

# **Special Council**

## **Amendments Pack**

**Thursday 1<sup>st</sup> August 2019**

<b>Procedural Motion by Councillor G Butland relating to Councillor J Abbotts Motion</b>		<b>Agenda No:</b> 5
<b>Proposer of Procedural Motion:</b> Councillor G Butland		
<p><b>Procedural Motion:</b></p> <p>In accordance with Paragraph 7.1 of the Council Procedure Rules Council resolves to suspend Standing Orders for the sole purpose of allowing the original motion on the Local Plan, tabled by Cllr James Abbott for consideration at the Council Meeting held on 22nd July 2019, to be debated and voted upon at this meeting before proceeding to Item 5 on the agenda.</p> <p><i>[If this procedural motion is passed then Council will proceed to consider the following Motion.]</i></p>		
<p><b>Motion presented by:</b> Councillor J Abbott  <b>Motion seconded by:</b> Councillor N Unsworth  <b>Motion supported by:</b> Councillor S Hicks  Councillor Miss M Weeks  Councillor Mrs J Sandum  Councillor P Thorogood  Councillor B Wright  Councillor T Walsh  Councillor Mrs J Beavis</p>		
<p><b>Motion:</b></p> <p>This Council agrees to revert to the Local Plan Inspector's Independent expert recommendation of 'Option 1' as set out in his June 2018 letter, which is to secure acceptance of Part 2 of the Local Plan as soon as possible and that work on Part 1 (Garden Communities) be halted for the time being.</p> <p>Council recognises the significant financial and planning risks should the revised material on Part 1 be found still unsatisfactory, resulting in the Inspector again not being able to agree to the Plan being Sound.</p> <p>Council recognises that as of 31st March 2019 the housing sites allocated in Part 2 already amount to some 13,993 (*) dwellings which is 98% of the total minimum requirement of 14,320 in the Local Plan to the year 2033.</p>		

Council also recognises that updated development management policies are vital to ensuring the delivery of sustainable development and that these are contained within Part 2.

Council agrees that by securing an Adopted Plan which has up to date policies and the required housing numbers, it has the best defence against the on-going speculative development proposals being submitted on greenfield sites around towns and villages in the district.

(\*) Estimated 5,938 in submitted Part 2 plus actual 8,055 with planning permission and/or built.

<b>Amendment to Motion by Councillor J Abbott – Section 1 Local Plan Examination - Additional Sustainability Appraisal, Evidence and Proposed Amendments</b>	<b>Agenda No:</b> 5 <b>Amendment:</b> 1
<b>Proposer of Amendment:</b>	<b>Councillor J Abbott</b>
<p><b>Amendment:</b></p> <p>In recommendation a) after "accepted" add</p> <p>"except for the Rapid Transit System study,"</p> <p>New recommendation b) (and re-order to follow as a consequence)</p> <p>"The Rapid Transit System study is not accepted due to the recent confirmation from Highways England that neither the proposed new A120 from Braintree to the A12 nor the proposed widening of the A12 or the junctions of these roads will include dedicated lanes for Rapid Transit which the study describes as "crucial" to minimise interaction with road traffic and to achieve the ambitious modal share targets".</p> <p>In recommendation b) (re-ordering depending on the above) delete "expect" and insert instead "require"</p> <p>and after "Bids" add</p> <p>"and the funding decision on the A120"</p> <p>In recommendation f (re-ordering depending on the above) delete all words after "base" and insert instead</p> <p>"will be considered once a revised and acceptable Rapid Transit System study is produced."</p>	

### Tracked changes to Motion:

*[Inserted text in red, deleted text is struck through]*

#### Recommendations:

That the Council recommends that:

- a) The additional evidence base summarised within this report are accepted **except for the Rapid Transit System study**, as part of the evidence base for Section 1 of the submitted Local Plan which contains strategic planning policies and proposals common to the North Essex Authorities of Braintree, Colchester and Tendring;
- b) **The Rapid Transit System study is not accepted due to the recent confirmation from Highways England that neither the proposed new A120 from Braintree to the A12 nor the proposed widening of the A12 or the junctions of these roads will include dedicated lanes for Rapid Transit which the study describes as "crucial" to minimise interaction with road traffic and to achieve the ambitious modal share targets**
- c) To note that the evidence base confirms the need for the infrastructure contained in the current HIF Bids submitted by Essex County Council with regard to the North Essex Garden Communities and as currently being considered by Government and that the Council's would ~~expect~~ **require** a decision on those Bids **and the funding decision on the A120** before submitting further evidence to the Secretary of State under recommendation (g h) below
- d) It approves the findings of the Additional Sustainability Appraisal work which appraises the submitted Local Plan strategy for three cross-border Garden Communities and the reasonable alternatives to such strategy;
- e) It agrees that the Additional Sustainability Appraisal work and evidence base (including the additional evidence) supports the existing spatial strategy for growth in the submitted Local Plan proposing three cross-border Garden Communities and that it is justified as being the most appropriate strategy;
- f) It approves the schedule of proposed amendments to the submitted Local Plan
- g) A six-week public consultation on the schedule of proposed amendments, the Additional Sustainability Appraisal work and the additional evidence base ~~be undertaken, starting on 19 August 2019 and ending on 30 September 2019~~ **will be considered once a revised and acceptable Rapid Transit System study is produced;**
- h) Following the period of consultation, the above documents along with any duly-made representations received during the consultation period, be submitted to the Secretary of State to enable the Local Plan Inspector to resume and complete the examination of the Section 1 Local Plan; and
- i) The Council requests the Local Plan Inspector to recommend any further modifications to the Publication Draft Local Plan as necessary to make it sound.

**Clean text version:**

Recommendations:

That the Council recommends that:

- a) The additional evidence base summarised within this report are accepted except for the Rapid Transit System study, as part of the evidence base for Section 1 of the submitted Local Plan which contains strategic planning policies and proposals common to the North Essex Authorities of Braintree, Colchester and Tendring;
- b) The Rapid Transit System study is not accepted due to the recent confirmation from Highways England that neither the proposed new A120 from Braintree to the A12 nor the proposed widening of the A12 or the junctions of these roads will include dedicated lanes for Rapid Transit which the study describes as "crucial" to minimise interaction with road traffic and to achieve the ambitious modal share targets
- c) To note that the evidence base confirms the need for the infrastructure contained in the current HIF Bids submitted by Essex County Council with regard to the North Essex Garden Communities and as currently being considered by Government and that the Council's would require a decision on those Bids and the funding decision on the A120 before submitting further evidence to the Secretary of State under recommendation (h) below
- d) It approves the findings of the Additional Sustainability Appraisal work which appraises the submitted Local Plan strategy for three cross-border Garden Communities and the reasonable alternatives to such strategy;
- e) It agrees that the Additional Sustainability Appraisal work and evidence base (including the additional evidence) supports the existing spatial strategy for growth in the submitted Local Plan proposing three cross-border Garden Communities and that it is justified as being the most appropriate strategy;
- f) It approves the schedule of proposed amendments to the submitted Local Plan
- g) A six-week public consultation on the schedule of proposed amendments, the Additional Sustainability Appraisal work and the additional evidence base will be considered once a revised and acceptable Rapid Transit System study is produced;
- h) Following the period of consultation, the above documents along with any duly-made representations received during the consultation period, be submitted to the Secretary of State to enable the Local Plan Inspector to resume and complete the examination of the Section 1 Local Plan; and
- i) The Council requests the Local Plan Inspector to recommend any further modifications to the Publication Draft Local Plan as necessary to make it sound.

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<b>Amendment to Motion by Councillor J Abbott – Section 1 Local Plan Examination - Additional Sustainability Appraisal, Evidence and Proposed Amendments</b>	<b>Agenda No:</b> 5 <b>Amendment:</b> 2
<b>Proposer of Amendment:</b> Councillor J Abbott	
<b>Amendment:</b>  In the suggested amendments to the Draft Local Plans section one  In 58, second bullet point, in the first line after "network", add the words  "comprising all 4 routes described in the Rapid Transit System study"  and add the words at the end of that bullet point  "will need to be secured in advance of the start of the Garden Communities"	
<b>Tracked changes to Motion:</b> <i>[Inserted text in red, deleted text is struck through]</i>  Suggested Amendments to the Publication Draft Braintree, Colchester and Tendring Local Plans: Section One <i>[Note the underlying formatting uses struck through text, therefore deletions in amendments are shown by double-strike through in this section only]</i>  58 New para: A. Garden Communities <b>A. Garden Communities</b> <b>Infrastructure provision will be secured in a timely manner and programmed to keep pace with growth of new communities.</b> <ul style="list-style-type: none"> <li>• <b>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:</b> <ul style="list-style-type: none"> <li>○ <b>Colchester/ Braintree Borders –</b> <ul style="list-style-type: none"> <li>▪ <b>A12 widening and junction improvements</b></li> <li>▪ <b>A dualled A120 from Braintree to the A12</b></li> </ul> </li> <li>○ <b>Tendring /Colchester Borders –</b> <ul style="list-style-type: none"> <li>▪ <b>A120-A133 Link road</b></li> </ul> </li> </ul> </li> <li>• <b>A scheme and specification for a phased rapid transit network comprising all 4 routes described in the Rapid Transit System study and programme for the integration of the three Garden Communities into the rapid transit network will need to be secured in advance of the start of the Garden Communities.</b></li> </ul>	

- 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

#### **Clean text version:**

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

*[Note the underlying formatting uses struck through text, therefore deletions in amendments are shown by ~~double strike~~ through in this section only]*

58 New para: A. Garden Communities

#### **A. Garden Communities**

**Infrastructure provision will be secured in a timely manner and programmed to keep pace with growth of new communities.**

- 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:
  - Colchester/ Braintree Borders –
    - A12 widening and junction improvements
    - A dualled A120 from Braintree to the A12
  - Tendring /Colchester Borders –
    - A120-A133 Link road
- A scheme and specification for a phased rapid transit network comprising all 4 routes described in the Rapid Transit System study and programme for the integration of the three Garden Communities into the rapid transit network will need to be secured in advance of the start of the Garden Communities.
- 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



<b>Amendment to Motion by Councillor J Abbott – Section 1 Local Plan Examination - Additional Sustainability Appraisal, Evidence and Proposed Amendments</b>	<b>Agenda No:</b> 5 <b>Amendment:</b> 3
<b>Proposer of Amendment: Councillor J Abbott</b>	
<b>Amendment:</b>  In the suggested amendments to the Draft Local Plans section one  In 59, bullet point about rail, after "Increased rail capacity" add the words  "particularly on the London - Norwich mainline and the Braintree branch line"	
<b>Tracked changes to Motion:</b> <i>[Inserted text in red, deleted text is struck through]</i>  Suggested Amendments to the Publication Draft Braintree, Colchester and Tendring Local Plans: Section One <i>[Note the underlying formatting uses struck through text, therefore deletions in amendments are shown by double strike through in this section only]</i>  59 Policy SP5 B. Transport <b>B. Transportation and travel</b> <b>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 :</b>  <ul style="list-style-type: none"> <li>• <b>Changes in travel behaviour by applying the modal hierarchy and increasing opportunities for sustainable modes of transport that can compete effectively with private vehicles.</b></li> <li>• <b>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</b></li> </ul> <del>New and improved infrastructure required to support economic growth, strategic and site-specific priorities outlined in the second part of each Local Plan</del> <ul style="list-style-type: none"> <li>• Substantially improved connectivity by promoting <b>and enabling</b> more sustainable travel patterns, introducing urban transport packages to increase <b>ing</b> transport modal choice, providing better public transport infrastructure and services, and <b>enhanced</b> inter-urban transport corridors</li> <li>• <del>Increased rail capacity, reliability and punctuality; and reduced overall journey times by rail</del></li> </ul>	

- ~~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** ~~Public transport, particularly in the urban areas;~~ including new and innovative ways of ~~providing~~ public transport **provision** including;
  - 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
- **Increased rail capacity, particularly on the London - Norwich mainline and the Braintree branch line, 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~~
- 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.

#### Clean text version:

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

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59 Policy SP5 B. Transport

#### **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 :**

- **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~~
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