that Section 1 establishes the spatial context for new development but does not specify a spatial strategy which is found in Section 2
18	New para 3.6	The three new Garden Communities are identified as new settlements in each of the Section 2 settlement hierarchies. Over time each of the Garden Communities will grow to influence the area's spatial hierarchy and will be included in the tiers underneath the sub-regional centre role played by Colchester. Future reviews of the plans will address this point, but the	To clarify the relationship of new Garden Communities to the spatial hierarchy

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		Garden Communities will not grow to a size that will affect the spatial hierarchy within the plan period to 2033.	
19	Policy SP2 Title First Para	Policy SP2 –Spatial Planning Strategy for North Essex (Mod A) Existing settlements will be the principal focus for additional growth across the North Essex Authorities area within the Local Plan period. (Mod B) Development will be accommodated within or adjoining settlements according to their scale, sustainability and existing role both within each individual district and, where relevant, across the wider strategic area.	Mod A – To clarify policy does not specify a spatial strategy Mod B -To clarify locational scope of plan.
	2 nd Para	Policy SP6 (Place Shaping Principles), Policies SP7-10 (in respect of the Garden Communities) and Section 2 of the plan provide detail on how F future growth will be planned to ensure existing settlements maintain their distinctive character and role. (Mod C) Re-use of previously-developed land within settlements is an important objective, although this will be assessed within the broader context of sustainable development principles, particularly to ensure that development locations are accessible by a choice of means of travel.	Mods C-D – To clarify terminology and cross-references within plan
	3 rd Para	Each local authority will identify a hierarchy of settlements in Section 2 of its Local Plan where new development will be accommodated according to the role of the settlement, sustainability, its physical capacity and local needs. (Mod D)	Mod E – To provide clarification of references to spatial illustrations. Mod F – To strengthen references to supporting employment growth
	4 th Para	Beyond the main settlements the authorities will support diversification of the rural economy and conservation and enhancement of the natural environment.	Mod G - To be consistent with other references in the document to Garden Communities Charter
	5 th Para	Three new garden communities will be developed and delivered as part of the sustainable strategy for growth at the locations shown on Map 3.3 below and the	

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		<p>Proposals Map the Key Diagram and the Policies Map. (Mod E) These new communities will provide strategic locations for employment and at least 7,500 5,910 additional homes within the Plan period in North Essex. Employment development will also be progressed with The expectation is that substantial additional housing and employment development will be delivered in each community beyond the current Local Plan periods. (Mod F) As specified in Policy SP7, they will be planned and developed drawing based on North Essex Garden-City Community Charter principles, with necessary infrastructure and facilities provided and a high quality of place-making and urban design. (Mod G)</p> <p>Beyond the main settlements the authorities will support diversification of the rural economy and conservation and enhancement of the natural environment. (Mod H)</p>	(e.g. Policy SP7, penultimate paragraph). Mod H – To clarify position of rural areas in settlement hierarchy
20	Additional Paragraph 4.8	4.8 The North Essex authorities will identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their individual housing requirements set out in Policy SP3 below. Each authority will incorporate an additional buffer as required by national planning policy to ensure choice and competition for land.	Include reference to a Buffer as referenced in the NPPF
21	Policy SP3	The local planning North Essex Authorities will identify sufficient deliverable or developable sites or broad locations for their respective plan period, against to meet the requirement in the table below and will incorporate an additional buffer to ensure choice and competition for land. (Mod A)	Mod A- To include reference to a Buffer as referenced in the NPPF.

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		<p>Each authority will maintain a sufficient supply of deliverable sites to provide for at least five years' worth of housing, plus an appropriate buffer in accordance with national policy, and will work proactively with applicants to bring forward sites that accord with the overall spatial strategy and relevant policies in the plan. The annual housing requirement figures set out below will be used as the basis for assessing each authority's five-year housing land supply subject to any adjustments in Section 2 of each plan to address any undersupply since 2013. (Mod B) The North Essex authorities will review their housing requirement regularly in accordance with national policy requirements, and in doing so will have regard to the housing needs of the wider area. (Mod C)</p> <table><tr><td>Local Authority</td><td>Objectively Assessed Need for Housing requirement per Annum</td><td>Total minimum housing supply in requirement for the plan period (2013 – 2033)</td></tr><tr><td>Braintree</td><td>716</td><td>14,320</td></tr><tr><td>Colchester</td><td>920</td><td>18,400</td></tr><tr><td>Tendring</td><td>550</td><td>11,000</td></tr><tr><td>Total</td><td>2,186</td><td>43,720</td></tr></table>	Local Authority	Objectively Assessed Need for Housing requirement per Annum	Total minimum housing supply in requirement for the plan period (2013 – 2033)	Braintree	716	14,320	Colchester	920	18,400	Tendring	550	11,000	Total	2,186	43,720	Mod B – To clarify role of Section 2 in addressing undersupply issues. Mod C – To address national requirement to have regard to wider housing needs
Local Authority	Objectively Assessed Need for Housing requirement per Annum	Total minimum housing supply in requirement for the plan period (2013 – 2033)																
Braintree	716	14,320																
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Total	2,186	43,720																
22	Para 5.9	5.9 As part of the work to assess housing requirements, an analysis of economic forecasts was undertaken together with demographic projections to establish the inter-relationship between population growth, forecasts of new jobs and the number of new homes needed to accommodate these levels of growth. Employment forecasts have been developed using two standard models (East of England Forecasting Model (EEFM) and Experian 2016) which forecast total job	To provide more focussed wording for the policy by moving explanatory wording to the supporting text.															

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		<p>growth for each of the local authorities based on past trends. Each local authority has been advised on the most appropriate modelling figure to use in the context of reconciling job and housing demand. The forecast growth figures for the housing area for the period 2013-2037 as are set out in Policy SP4. Employment Land Needs Assessments have been carried out by each authority which set out the amount of employment land that is required within the Plan period. In terms of specific B use land provision, each local authority has undertaken work to establish what quantum of employment land would be required within the Plan period to meet the demand identified below for additional B use employment land. These B use employment areas are distributed between each local authority area and based on achieving a sustainable balance between jobs and the available labour force through population growth. As noted above, calculations of employment land required are affected by a range of issues that lead to different employment land portfolios for each local authority area, resulting in a proportionately greater quantum of new floorspace per job in Braintree and Tendring than in Colchester. This is a function of the prominence of higher density office requirements in Colchester and lower density logistics and industrial uses in Braintree and Tendring. The table in Policy SP4 below sets out the three authorities' employment land (B Class uses) requirements for the period 2016 – 33 for two plausible scenarios, baseline and higher growth. These two bookends provide flexibility to allow for each authority's supply trajectory to reflect their differing requirements. Site specific employment allocations meeting the needs of different sectors in each local authority are set out in section 2 of their Local Plan.</p>	

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23	Policy SP4 Title	Providing for Employment and Retail	To accurately reflect the content of the policy.															
24	Policy SP4	<p>A strong, sustainable and diverse economy will be promoted across North Essex with the Councils pursuing a flexible approach to economic sectors showing growth potential across the Plan period. Jobs provision is reconciled with housing demand and is informed by modelling. The following forecasts will apply to the North Essex Authorities; (Mod A)</p> <p>Annual Jobs Forecast:</p> <table><tr><td>Braintree (EEFM)</td><td>490</td></tr><tr><td>Colchester (EEFM)</td><td>928</td></tr><tr><td>Tendring (Experian)</td><td>490</td></tr></table> <p><i>Relocate second paragraph to supporting text – see above modifications to para 5.9 (Mod B)</i></p> <p>In order to meet the needs of the three authorities’ employment land requirements for B class employment uses and maintain appropriate flexibility in provision to meet the needs of different sectors, Section 2 of each plan will allocate employment land within the ranges set out below. (Mod C)</p> <p>Hectares of B use employment land required:</p> <table><tr><td></td><td>Baseline (2012 Based SNPP) (ha)</td><td>Higher Growth Scenario</td></tr><tr><td>Braintree</td><td>23-20.9</td><td>43.3</td></tr><tr><td>Colchester</td><td>22.0</td><td>30</td></tr></table>	Braintree (EEFM)	490	Colchester (EEFM)	928	Tendring (Experian)	490		Baseline (2012 Based SNPP) (ha)	Higher Growth Scenario	Braintree	23-20.9	43.3	Colchester	22.0	30	<p>Mod A – To clarify link between housing and jobs provision</p> <p>Mod B –To provide a more clearly focussed policy, leaving explanatory detail to the supporting text</p> <p>To provide more focus and clarity to policy wording.</p> <p>Mod C -The additional sentence is to make it clear that site allocations are included in section 2 plans to meet the target in policy SP4.</p> <p>Mod D – to update table with corrected figures</p>
Braintree (EEFM)	490																	
Colchester (EEFM)	928																	
Tendring (Experian)	490																	
	Baseline (2012 Based SNPP) (ha)	Higher Growth Scenario																
Braintree	23-20.9	43.3																
Colchester	22.0	30																

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		Tendring 2012.0 3820.0 North Essex 65-54.9 137.193.3 (Mod D)	
25	Para 6.1	<p>A coordinated and integrated approach to infrastructure planning and delivery is required to implement the vision for North Essex. Provision of appropriate and timely infrastructure to support growth will be central to the area's continuing prosperity, attractiveness and sustainability. Plan-led growth that includes proposed large scale garden community infrastructure with a particular focus will be on transport, education, healthcare, telecommunications (including broadband). Section 1 of the Local Plan highlights strategic and cross-boundary infrastructure, identifying the strategic transport infrastructure projects required to underpin delivery of the planned growth in the area including the proposed Garden Communities, and sets priorities for other infrastructure requirements such as education, healthcare, digital connectivity, water supply and wastewater.</p> <p>Section 2 of the Local Plan contains the infrastructure requirements for allocations made in that section of the plan The Infrastructure Delivery Plan (IDP) provides more detail about the phasing and costing of infrastructure requirements. for the Garden Communities and the Section 2 allocations required within the plan period.</p>	Modifications to improve organisation and clarity of policy in response to Inspector's letter of 8 June 2018
26	New section A Garden Communities	<i>Sections re-ordered to improve clarity and paragraphs renumbered. New Section A (Garden Communities) included in both explanatory text and policy.</i>	Modifications to improve organisation and clarity of policy

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27	Para 6.242 2 nd line	6.24 The North Essex Garden Communities Charter seeks to ensure that land use planning of the new communities maximises the provision and use of sustainable transport internally and connects externally to key urban centres. Given the Charter's commitment to the timely delivery of infrastructure, policies SP7-10 will ensure that key transport projects align with housing and employment delivery.	To clarify delivery process for infrastructure
28	Para 6.253 2 nd line	To achieve the desired step change in sustainable transport, policy will require that this infrastructure will need to be funded and its delivery phased to align with provided early in with the development phases.	To clarify delivery process for infrastructure
29	A.B Transport	B Transportation and Travel	Clarity
30	6.24	North Essex is well placed in the context of connections by road, rail, air and sea to the wider region and beyond, and these connections will need to be strengthened as part of developing sustainable transport networks. The A12 and A120 trunk road network form part of the Trans-European Network carrying international vehicular traffic. The Great Eastern Main Line (GEML) and branch lines, link the major towns and cities via a high capacity, high frequency rail line radiating from London. The strategically important London Stansted Airport lies to the west within a 60km radius of key urban centres in North Essex. Access via sea is provided by the port at Harwich.	Explanatory detail not essential.
31	Para 6.35 2 nd line	Growth promoted through the new Local Plans, particularly via large scale new developments where delivery will extend beyond the plan period, provides an opportunity to prioritise, facilitate and deliver larger scale transport infrastructure projects that can significantly improve connectivity across and within the area. A	To clarify focus of policy.

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		focus on sustainable transport in and around urban areas and the Garden Communities will and positively alter travel patterns and behaviour to reduce reliance on the private car.	
32	6.46	The Local Plans seek to improve transport infrastructure to enable the efficient movement of people, goods and ensure that new development is accessible by sustainable forms of transport. Measures designed to encourage people to make other sustainable travel choices such as better public transport provision, car clubs, electric vehicle charging points and provision of cycle links and walk footways will also be required to achieve such a change. It will also help to enhance air quality and improve health and well-being.	To clarify focus of policy.
33	6.57	Braintree, Colchester and Tendring will continue to work closely with government departments, Highways England, Essex County Council, Network Rail, rail and bus operators, developers and other partners to better integrate all forms of transport and improve roads and public transport and to promote cycling and walking. Key projects during the plan period will see improvements to the A12, A120, Great Eastern Main Line including rail services, and provision of rapid transit connections in and around urban areas and the Garden Communities. An integrated and sustainable transport system will be delivered that supports economic growth and helps deliver the best quality of life. Although the funding for some of these improvements is not guaranteed the authorities will work with providers to ensure that investment commitments will be made at the appropriate time to support the proposed growth.	To clarify focus of policy. Last sentence now covered by last sentence of new para 6.4
34	Para 6.6	On the inter urban road network traffic levels have increased significantly in recent years with parts of the A12 around Colchester and Marks Tey carrying up to 90,000 vehicles per day, which is high for an A-class trunk road.	To delete text which is overly detailed for a strategic section of the plan.

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35	Para 6.7	<p>Most of the inter-urban road network, particularly the capacity of the A12, is constrained by the operation of the junctions and sub-standard slips, and periods of congestion. The East of England Route Based Strategy (March 2017) provides a review of the state of the network in the East of England (including A120 Harwich to the A12 and A12 from the M25 to A14), and will inform a Strategic Road Network Initial Report (late 2017), which will outline the ambitions for the network across 2020 – 2025 (ie Road Investment Strategy (RIS) 2 period) and beyond. Consultation on plans to improve both the A12 and A120 has taken place, and the decisions made on these proposals should be informed by the planned growth, identified in Local Plans given the connection between new planned growth and the infrastructure needed to support it.</p>	To delete text which is overly detailed for a strategic section of the plan.
36	Para 6.8	<p>The A12 is set to have major improvements as part of the Government's Roads Investment Strategy (2015-2020) (RIS1), with the aim of improving capacity and relieving congestion. The plans were announced in December 2014 and will represent the largest investment in road infrastructure received by Essex. The RIS confirmed</p> <ul style="list-style-type: none"> • investment in a technology package for the length of the A12 from the M25 to the junction with the A14; • phased improvement of the road to a consistent dual 3 lane standard; and • improvement to the A12/M25 junction. <p>Consultation on route improvement options between junction 19 and junction 25 of the A12 concluded in March 2017. A decision by the Planning Inspectorate on the preferred improvement option is expected in 2019.</p>	To clarify terminology used and to delete text which is overly detailed for a strategic section of the plan.

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37	Para 6.9	The A120 is a key east-west corridor across Essex providing access to London Stansted Airport in the west to the Harwich ports in the east and serving the economies of Braintree, Colchester and Tendring, with links to Chelmsford via the A130. Upgrading the strategically important road will unlock greater economic potential for not only North Essex, but also the county and wider South East. It will provide tangible benefits to road users, businesses and local neighbourhoods.	To delete text which is overly detailed for a strategic section of the plan.
38	Para 6.10	Consultation on A120 route improvement options between Braintree and the A12 ended in March 2017. ECC has identified a favoured route which has been recommended to Highways England and the Department of Transport for inclusion in Road Investment Strategy 2 (RIS2), which is the next funding period for the strategic road network and will make a recommendation for a preferred option to the Secretary of State for Transport and Highways England in Autumn 2017. ECC will recommend the preferred route to Government for inclusion in the next Route Investment Strategy 2, which will run from 2020 to 2025. In addition a series of short term interventions will be delivered along the route to improve safety and relieve congestion. The final alignment may influence the final boundaries and scale of the proposed Garden Community on the Colchester Braintree border. The A120 from the A12 to Harwich is subject to a Highways England Route Based Strategy and improvements to this section of road are expected over the plan period.	To clarify terminology used and update latest position.
39	Para 6.11	Route-based strategies are prepared and delivered by the County Council for strategic main road corridors, in consultation with local authorities. The following strategies relevant to North Essex are currently being prepared for delivery post 2018/19: A131 – Chelmsford to Braintree; A131 Braintree to Sudbury; Colchester to Manningtree and A133 Colchester to Clacton. The key objective is to identify options that will support economic growth.	To delete text which is overly detailed for a strategic section of the plan.

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
40	Para 6.12	The Great Eastern Main Line (GEML) runs between London Liverpool Street and Norwich and carries a mixture of intercity services and commuter services serving the major urban settlements; and freight from the Haven Ports (Harwich and Felixstowe). Further branch lines provide connections to Braintree, Sudbury, Harwich, Clacton and Walton	To delete text which is overly detailed for a strategic section of the plan.
41	Para 6.4311 1 st line	The Anglia Route Study prepared by Network Rail (March 2016) shows that while capacity varies along the Great Eastern Main L ine, capacity to accommodate growth is limited and is particularly constrained in peak times from Chelmsford to London.	Name of rail line added for clarity.
42	Para 6.4513	A new franchise has been was awarded to Greater Anglia for passenger services in the region. New services will be provided which commencing ed in 2018 and the entire fleet of trains will be replaced and in service by 2020 adding capacity.	To update text.
43	Title preceding para 6.163	Bus, Public Transport , Walking and Cycling	To better reflect contents of following paragraphs
44	Para 6.4614	Alternative forms of transport to the private car (public transport , walking, and cycling and public transport) to for travel to work and other trips are essential in managing congestion and to accommodate sustainable growth. The levels of growth proposed in the Local Plans will require that the consequent need to travel is managed. Travel planning and smarter choices initiatives will be promoted to ensure that all residents have good access to local jobs, services and facilities, preferably by either walking or cycling. For longer trips and in rural areas where there are fewer local services and employment opportunities, public transport will be promoted. By promoting travel by sustainable modes there are wider benefits to local people such as improved health and air quality.	Reordering in first sentence reflects heading order. Last sentence deleted as covered by last sentence in new para 6.7

Ref	Policy / Para	Amendment Bold new text striketrough deleted text	Reason
45	Para 6.1715	Within the urban areas, bus networks are available although currently underutilised. Essex County Council will address this through a new passenger transport strategy that places emphasis on improving sustainable travel modes, i.e. creating viable public transport routes that operate smoothly and potentially have priority over private car travel, thus making public transport a more appealing method of travel. Essex County Council prioritises passenger transport (bus, minibus, taxi and community transport) according to the 'Getting Around in Essex Strategy'. The County Council will work in partnership with stakeholders to improve bus services and their supporting infrastructure to provide a real alternative to the private car. This will be achieved by identifying opportunities for a better bus network (routes, frequency, community based services); integrating school and commercial bus networks; the implementation of travel planning (work, business, school and health); provision of digital information measures; provision of park and ride; and supporting the growth in key commuter and inter urban routes. Conventional local bus services, and in particular improving existing services, will be an important part of promoting sustainable travel across North Essex, and will complement the new high quality rapid transit network.	To update text to reflect latest strategies and to delete text covered below.
46	Para 6.4816 1 st line	Through implementation of the Essex Cycling Strategy (2016), Cycling Action Plans have been will be prepared in all the NEAs to increase cycle levels; identify safety issues; identify gaps on key routes; identify ways of closing gaps; and create better cycle connectivity to key employment areas, development zones and schools.	To update policy.
47	Titles preceding	Achieving Sustainable Transport Policies and Delivery Mechanisms for Sustainable Transport Sustainable travel & major new developments	To better reflect contents of following paragraphs

Ref	Policy / Para	Amendment Bold new text striketrough deleted text	Reason
	para 6.1917		
48	Para 6.21	Proposals for major new development set out in this plan provide an opportunity to create a step change in establishing sustainable travel modes, particularly in the case of the proposed new garden communities. Management of travel demand will occur through providing retailing, jobs, services and facilities within the new communities to help reduce the need to travel, and the communities will be integrated and connected with the rest of North Essex and beyond through excellent public transport links providing a step change in sustainable travel patterns and will also reduce any adverse impact they might have on the highway network. Provision for car travel will include an emphasis on the use of new technology such as electric and ultra-low emission vehicles. Strategies for car usage will include car sharing, car clubs and appropriate car parking strategies.	Covered by paras 6.4-6.7 above.
49	Para 6.22	To maximise the use of public transport new forms of high quality rapid transit networks will be provided to connect the proposed garden communities to existing urban centres such as Colchester and Braintree; key destinations such as the University of Essex; and key transport interchanges in North Essex. To achieve the desired step change in sustainable transport this infrastructure will be identified in subsequent development plan documents and need required to be funded and provided early in the development phase to enable subsequent housing and employment delivery.	Covered by paras 6.4-6.7 above.
50	B. Education	B. Education C. Social Infrastructure	To clarify links between education and healthcare by regrouping them

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
	C. Social Infrastructure		under wider social infrastructure heading
51	New Para 6.21	New schools are an important place-making component of Garden Communities where early provision is usually critical in providing core social infrastructure to help a new community thrive, improve social integration and support the creation of sustainable travel patterns and a healthy environment.	To reflect latest Government guidance
52	Para 6.2822	Local authorities have a role in creating a healthy community. The North Essex authorities will work closely with relevant stakeholders such as The authorities will need to work with the NHS, Public Health, and local health partnerships, developers and communities to ensure that future development in North Essex takes into account the need to improve health and wellbeing of local residents (and workers) including access to appropriate health and care infrastructure adequate provision and range of healthcare facilities to support new and growing communities. and this is Requirements are set out in more detail within the Infrastructure Delivery Plan. This will be particularly important given the ageing profile of existing and future residents. There is already a need for more and better quality health care facilities across North Essex with some areas having relatively poor access to health care facilities. Garden Communities will provide the conditions for a healthy community Health through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing, and which is accessible by walking and cycling and public transport. objectives will also be delivered through providing safe, attractive and convenient routes for walking and cycling, and maximising participation in active	

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
		modes of travel. Support will be given to to meet cross-boundary need for hospice facilities.	
53	D. Broadband and Digital Connectivity	D. Broadband Digital Connectivity	Update to reflect latest terminology
54	Para 6.29 23	The NPPF indicates how high quality communications infrastructure is essential for economic growth and social well-being crucial for sustainable growth . The availability of high speed and reliable broadband, particularly in rural areas, is a key factor in unlocking new development opportunities and ensuring that people can access services online and work from home. By 2020 the Government is introducing a broadband Universal Service Obligation, whereby everyone will have a clear, enforceable right to request high speed broadband.	To update to reflect latest position on digital connectivity
55	Para 6.30 24	Fast broadband connections and telecommunications are an increasingly important requirement to serve all development. New development should contribute to the creation of a comprehensive and effective network in both urban and rural areas to promote economic competitiveness and to reduce the need to travel. The priority is to secure full fibre connections the earliest availability for universal broadband coverage and fastest connection speeds for to all existing and new developments. Developers are encouraged to engage with broadband providers at the earliest opportunity . Where provision is possible broadband must be installed on an open access basis and which will need to provide be directly accessed from the nearest British Telecom exchange and threaded through resistant tubing to enable easy access to the fibre optic cable for future repair, replacement or upgrading.	The change provides clarification of current practice.
56	New Section E	The authorities will need to work with Anglian Water, Affinity Water, Environment Agency and other infrastructure providers to ensure sufficient	New section added to ensure a wide range

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
58	New para A. Garden Communities	<p>A. Garden Communities</p> <p>Infrastructure provision will be secured in a timely manner and programmed to keep pace with growth of new communities.</p> <ul style="list-style-type: none"> • Funding and route commitments for the following strategic transport infrastructure projects will need to be secured in advance of the start of the Garden Communities as follows: <ul style="list-style-type: none"> ○ Colchester/ Braintree Borders – <ul style="list-style-type: none"> ▪ A12 widening and junction improvements ▪ A dualled A120 from Braintree to the A12 ○ Tendring /Colchester Borders – <ul style="list-style-type: none"> ▪ A120-A133 Link road • A scheme and specification for a phased rapid transit network and programme for the integration of the three Garden Communities into the rapid transit network • Provision of appropriate sustainable travel options will be required to encourage and facilitate sustainable travel behaviour from the outset and to provide viable alternatives to single-occupancy private car use, and will be informed by masterplanning. • 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 Development Plan Documents for each Garden Community 	To clarify essential requirements for Garden Communities

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
59	Policy SP5 B. Transport	<p>B. Transportation and travel The authorities will work with government departments, Highways England, Essex County Council, Network Rail, rail and bus operators, developers and other partners to deliver the following :</p> <ul style="list-style-type: none"> • Changes in travel behaviour by applying the modal hierarchy and increasing opportunities for sustainable modes of transport that can compete effectively with private vehicles. • A comprehensive network of segregated walking and cycling routes linking key centres of activity planned to prioritise safe, attractive and convenient routes for walking and cycling New and improved infrastructure required to support economic growth, strategic and site-specific priorities outlined in the second part of each Local Plan • Substantially improved connectivity by promoting and enabling more sustainable travel patterns, introducing urban transport packages to increase ing transport modal choice, providing better public transport infrastructure and services, and enhanced ing inter-urban transport corridors • Increased rail capacity, reliability and punctuality; and reduced overall journey times by rail • Support changes in travel behaviour by applying the modal hierarchy and increasing opportunities for sustainable modes of transport that can compete effectively with private vehicles • Prioritise Improved urban and inter-urban Ppublic transport, particularly in the urban areas, including new and innovative ways of providing public transport provision including; 	To clarify transport requirements and cross-references to other policies in the plan.

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
		<ul style="list-style-type: none"> ○ high quality rapid transit networks and connections, in and around urban areas with links to the new Garden Communities as required by policy SP5 (A) and policies SP8, 9, and 10 ○ maximising the use of the local rail network to serve existing communities and locations for large-scale growth ○ a bus network providing a high frequency, reliable and efficient service, that is high quality, reliable, simple to use, integrated with other transport modes serving and offers flexibility to serve areas of new demand ○ promoting wider use of community transport schemes <ul style="list-style-type: none"> • Increased rail capacity, reliability and punctuality; and reduced overall journey times by rail • New and improved road infrastructure to help reduce congestion and improve journey time reliability along the A12, A120 and A133 that will also link new development and provide strategic highway connections specifically: to improve access to markets and suppliers for business, widen employment opportunities and support growth • Improved access to and capacity of junctions on the A12 and other main roads to reduce congestion, improve journey time reliability and address safety • A dualled A120 between the A12 and Braintree • A comprehensive network of segregated walking and cycling routes linking key centres of activity contributing to an attractive, safe, legible and prioritised walking/cycling environment 	

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
		<ul style="list-style-type: none"> Develop Innovative strategies for the management of private car use and parking including the promotion of car clubs and car sharing, and provision of support for electric car charging points. 	

Ref	Policy / Para	Amendment strike through Bold new text deleted text	Reason
60	SP 5 C. Social Infrastructure Education Broadband	<p>C. Social Infrastructure The authorities will work with relevant providers and developers to facilitate the delivery of a wide range of social infrastructure required for healthy, active and inclusive communities, minimising negative health and social impacts, both in avoidance and mitigation, as far as is practicable.</p> <p>Education</p> <ul style="list-style-type: none"> • Provide Sufficient school places will be provided in the form of expanded or new primary and secondary schools together with early years and childcare facilities that are phased with new development, with larger developments setting aside land and/or contributing to the cost of delivering land for new schools where required. • Facilitate and support provision of Practical vocational training, apprenticeships, and further and higher education will be provided and supported. <p>Health and well-being</p> <ul style="list-style-type: none"> • Ensure that essential Healthcare infrastructure will be is provided as part of new developments of appropriate scale in the form of expanded or new healthcare facilities including primary and acute care; pharmacies; dental surgeries; opticians, supporting community services including hospices, treatment and counselling centres. • Require new development to maximise its positive contribution in creating healthy communities and minimise its negative health impacts, both in avoidance and mitigation, as far as is practicable. • The conditions for a healthy community will be provided through the pattern of development, good urban design, access to local services and 	To clarify organisation of policy wording and to clarify links between provision of different types of social infrastructure and new development

Ref	Policy / Para	Amendment Bold new text striketrough-deleted text	Reason
		facilities; green open space and safe places for active play and food growing, and which are all accessible by walking, cycling and public transport.	
61	D. Broadband and Digital Connectivity	D. Digital Connectivity Comprehensive digital access to support business and community activity will be delivered through the Roll-out of superfast ultrafast broadband across North Essex to secure the earliest availability for full fibre connections universal broadband coverage and fastest connection speeds for to all existing and new developments (residential and non-residential), where all new properties allow for the provision for superfast broadband in order to allow connection to that network as and when it is made available. Roll-out of superfast ultrafast broadband across North Essex to secure the earliest availability for universal broadband coverage and fastest connection speeds for all existing and new developments (residential and non-residential), where all new properties allow for the provision for superfast ultrafast broadband in order to allow connection to that network as and when it is made available.	To reflect latest terminology
62	SP5 – add to end of policy new section E. Wastewater	E. Water & Waste water The authorities will work with relevant providers to ensure that there is resilient capacity in the water management and waste water systems to respond to new development and provide improvements to water infrastructure and waste water treatment and off-site drainage improvements.	To ensure a wide range of infrastructure requirements is reflected.
63	Para 7.2	Networks of green and blue infrastructure should be provided across new developments, linking new developments within existing networks of open space. These areas can be multi use, providing space for natural species and habitats as well as space for informal recreation, and walking, cycling and equestrian links.	To clarify range of multi-use links required.

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64	Para 7.3 3 rd line	Strategic scale and more local green infrastructure can make a vital contribution to quality of place, biodiversity gains, alleviating recreational pressure , and health outcomes if properly integrated into the design and delivery of new development.	To clarify benefits of green infrastructure
65	Policy SP6	<p>All new development must meet the highest high (Mod A) standards of urban and architectural design. The local authorities encourage the use of dDevelopment frameworks, masterplans, design codes, and other design guidance documents and will be prepared in consultation with stakeholders where they are needed to support this objective. use design codes where appropriate for strategic scale development. (Mod B)</p> <p>All new developments should, where applicable, (Mod C) reflect the following place shaping principles:</p> <ul style="list-style-type: none"> • Respond positively to local character and context to preserve and enhance the quality of existing communities places (Mod D) and their environs. • Provide buildings that exhibit individual architectural quality within well-considered public and private realms; • Protect and enhance assets of historical or natural value; • Incorporate biodiversity creation and enhancement measures; (Mod E) • Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above use of the private car; • Where possible, appropriate, provide a mix of land uses, services and densities with well-defined public and private spaces to create sustainable well-designed neighbourhoods; • Enhance the public realm through additional landscaping, street furniture and other distinctive features that help to create a sense of place;(Mod F) • Provide streets and spaces that are overlooked and active and promote inclusive access; 	<p>Mod A – Modified to align with NPPF guidance and to suggest a proportionate design response.</p> <p>Mod B – Clarifies the use of design guidance documents</p> <p>Mod C - Clarifies not all the principles are applicable to some developments.</p> <p>Mod D - Clarifies a wider definition of areas covered by the requirement to preserve and enhance.</p> <p>Mod E - To ensure that development considers net</p>

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
		<ul style="list-style-type: none"> • Include parking facilities that are well integrated as part of the overall design and are adaptable if levels of private car ownership fall; • Provide an integrated and connected network of multi-functional public open space and green and blue infrastructure that connects with existing green infrastructure where possible, including alleviating recreational pressure on designated sites; (Mod G) • Include measures to promote environmental sustainability including addressing energy and water efficiency and provision of appropriate wastewater and flood mitigation measures including the use of open space to provide sustainable drainage solutions; (Mod H) and • Protect the amenity of existing and future residents and users with regard to noise, vibration, smell, loss of light, overbearing and overlooking. (Mod I) 	<p>environmental gains, consistent with NPPF paragraph 9.</p> <p>Mod F- To provide consistent level of detail</p> <p>Mod G To strengthen the policy to ensure that new development incorporates biodiversity creation and enhancement into its design.</p> <p>Mod G – To highlight importance of alleviating recreational pressure on designated sites</p> <p>Mod H – To highlight potential for sustainable water management solutions</p>

Ref	Policy / Para	Amendment Bold new text striketrough deleted text	Reason
			Mod I – To clarify factors affecting amenity
66	Paragraphs 8.3 – 8.7	Remove paragraph number and bullet point as sub sections of paragraph 8.3. Renumber paragraphs in rest of section as appropriate	To reflect new policy SP1B and supporting explanatory text
67	New Para 8.7	Heritage Impacts – To ensure that the significance of designated and undesignated heritage assets and their settings within and adjoining development areas is conserved and where possible enhanced, the detailed nature, form and boundary of new development is to be informed by the site selection methodology set out within Historic England’s Advice Note 3 (2017) (The Historic Environment and Site Allocations in Local Plans) or any subsequent replacement. Heritage Impact Assessments will be undertaken to ensure that the detailed form of development proposals is informed by an understanding of the assets and any adverse impacts mitigated appropriately.	To clarify requirements for conserving and enhancing heritage assets and their settings.
68	Para 8.141, First two sentences	At least two of the three garden communities will be cross-boundary, and the continued close joint working between the authorities involved will be required to secure their successful delivery. Each of the authorities is committed to ensuring that the new garden communities are as sustainable and high quality as possible and that the infrastructure needed to support them is delivered at the right time.	Duplicates the first two sentences of 8.11
69	Para 8.152	Based on the partnership wording between the North Essex authorities to date and their continuing commitment to the projects, each of the three proposed garden communities is planned to deliver 2,500 dwellings during the Local Plan to 2033. Delivery of 2,500 dwellings in the cross border garden communities, no matter where they are physically built, within the Local Plan period to	New mechanism added to each policy

Ref	Policy / Para	Amendment Bold new text striketrough deleted text	Reason
		<p>2033 will be attributed as set out in section 2 of each of the individual Local Plans, or if more dwellings are built then 50:50 between the two districts concerned. A detailed mechanism will be developed to attribute housing completions to the local planning authorities to deal with the possibility that fewer than 2,500 dwellings are completed in any of the communities during the plan period to 2033; it will be informed by the DPD and agreed through a Memorandum of Understanding. It will take into account a range of factors including:</p> <p>The resources, including finance, committed to the partnership by the councils to support delivery of high quality garden communities and achieve the projected housing delivery in both districts;</p> <p>The wider benefits of the garden communities to the districts;</p> <p>The burdens to the infrastructure of the districts generated by communities; and</p> <p>The proportion of the housing built in each district</p>	
70	SP7, first section	<p>The following three new garden communities are proposed in North Essex.</p> <p>Tendring/Colchester Borders, a new garden community will deliver 2,500 homes and 7 hectares of employment land within the Plan period (as part of an overall total of between 7,000-9,000 homes and 25 hectares of employment land to be delivered beyond 2033),</p> <p>Colchester/Braintree Borders, a new garden community will deliver 2,500 1,350 homes and 4 hectares of employment land within the Plan period (as part of an overall total of between 15,000 – 24,000 homes and 71 hectares of employment land to be delivered beyond 2033).</p>	To strengthen references to providing for employment growth

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		<p>West of Braintree in Braintree DC, a new garden community will deliver 2,500 2,060 homes and 9 hectares of employment land within the Plan period (as part of an overall total of between 7,000-10,000 homes and 44 hectares of employment land to be delivered beyond 2033).</p> <p>Each of these will be an holistically and comprehensively planned new community with a distinct identity that responds directly to its context and is of sufficient scale to incorporate a range of homes, employment, education & community facilities, green space and other uses to enable residents to meet the majority of their day-to-day needs, reducing the need for outward commuting. Each new garden community will be comprehensively planned from the outset with delivery of each new community will be being phased as part of that whole and underpinned by a comprehensive package of infrastructure.</p> <p>The Councils will need to be confident, before any consent is granted, that the following requirements have been secured either in the form of appropriate public ownership, planning agreements and obligations and, if necessary a local infrastructure tariff.</p>	
71	SP7 criteria (ii)	<p>The public sector working pro-actively and collaboratively with the private sector to design, and bring forward these garden communities, deploying new models of delivery where appropriate sharing risk and reward and ensuring that the cost of achieving the following is borne by landowners and those promoting the developments: : (a) securing a high-quality of place-making, (b) ensuring the</p>	To clarify requirements for delivery models.

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		timely delivery of both on-site and off-site infrastructure required to address the impact of these new communities, and (c) providing and funding a mechanism for future stewardship, management, maintenance and renewal of community infrastructure and assets. Given the scale of and time period for development of these new garden communities, the appropriate model of delivery will need to secure a comprehensive approach to the delivery of each new community in order to achieve the outcomes outlined above, avoid a piecemeal approach to development, provide the funding and phasing of both development and infrastructure, and be sustainable and accountable in the long term.	
72	SP7 criteria (v)	To meet the requirements of those most in need including a minimum of 30% affordable housing in each garden community.	To provide consistency with wording of Garden Community policies on affordable housing in SP8, 9 and 10
73	SP7 criteria (vi)	In accordance with the Garden Community Charter principle of providing one job per household within the new community or within a short distance by public transport, p Provide and promote opportunities for employment within each new community and within sustainable commuting distance of it. Around 850,000 square metres of floorspace will be provided in total, with allocations to be defined within Development Plan Documents for each Garden Community totalling some 138 hectares.	To strengthen references to providing for employment growth and clarify process for identifying allocations
74	SP7 – criteria (xi)	Secure a smart and sustainable approach that fosters climate resilience and a 21st century environment in the design and construction of each garden community	Clarification of water measures required.

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
		to secure net gains in local biodiversity, highest standards of energy efficiency and innovation in technology to reduce impact of climate change, the incorporation of innovative water efficiency/re-use measures (with the aim of being water neutral in identified areas of serious water stress), and sustainable waste and mineral management.'	
75	SP7 - Criterion (iv) of policy SP7, F17 of SP8 and F18 of policy SP9 and F18 of SP10	Add wording to end of section: To ensure new development does not have an adverse effect on any European Protected sites, the required waste water treatment capacity must be available including any associated sewer connections in advance of planning consent.	To provide a policy safeguard to ensure that phasing of development does not exceed capacity.
76	SP7 final paragraph	A Development Plan Document will be developed for each of the garden communities to set out how they will deliver the above principles as well as further detail of their design, development and phasing. as well as a A mechanism to appropriately distribute housing completions to the three Councils and this will be agreed through a Memorandum of Understanding.	To clarify role of DPDs
77	Policy SP8 First para	The adopted policies map identifies the broad location for the development of a new garden community of which the details and final number of homes along with allocations supporting the delivery of B use employment space will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Colchester BC and Tendring DC and which will incorporate around 2,500 dwellings	To strengthen references to employment in line with Section 1 objectives

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		within the Plan period (as part of an overall total of between 7,000-9,000 homes) and provision for Gypsy and Travellers.	
78	Policy SP8 New third paragraph	For the Plan period up to 2033 Tendring District Council and Colchester Borough Council agree that housing delivery from the Tendring Colchester Borders Garden Community will be distributed to the Authorities as set out in the published Local Plan trajectory, irrespective of where they are built. Should there be additional or fewer new dwellings delivered up to 2033 in the Garden Community then the number above or below the cumulative number will be distributed evenly between the Authorities. If there remains a shortage of overall delivery against need then each Authority, having taken 50% of the shortfall into account, would need to make up the shortfall within their Authority area given their overall Authority position.	To clarify how the housing on cross boundary sites will be distributed
79	Policies SP8, SP9 and SP10 Para A.2.	Planning applications for this garden community will be expected to be consistent with, and follow on from , the approved DPDs and subsequent masterplans and design and planning guidance. A Heritage Impact Assessment for each DPD in accordance with Historic England guidance will be required in order to assess impact of proposed allocations upon the historic environment, to inform the appropriate extent, nature and form of the development and establish any mitigation measures necessary.	To clarify plan-making process for Garden Communities, including requirements for assessment of historic environment impacts.
80	Policy SP8, C.5. 1 st line	Provision for a wide range of job, skills and training opportunities will be created in the garden community, Allocations supporting the delivery of 25 hectares of B use employment space will be defined within the Development Plan Document for the Garden Community.	To clarify process for determining employment land allocations

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
81	Policies SP8, Para D.7	<p>A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel. As highlighted in Policy SP5 funding and route commitments for the following strategic transport infrastructure will be required to be in place in advance of the Tendring / Colchester Borders Garden Community starting:</p> <p>A120-A133 Link road</p> <p>A scheme and specification for a phased rapid transit network and programme for the integration of the Garden Community into the rapid transit network</p> <p>Additional transport priorities including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining areas; development of of a public rapid transit system connecting the garden community to Essex University and Colchester town centre park and ride facilities and other effective integrated measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic and local road transport network and fully mitigate any environmental or traffic impacts arising from the development. These shall include bus (or other public transit provisions) priority measures between the site, University of Essex, Hythe station and Colchester Town Centre;</p>	To clarify requirement for essential transport infrastructure in Garden Communities.
82	Policy SP8 D.9	Primary vehicular access to the site will be provided off the A120 and A133. Further road improvements will be proposed as part of the masterplanning process to address both local needs and strategic movements between the A120 and A133.	Referenced in Hearing Statement. Matter 8

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
83	Policies SP8 and SP10 Para E.13 SP9 Para 14	Increased Pprimary healthcare facilities capacity will be provided to serve the new development as appropriate. This may be by means of new infrastructure or improvement, reconfiguration, extension or relocation of existing medical facilities.	Clarifies delivery options for new healthcare provision.
84	Policy SP8, Para F.17 and SP9, Para F.18	The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply, water and waste water treatment and flood risk management. Provision of improvements to waste water treatment plant including an upgrade to the Colchester Waste Water Treatment Plan and off-site drainage improvements aligned with the phasing of the development within the plan period and that proposed post 2033.	Changes required for consistency with changes recommended to policy SP7.
85	Policy SP8 Para F.20,	Avoidance, P rotection and/or enhancement of heritage and biodiversity assets within and surrounding the site, including Bullock Wood SSSI, Ardleigh Gravel Pits SSSI, Wivenhoe Pits SSSI and Upper Colne Marshes SSSI and relevant European protected sites. Contributions will be secured towards mitigation measures identified in the Essex wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS). Wintering bird surveys will be undertaken at the appropriate time of year as part of the DPD preparation to identify any offsite functional habitat. Should any be identified, development must firstly avoid impacts. Where this is not possible, it must be phased to deliver habitat creation and management either on- or off-site to mitigate any significant impacts	Additions to first sentence are to ensure the protection of SSSIs and for consistency with policies SP9 & SP10. The 2 nd sentence highlights the mitigation measures to be secured through the RAMS and the 3 rd sentence clarifies the requirement for

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			wintering bird surveys for the Tendring Colchester Borders area.
86	SP9 title (BDC version)	Colchester/Braintree Boarders Borders Garden Community	typo
87	SP9 first para	The adopted policies map identifies the broad location for the development of a new garden community of which the details and final number of homes along with allocations supporting the delivery of B use employment space will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Colchester BC and Braintree DC and which will incorporate around 2,500 1,350 dwellings within the Plan period (as part of an overall total of between 7,000-9,000 homes) and provision for Gypsy and Travellers.	To strengthen references to employment in line with Section 1 objectives and amend housing number
88	SP9 new third para	For the Plan period up to 2033 Colchester Borough Council and Braintree District Council agree that housing delivery from the Colchester Braintree Borders Garden will be distributed to the Authorities as set out in the published Local Plan trajectory, irrespective of where they are built. Should there be additional or fewer new dwellings delivered up to 2033 in the Garden Community then the number above or below the cumulative number will be distributed evenly between the Authorities. If there remains a shortage of overall delivery against need then each Authority, having taken 50% of the shortfall into account, would need to make up the shortfall within their Authority area given their overall Authority position.	To clarify how the housing on cross boundary sites will be distributed

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89	SP9 – B3 Housing 1 st line	A mix of housing types and tenures including self- and custom-build and starter homes affordable housing will be provided on the site.	Change required for consistency with SP8 and SP10.
90	SP9 – C5 1 st line	Provision for a wide range of job, skills and training opportunities will be created in the garden community, Allocations supporting the delivery of 71 hectares of B use employment space will be defined within the Development Plan Document for the Garden Community.	To clarify process for determining employment land allocations
91	SP9 Para D.7. 1 st and 2 nd line	A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel. As highlighted in Policy SP5 funding and route commitments for the following strategic transport infrastructure will be required to be in place in advance of the Colchester/Braintree Borders Garden Community starting: A12 widening and junction improvements A dualled A120 from Braintree to the A12 A scheme and specification for a phased rapid transit network and programme for the integration of the Garden Communities into the rapid transit network Additional transport priorities including including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; development of a public rapid transit system connecting this new garden community to the wider Colchester context; development of opportunities to improve accessibility to Marks Tey rail station (or provide for its relocation to a more central location within the garden community); and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network.	To clarify requirement for essential transport infrastructure in Garden Communities

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
92	SP9 Para D.11	Opportunities will be explored to establish how Marks Tey rail station can be made more accessible to residents of the new community including relocation of the station to a more central location and improvement of walking, cycling and public transport links to the station.	To reflect latest masterplanning approach
93	SP9 Para F. 21	Avoidance , Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site including the SSSI at Marks Tey brick pit, Marks Tey Hall, Easthorpe Hall Farm, Easthorpe Hall and the habitats along and adjoining the Domsey Brook and Roman River corridors. Contributions will be secured towards mitigation measures identified in the Essex wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS).	The addition of the word 'avoidance' reflects the ecological mitigation hierarchy. The 2 nd sentence highlights the mitigation measures to be secured through the RAMS
94	SP10 1 st Para	The adopted policies map identifies the broad location for the development of a new garden community of which the details and final number of homes along with allocations supporting the delivery of B use employment space will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Braintree DC and Uttlesford DC if applicable and which will incorporate around 2,500 2,060 dwellings within the Plan period (as part of an overall total of between 7,000-9,000 homes) and provision for Gypsy and Travellers.	To strengthen references to employment in line with Section 1 objectives and amend housing number.
95	SP10 new 4 th para	Within the Plan period completions in a given year will be assigned to BDC and UDC in line with the trajectory contained within the Local Plans regardless of where dwellings are built in the Garden Community. <ul style="list-style-type: none"> Within the Plan period if the site over delivers on housing in a given year then that over delivery will be split 75% BDC and 25% UDC regardless of where the dwellings are built in the Garden Community 	To clarify how the housing on cross boundary sites will be distributed

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
		<ul style="list-style-type: none"> • Within the Plan period if the site under delivers on housing in a given year the number of homes delivered will be split 75% BDC and 25% UDC regardless of where there are built in the Garden Community. • Any completions in 2023/24 and 2024/25 will be wholly assigned to BDC. • The total number of dwellings assigned to UDC will not exceed 3,500, or any subsequent figure for dwellings in Uttlesford defined in the West of Braintree DPD. The total number of dwellings assigned to BDC will not exceed 10,000, or any subsequent figure for dwellings defined in the West of Braintree DPD. This will not artificially constrain the DPD in identifying the capacity of the site, the capacity of the site will be design-led and defined through the DPD and subsequent planning applications. 	
96	SP10 Para C.5 1 st line	<p>Employment – additional wording pending further evidence base findings. Provision for a wide range of job, skills and training opportunities will be created in the garden community, Allocations supporting the delivery of 44 hectares of B use employment space will be defined within the Development Plan Document for the Garden Community.</p>	typo and to clarify process for determining employment land allocations
97	Policy SP10 Para F.17	<p>The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply, water and waste water treatment and flood risk management.</p> <p>Provision of improvements to waste water treatment and off-site drainage improvements aligned with the phasing of the development within the plan period and that proposed post-2033.</p>	Change required for consistency with changes recommended to policy SP7.

Ref	Policy / Para	Amendment Bold new text strike through deleted text	Reason
98	Policy SP10 F.20	Avoidance, P rotection and/or enhancement of heritage and biodiversity assets within and surrounding the site including Great Saling Hall conservation area and areas of deciduous woodland within and adjoining the site. Contributions will be secured toward mitigation measures identified in the Essex wide Recreational disturbance Avoidance and Mitigation Strategy (RAMS).	The addition of the word 'avoidance' reflects the ecological mitigation hierarchy. The 2 nd sentence highlights the mitigation measures to be secured through the RAMS
99	Paragraph 9.4 Table 1	<i>Amend as shown in Appendix 1 to this document</i>	To provide clarity
100	Addition to Glossary in section 2 Plans	Blue Infrastructure – Water assets and features including rivers, streams, estuaries, ponds, culverts, and the North Sea which deliver a wide range of environmental and quality of life benefits for local communities and wildlife.	To ensure the definition of the term is made clear.

Appendix 1

Revisions to address clarity

9.4 Table 1 Monitoring Requirements for Section1

Part One Objectives	Part One Policies	Targets	Key Indicators in Authority Monitoring Reports
Providing sufficient new homes	SP1 Presumption in favour of Sustainable Development	Delivery of new development in accordance with the Development Plan	Record of planning decisions including appeals
Fostering economic development	SP2 Spatial Strategy for North Essex	Deliver Garden Communities as the most sustainable options for large scale, long term growth	Local authority agreement and delivery of governance, community involvement, stewardship arrangements and funding arrangements for Garden Communities
Providing new and improved infrastructure			
Addressing education and healthcare needs	SP3 Meeting Housing Needs	Deliver new housing in line with spatial strategy and Objectively Assessed Need targets	Market and affordable housing completions per annum (net)
Ensuring high quality outcomes			

	SP4 Providing for Employment	Deliver new employment land in line with spatial strategy and evidence base targets	Amount of floorspace development for employment and leisure by type.
	SP5 Infrastructure and Connectivity	<p>Delivery of identified infrastructure schemes including transport, education, community, healthcare, green/blue infrastructure and environmental protection</p> <p>Increase modal share of non-motorised transport.</p>	<p>Identify and monitor progress of strategic infrastructure projects</p> <p>Monitor modal splits and self-containment via Census and measure traffic levels on key routes</p>

	SP5 Place Shaping Principles	Approved DPDS, masterplans & other planning & design guidance in place for each community prior to the commencement of development it relates to	Monitor availability of DPDs and other planning guidance relative to the submission & determination of planning applications for the development it relates to
	SP7 Garden Communities	Deliver Garden Communities as the most sustainable options for large scale, long term growth	Local authority agreement and delivery of governance, community involvement, stewardship arrangements and funding arrangements for Garden Communities
	SP8 Tendring Colchester Borders Garden Community	Deliver sustainable new communities in accordance with guidance as adopted	Delivery rates of all development including supporting infrastructure as documented in

			housing trajectories and other monitoring data
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Appendix 2

(to be inserted as Appendix 1 to Section 1)

Recreational Pressures at Essex/Suffolk European Sites

European site	Recreational Pressure
Abberton Reservoir SPA/Ramsar	Recreational disturbance not a threat at this
Blackwater Estuary SPA/Ramsar	The key threat to this site relates primarily to disturbance of water birds from people and dogs, in addition to water sports such as use of jet skis and motorboats.
Colne Estuary SPA/Ramsar	The key threat to this site relates primarily to disturbance of water birds from people and dogs, in addition to water sports such as use of jet skis and motorboats.
Hamford Water SPA/Ramsar	The key recreational threat identified at the screening stage relates primarily to disturbance of water birds from people and dogs in addition to water sports such as use of jet skis and motorboats.
Stour and Orwell Estuaries SPA/Ramsar	Breeding and overwintering waterbirds are susceptible to human disturbance from a range of land and water-based activities, including boating and watersports; walking; bait-digging; fishing; wildfowling, and military overflight training. Some activities, such as powerboating, may produce physical disturbance to habitats.

Essex Estuaries SAC	<p>The SAC is vulnerable to physical damage which can be caused by trampling and erosion associated with terrestrial recreation and wave damage caused by water based recreation. The SAC is also vulnerable to the effects of other negative factors associated with recreation such as littering, fire and vandalism.</p>
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Appendix 3

List of Superseded Policies – Colchester and Tendring

Colchester

List of Colchester Policies- Core Strategy Focussed Review Version (July 2014) / Site Allocations Adopted October 2010 /
Development Policies Focussed Review Version (July 2014) - Superseded by the Colchester Local Plan 2013-2033

New Policy Number	Policy ref on 2017-2033 Local Plan	Replaces Policy
SP1	Presumption in Favour of Sustainable Development	SD1
SP2	Spatial Strategy for North Essex	H1
SP3	Meeting Housing Needs	H1
SP4	Providing for Employment	CE1
SP5	Infrastructure and Connectivity	SD2
SP6	Place Shaping Principles	-
SP7	Development and Delivery of New Garden -Communities in North Essex	-
SP8	Tendring/Colchester Borders Garden Community	-

SP9	Colchester/Braintree Borders Garden Community	-
SP10	West of Braintree New Garden Community	-
SG1	Colchester's Spatial Strategy	H1
SG2	Housing Delivery	H1
SG3	Economic Growth Provision	CE3 /DP5
SG4	Local Economic Areas	CE3 / DP5
SG5	Centre Hierarchy	CE1
SG6	Town Centre Uses	DP6
SG6a	Local Centres	CE2c / DP7
SG7	Infrastructure Delivery and Impact Mitigation	SD2 / SD3
SG8	Neighbourhood Plan	ENV2
ENV1	Environment	ENV1/ DP 21
ENV2	Coastal Areas	ENV1 / DP23
ENV3	Green Infrastructure	ENV1/ PR1
ENV4	Dedham Vale Area of Outstanding Natural Beauty	ENV1 / DP22

ENV5	Pollution and Contaminated Land	-
CC1	Climate Change	ER1
PP1	Generic Infrastructure and Mitigation Requirements	DP3
TC1	Town Centre Policy and Hierarchy	CE1
TC2	Retail Frontages	DP6
TC3	Town Centre allocations	SA TC1
TC4	Transport in Colchester Town centre	TA4 / DP18
NC1	North Colchester and Severalls Strategic Economic Areas	CE1/ SA NGA1/ SA NGA3
NC2	North Station Special Policy Area	SA TC1
NC3	North Colchester	-
NC4	Transport in North Colchester	TA4 / DP18
SC1	South Colchester Allocations	CE3*
SC2	Middlewick Ranges	-
SC3	Transport in South Colchester	TA4 / DP18
EC1	Knowledge gateway and University of Essex Strategic Economic Area	CE1/ SA EC7

EC2	East Colchester / Hythe Special Policy Area	SA EC2/ SA EC3 Area 1/ SA EC4 Area 2/ SA EC6 Area 4
EC3	East Colchester	SA H1/ SA EC1/ SA EC5 Area 3/ CE3
EC4	Transport in East Colchester	TA4 / DP18. SA EC8
WC1	Stanway Strategic Economic Area	CE1/ SA STA1/ SA STA3
WC2	Stanway	SA STA1/ SA STA5
WC3	Colchester Zoo	-
WC4	West Colchester	-
WC5	Transport in Colchester	TA4 /DP18/ SA STA4
SS1	Abberton and Langenhoe	CE3*
SS2	Boxted	-
SS3	Chappel and Wakes Colne	-
SS4	Copford	-
SS5	Eight Ash Green	-
SS6	Fordham	-
SS7	Great Horkesley	CE3*
SS8	Great Tey	CE3*

SS9	Langham	CE3*
SS10	Layer de La Haye	-
SS11	Marks Tey	CE3*
SS12a	West Mersea	-
SS12b	Coast Road West Mersea	DP23
SS12c	Mersea Island Caravan Parks	DP10/ DP21/ DP23
SS13	Rowhedge	-
SS14	Tiptree	SA TIP2
SS15	West Bergholt	-
SS16	Wivenhoe	-
OV1	Development in Other Villages	ENV2
OV2	Countryside	ENV2 / DP9
DM1	Health and Wellbeing	DP2
DM2	Community Facilities	DP4
DM3	Education Provision	SD3
DM4	Sports Provision	DP15
DM5	Tourism, leisure, Culture and Heritage	DP10

DM6	Economic Development in Rural Areas and the Countryside	DP5 / DP9
DM7	Agricultural Development and Diversification	DP8
DM8	Affordable Housing	H4
DM9	Development Density	H2
DM10	Housing Diversity	H3
DM11	Gypsies, Travellers and Travelling Showpeople	H5/ SA H2
DM12	Housing Standards	DP12
DM13	Domestic Development	DP11/ DP13
DM14	Rural Workers Dwellings	H6
DM15	Design and Amenity	UR2 /DP1
DM16	Historic Environment	UR2 /DP14
DM17	Retention of Open Space	DP15
DM18	Provision of Open Space and Recreation Facilities	PR1/ PR2/ DP16
DM19	Private Amenity Space	DP16

DM20	Promoting Sustainable Transport and Changing Travel behaviour	TA1 / TA2 / TA3 / DP17
DM21	Sustainable Access to development	PR2 / TA2 / DP17
DM22	Parking	TA5 / DP19
DM23	Flood Risk and Water Management	ENV1/ DP20
DM24	Sustainable Urban Drainage Systems	DP20
DM25	Renewable Energy, Water Waste and Recycling	ER1 / DP25

* Please note that the housing allocation elements of the policy are new and do not supersede adopted policies. However, these policies include reference to Local Employment Areas and this part of the policy supersedes adopted policy CE

Tendring

List of Tendring Policies - Tendring District Local Plan (2007) superseded by the Tendring District Local Plan 2013-2033

New Policy Number	Policy ref on 2013-2033 Local Plan	Replaces Policy
SP1	Presumption in Favour of Sustainable Development	-
SP2	Spatial Strategy for North Essex	QL1
SP3	Meeting Housing Needs	HG1

SP4	Providing for Employment	QL4
SP5	Infrastructure and Connectivity	-
SP6	Place Shaping Principles	QL8 / QL9 / QL10 / QL11
SP7	Development and Delivery of New Garden Communities in North Essex	-
SP8	Tendring/Colchester Borders Garden Community	-
SP9	Colchester/Braintree Borders Garden Community	-
SP10	West of Braintree New Garden Community	-
SPL1	Managing Growth	QL1 / RA4
SPL2	Settlement Development Boundaries	QL1 / HG3 / HG12 / HG16 / HG20 / HG21
SPL3	Sustainable Design	QL9 / QL10 / QL11 / ER39 / ER40 / EN12 / HG3 / HG11 / COM19 / COM20 / COM21 / COM22 / COM23 / COM34
HP1	Improving Health and Wellbeing	QL12 / COM2 / COM24

HP2	Community Facilities	COM3 / COM4 / FW3 / RA6
HP3	Green Infrastructure	COM6 / COM7 / COM7a / COM8a / COM9 / COM13 / COM25
HP4	Safeguarded Local Greenspace	COM7 / COM7a / COM9 / COM13 / COM25
HP5	Open Space, Sports and Recreation Facilities	COM4 / COM6 / COM8 / COM8a / OM9 / COM10 / COM11
LP1	Housing Supply	HG1
LP2	Housing Choice	HG3a / HG6
LP3	Housing Density and Standards	HG7
LP4	Housing Layout	HG3 / HG9 / HG14
LP5	Affordable and Council Housing	HG4
LP6	Rural Exception Sites	HG5
LP7	Self-Build and Custom-Built Homes	-
LP8	Backland Residential Development	HG13
LP9	Traveller Sites	HG22

LP10	Care, Independent Assisted Living	COM5
LP11	HMO and Bedsits	HG10
PP1	New Retail Development	ER31 / ER32 / ER32a / ER37 / CL7 / CL10
PP2	Retail Hierarchy	ER31
PP3	Village and Neighbourhood Centres	ER31
PP4	Local Impact Threshold	ER31 / ER32 / ER32a / ER37
PP5	Town Centre Uses	ER31 / ER32 / ER32a / ER33 / ER37 / ER40 / CL9
PP6	Employment Sites	ER3 / ER4 / ER5 / ER7 / ER13 / RA1
PP7	Employment Allocations	QL4 / QL5 / ER1 / ER2 / ER5 / ER7 / ER13
PP8	Tourism	ER16 / ER26 / ER27 / ER28 / ER29 / COM15 / COM15a / CL2 / CL3 / CL4 / CL5 / HAR8 / FW1 / FW2 /
PP9	Hotels and Guesthouses	ER24 / ER25 / ER26

PP10	Camping and Touring Caravan Sites	CE1/ SA EC7
PP11	Holiday Parks	ER18 / ER19 / ER19a / ER20 / ER22
PP12	Improving Education and Skills	QL12 / COM26
PP13	The Rural Economy	QL7 / ER10 / ER11 / ER38 / HG17 / HG18/ HG19 / RA8 / COM12
PP14	Priority Areas for Regeneration	QL6 / ER30 / CL8 / CL10 / CL19 / HAR4a / HAR10 / HAR12 / HAR13 / HAR14 / HAR15 / RA2
PPL1	Development and Flood Risk	QL3 / COM32 / COM33 / COM35
PPL2	Coastal Protection Belt	EN3
PPL3	The Rural Landscape	EN1 / EN5 / EN5a
PPL4	Biodiversity and Geodiversity	COM16 / EN6 / EN6a / EN6b / EN11a / EN11b / EN11c
PPL5	Water Conservation, Drainage and Sewerage	COM31a / EN13
PPL6	Strategic Green Gaps	EN2

PPL7	Archaeology	EN29 / EN30
PPL8	Conservation Areas	EN17 / EN18 / EN18a / EN20 / EN25
PPL9	Listed Buildings	EN21 / EN22 / EN23 / EN24 / EN25 / EN26
PPL10	Renewable Energy Generation	EN13a
PPL11	The Avenues Area of Special Character, Frinton-on-Sea	FW5 / FW6
PPL12	The Gardens Area of Special Character, Clacton-on-Sea	CL17
PPL13	Ardleigh Reservoir Catchment Area	COM18
PPL14	Safeguarding of Civil Technical Sltet, North East of Little Clacon/South of Thorpe-le-Soken	COM28
PPL15	Safeguarding of Hazardous Substance Site, South East of Great Oakley/South West of Harwich	-
CP1	Sustainable Transport and Accessibility	QL2 / COM1 / TR1a / TR1 / TR2 / TR3a / TR4 / TR5 / TR6 / TR7 / TR9 / TR10 /CP1

CP2	Improving the Transport Network	QL2
CP3	Improving the Telecommunications Network	COM27
SAMU1	Development at EDME Maltings, Mistley	LMM1 / LMM1a
SAMU2	Development at Hartley Gardens, Clacton	-
SAMU3	Development at Oakwood Park, Clacton	-
SAMU4	Development at Rouses Farm, Jaywick Lane, Clacton	-
SAMU5	Development South of Thorpe Road, Weeley	-
SAH1	Development at Greenfield Farm, Dovercourt	-
SAH2	Development Low Road, Dovercourt	-
SAH3	Development Robinson Road, Brightlingsea	-
SAE1	Carless Extension, Harwich	HAR3
SAE2	Land South of Long Road, Mistley	-

SAE3	Lanswood Park, Elmstead Market	-
SAE4	Mercedes Site, Bathside Bay	-
SAE5	Development at Mistley Port	LMM1 / LMM1a
SAE6	Development at Mistley Marine	LMM1 / LMM1a
SAE7	Stanton Europark	ER1
DI1	Infrastructure Delivery and Impact Mitigation	QL12 / COM29 / COM30 / COM31 /
	Other policies superseded by the 2013-2033 Local Plan but not specifically replaced or replicated.	EN4 / EN7 / EN27 / EN27a / TR8 / TR10a / CL14 / CL14a / CL15 / CL15a / CL16 / CL18 / CL21 / HAR1 / HAR2 / HAR3a / HAR6 / HAR11 / HAR16 / HAR17 / BR1 / BR2 / BR3 / BR 4 / BR5 / LMM2 / RA3 /

